

**From:** [REDACTED]  
**To:** [Manston Airport](#)  
**Subject:** For the attention of the Manston Airport Case Team  
**Date:** 24 June 2021 14:12:51

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For the attention of the Manston Airport Team

Dear Sir / Madam,

In response to the request for information in regards to the "Need" for Manston Airport to be granted permission to be upgraded and reinstated to Full Operational Use through the DCO process, I would like to add my personal views.

"Need " in this case is rather flexible, as it can cover several aspects.

My first consideration has to be the creation of jobs related to the Airport.

It's common knowledge that Thanet is a socially deprived area, sadly lacking in worthwhile jobs. The figures from Kent County Council make for sad reading.

1 [https://www.kent.gov.uk/\\_\\_data/assets/pdf\\_file/0019/8182/District-unemployment-bulletin.pdf](https://www.kent.gov.uk/__data/assets/pdf_file/0019/8182/District-unemployment-bulletin.pdf).

Proof positive that Thanet NEEDS more employment..

Yes there are seasonal, zero hours contract , minimum wage available, in the hospitality sector, but that provides no incentive to people...and often leads to Benefit

Dependency.

What RiverOak Strategic Partners are proposing is more in line with what's required locally..Apprenticeships , and other training in the many diverse occupations found on a busy Airport...Work with local education professionals has already begun...Up to and including University level...

Skilled certified aviation engineers are required to work on Aircraft, and those are well rewarded in the pay scales....Those skills are also transferable globally..So, jobs with prospects are certainly Needed, and can be achieved.

2

Mention has been made throughout the DCO process of comparisons with other U.K. Airports, yet Manston is starting with a relatively clean canvas , based around the existing runway..Primarily aimed at Freight Traffic, Servicing and Engineering, with General Aviation too, and some passenger traffic in the future.

Yes the other Airports do handle freight, to a degree...one of RSPs targets is the long haul airfreight that is currently flown onto continental Europe, then trucked across the Channel...Experience has shown that this can be precarious, as French Farmers and Fishermen quite often blockade the ports and Channel Tunnel...leading to immense problems for the trucked air cargo, particularly where perishables are involved, whole

loads often spoiled.

Beyond Brexit is still problematic, with increased Customs Checks on cargos ..This could well continue for years.

Time is the advantage of airfreight, so the extra road miles to and from the Continent are counter productive. Manston is poised to reduce that to near zero..That too could be a form of Need, by the reduction of time spent / wasted.

3

Low / Zero Carbon emissions...The proposed development is wholly committed to carbon emission reduction, and use of “green “ technology on site..

All vehicles are to be either electric or hydrogen propelled, from the vans, tugs, freight handling trucks, to the Fire Engines....All the buildings are to have solar panels to power the electrical systems on the site, including recharging the vehicle fleets. The possibility of hydrogen fuel production on-site is being examined, as well as the storage of hydrogen fuel cells.. The use of bio fuels is also being considered..for use by aircraft...

The science on these exciting developments is continuing world wide at pace.

The benefits to all are obvious..

4

The pandemic has set in train a lot of problems for the aviation industry. Massive reductions in passenger traffic has been witnessed world wide..This too has had an effect upon airfreight, as much cargo was carried in the holds of passenger aircraft.that have not been flying .Yet essentials such as pharmaceuticals have been required at greater urgency than ever before...This has been achieved by Freight companies increasing their air cargo movements...

Many have been purchasing more purpose built or converted aircraft to meet the need...

World economics and the desire to travel by air although savagely curtailed, will return, and return quickly...The spare capacity at airports will very quickly dissipate ....That will again put the freighters at the back of the queue for “Slots” at airports dedicated to mainly passenger traffic ....That is where Manston can fill the “need”..being primarily dedicated to cargo, they will have the available slots....

I accept there is much to do to get everything done in as short a timeframe as possible...But RSP are confident it can be achieved....It will not be a completed development for some time, but it's hoped that the first aircraft could be arriving within two years ...

The plans as shown on the DCO are very exciting for the majority of local residents...

RSP intend to construct as clean an environment as is possible, with minimal disruption, and creating a modern, efficient and future proofed airport that we can all be proud of .

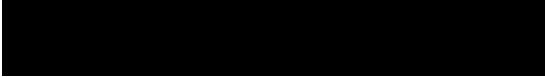
I understand the question posed related to Policy regarding the DCO acceptance...I can't find any new information in relation to Government Policy that applies within the Planning Acts, lots of aspirations, in particular regarding Net Zero / Carbon Neutral but nothing that is in statute at present .

RSP have carried out the most comprehensive Environmental Impact Study ever seen in Thanet, some aspects of which are continuing as an ongoing process...

I truly believe that there is a definite NEED for Manston Airport to be reinstated.

Yours faithfully

Liam Coyle



**From:**   
**To:** [Manston Airport](#)  
**Subject:** Response to DfT request on Need for Manston Airport  
**Date:** 04 July 2021 19:35:37

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Sent via BT Email App  
For the attention of the Manston Airport Team

The Need for the reinstatement of Manston Airport to full operational use, is not just confined to Thanet and the Southeast..

The current pandemic has shown that Airfreight is a global necessity.

Whilst there are other airports capable of handling Cargo 'Planes, and the lack of passenger traffic has allowed Slots to be available, this can only be perceived as a short term occurrence..

It is anticipated that the worldwide passenger situation will return to pre pandemic levels very swiftly, as the vaccination regime reaches the vast majority of the wider population... The U.K. is at the forefront of the rollout of inoculations, and is also involved in providing much needed vaccines around the globe. AirCargo has been an essential means of providing the medications, including the import of ingredients for the manufacture of the vaccines, as well as completed doses, Followed by exports around the world, particularly to regions where pharmaceutical manufacturing isn't of the same standard and ability...

The ingredients and completed doses are time sensitive, and require controlled temperatures in transit... That is not always possible in normal passenger aircraft holds, and careful handling is essential..

That is but one facet.. As the world emerges from the pandemic, passenger traffic will very quickly accelerate, and it is anticipated that pre Covid levels of demand will be achieved and probably exceeded during 2022, and beyond.

Thus, the spare capacity at existing airports, that are mainly passenger oriented will rapidly dissipate, and cargo planes will be at the back of the queue for slots.

This again is a reason for the NEED for Manston Airport.. Being designated as a freight hub, cargo will not have to compete with passenger aircraft for takeoff and landing timings... A very attractive facility for customers.

The necessity for cargo handling facilities is recognised at many Airports around the world JFK Airport in New York, have just announced its first new cargo terminal in 20 years, a \$145 million, 350,000 sq ft facility on over 26 acres.

( Port Authority of New York New Jersey)

This is happening in many other states in America from Pittsburg to Anchorage, where cargo facilities are being upgraded.

Brussels is to open a pharma centre at Brussels Airport, for the transportation and storage of goods that require special care or treatment.... Something that the U.K. will

need to be able to emulate as a matter of urgency.

Manston, being built as a Cargo Hub with a clean sheet, is ideally positioned to fulfill that role. Another point of "Need".

Cargo Airlines are expanding their fleets to meet the rapidly expanding requirement, or NEED, FedEx a huge international carrier, is expected to spend \$7.2 Billion in the next year on new aircraft and facilities

FedEx report that trade volumes have surpassed pre pandemic levels and are on course for the fastest year of growth in over a decade.

They report that air cargo capacity remains down 10% due to lower bellyhold capacity, but overall it's expected to grow swiftly in the next few years. Bellyhold capacity will continue to reduce, in a time when rising demand for aircargo has increased the need for dedicated air freighters, and thus the Need for freighter stands at Airports such as Manston, which is of course being developed with cargo as the priority..

Revenue is still very good, and increasing .

New routes are opening between Hong Kong and Africa to drive down delivery times, these markets are ripe for U.K. trade too..

One of the advantages that Manston can fulfill, is in reducing the need for Customs Clearances in "third " countries, direct flights, internationally without the need for landing in the EU and clearing customs, prior to being trucked to or from the U.K. is more efficient, less costly, and can ensure quicker delivery times, which is now a prerequisite in many businesses...

Yet another "Need" that Manston could be part of..

The International Air Transport Association has reported that its latest analysis of Air Cargo volumes has continued to outpace pre-Covid ( 2019) levels ..Global demand was reported at 12% higher than in 2019..displaying "a steep upward trend".

Willy Walsh IATA's director general commented "Air cargo continues to be the good news story for the air transport sector , some regions are out performing the global trend, most notably carriers in North America , the Middle East and Africa".....

It is obvious that air cargo is a growing area exponentially, and so U.K. PLC should be ensuring that as a nation we are geared to take full advantage of international trade..A definite NEED, and Manston is certainly in a position to exploit that trade, gaining international business, that can provide revenue, jobs with prospects, and the ability to be future proofed within the land owned by RSP.

Air Cargo News, provides a lot of current information on Airlines, Aircraft, and the various logistics companies involved in Airfreight.

They are regularly updating readers with current trends in the business...

More purpose built aircraft are being built, to facilitate the specific needs of customers..Airports are increasing cargo handling capacities where achievable..

Most of the U.K. airports in the southeast are struggling to accommodate more air cargo, as stated earlier, passenger traffic has priority..Expansion at Heathrow , Gatwick, and Stanstead is mooted , but unlikely to be achievable for many years...However Manston is poised ready to be upgraded to fulfill the urgent NEED....The plans are all compliant with the protocols for the "green agenda" , this has been expanded upon by others.

I am convinced that there is a real and urgent need for Manston to be granted the Development Consent Order, as soon as possible, to ensure that the nation can benefit from increasing trade , as we progress beyond our ties with the EU, yet able to maintain strong links with European countries and businesses to our mutual benefit...

Liam Coyle

**From:** [REDACTED]  
**To:** [Manston Airport](#)  
**Cc:** [REDACTED]  
**Subject:** Response to Dft request on Need for Manston  
**Date:** 03 July 2021 22:54:03

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