

From: [REDACTED]
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Subject: Submission for consideration in support of Manston Airport
Date: 03 December 2021 18:04:14

I am writing this as an airline pilot of 42 years experience, 15 of them flying heavy cargo aircraft and I have operated a 747-400 freighter into Manston.

I draw a comparison between Manston and Luxembourg airports. Luxembourg is home to Cargolux, Europe's largest cargo-only airline, operating some 27 747-400F and 747-8 freighters.

These aircraft are in constant use flying round the globe and carrying outsize cargo as well as more normal airfreight items. Any suggestion that there is insufficient demand for dedicated cargo aircraft is simply ludicrous and not born out by the facts. Cargolux flew more than 1.1 million tonnes of freight in 2020 and generated profits of more than 750,000,000 USD. Where is the UK competition to this? Still arguing about the use of one of the longest (and certainly the widest) runways in the UK?

LUX is 80% freight and its location and air traffic situation permits delay-free arrivals and departures in the same way that Manston would, allowing arrivals and departures over the Channel without interference with the remainder of the crowded South East England airspace.

In some of the negative statements I have read, mention is made that freighter aircraft are noisier than passenger aircraft. This statement is absolutely untrue. Most of the heavy cargo aircraft around at the moment are converted passenger planes and therefore have the same engines.

All aircraft operators are extremely conscious of their carbon footprint and their green credentials and are making enormous efforts to become cleaner and greener with the introduction of SAF (Sustainable Aviation Fuel).

Every day, dedicated freighter aircraft land at Brussels and Liège airports, to offload freight which is then trucked to the UK via the Channel Tunnel or ferry crossing. How can this be justified ecologically if the same aircraft could land at Manston 20 minutes later?

Manston is made of how capacity is served by belly cargo aboard passenger services. Take a look at the attached photo and explain how it would fit in the hold of a passenger aircraft!

Manston is an absolute jewel in the South East. It is capable of generating skilled jobs for many local people that are badly needed in this economically deprived area.

References to Brexit and COVID in various documents connected with this review should be largely discounted. Manston has been an airport for 100 years and hopefully it will still be around long after these issues have gone away!

In this country we have a dreadful reputation for infrastructure dithering and delays. The Crossrail link, HS2, a third runway at Heathrow, a second runway at Gatwick.

When Manston was last operational, one of my colleagues at KLM mentioned that they would resume feeder services to Schiphol in a heartbeat, should the airport return to active service.

Please don't just let this opportunity (which has already been determined once), slip through our fingers again.

