

**From:** [REDACTED]  
**To:** [Manston Airport](#)  
**Subject:** Comment re:- Arup Report on Manston Airports viability.  
**Date:** 10 November 2021 15:57:22

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Dear PI,

This is a response to the SoS's invitation to respond to the above and the Statement of Matters.

I am aware of comments that have been made concerning the quality of the above report. I do not agree with the findings of the report but will leave others, better qualified than myself comment in detail.

My comment is that globally, the report gives insufficient weight to the factors of location and time. I also worry about the independence of an assessor employed by a company that receives revenue from other airports that will lose financially if Manston Airport reopens. Airports do not generate cargo, they only receive and forward, Manston's gain is Gatwick's loss, also, airports (apart from their ground infrastructure) do not generate emissions, aircraft engines, and even more so, the diesel engines of the trucks and vans that forward the cargo to its point of delivery do so, accordingly an airport's location is key, the closer to the final destination, the greener the process, note; Manston's ground infrastructure is proposed to be technically green or offset, it will be the greenest airport in the world.

Arup quote the Ex A "integrators will be more likely to consider an airport with a more central position". well, an integrator based at Gatwick or Heathrow or Stanstead would say that, wouldn't they? The entire point of a regional airport is its location, Manston will make forwarding to locations south of the river Thames, faster and greener, "faster", speed is the essence of air freight, or why not use a ship?

Timing is not sufficiently considered in the report, it is almost as though location and time are irrelevant to capacity, capacity is not a stand-alone issue, the issue is *capacity and time* or capacity *at what time* because everybody wants the same slots, it matters little if Stanstead has a slot at 1330 if a time-critical delivery needs a slot at 0630 to forward perishable goods or a just in time delivery.

In my previous submission as a light aircraft pilot, related to lack of hangarage for light aircraft in Thanet in particular and SE England in general, Arup mention this and makes the same omission (location/time). Lydd is a long drive away and therefore no substitute for Maypole.

Yours Sincerely

Julian Eagle