



23rd June, 2021

Dear Sirs,

Re: The case for re-opening Manston Airport, Kent

I write in support of the proposal to reopen Manston as an airport.

In recent years, Manston has operated as a commercial airport with mostly cargo planes but also passenger planes at different times. In addition, Manston has provided facilities for use by private light aircraft. I wondered whether this last use has been fully considered when making the strategic and commercial case for reopening the airport?

A recent planning application (Application number 21/00626) has been made to Dover District Council for a change of use of farmland in East Kent to an airfield, hangars and ancillary facilities for up to 20 light aircraft plus a helipad. The argument for this is that there is apparently a lack of suitable airfields in East Kent since the closure of Manston and exacerbated by the recent closure of a small airfield (Maypole Airfield) near Canterbury. Maypole airfield also had customs facilities and could host light aircraft travelling between Kent and the Continent. The application, which is pending decision, is seemingly supported by private pilots from across the UK and the continent indicating a significant local demand for suitable ground facilities for use by private light aircraft.

It seems to me preferable not to permit the proliferation of small airfields in the countryside with the detrimental environmental impact, noise etc but rather to encourage them to be based in more suitable established airfields such as Manston which clearly have the capacity and facilities to serve them and are geographically well positioned.

I hope that in considering the case for reopening Manston airport which I support, this potential light aircraft demand will be included and that plans for opening new small airfields in unspoilt countryside will meanwhile be discouraged.

Yours sincerely,

Dr Neil Craven