

**Thanet District Council Stage 2 Design Options Response**  
**Friday 22nd May 2020**

Thanet District Council is disappointed that our previous comments regarding the expansion of the design principles and the prioritisation of minimising aircraft emissions, as opposed to other airspace users, were not taken into account/acted upon. As outlined previously, Thanet District Council has declared a climate emergency and is fully committed to reducing emissions as part of the development of wider environmental strategy and policies. Measures within the DEFRA Clean Air Strategy 2019 and Aviation 2050: the future of UK Aviation 2018 Green Paper must be incorporated into the airspace design process.

Notwithstanding any views on the future of the Airport site, Thanet District Council welcomes the opportunity to provide comments on the developing design options for departures from and arrivals to runway 28 and runway 10 at Manston Airport. These comments are based on the revised Appendix A submitted to the Council on Tuesday 12th May 2020, specifically the figures in Annexes A1-A4.

The design of the routes must:

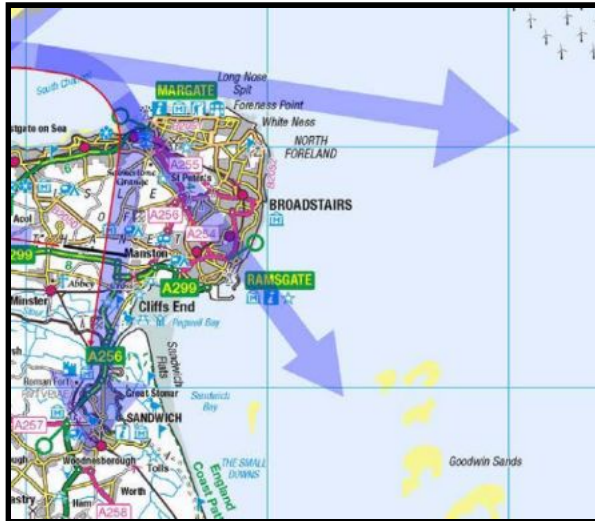
- Avoid overflying of sensitive areas, specifically schools, care institutions, special educational needs facilities and Thanet Coast and Sandwich Bay Special Protection Area (SPA) and Wetland of International Importance under the Ramsar Convention (Ramsar Site).
- Avoid overflying all towns and villages in the district where possible.

On this basis, the following design envelopes for departures **should not be used**:

- Figure 1 Runway 28 Left-Hand Departures travelling in the northerly direction and north-easterly direction should not be used.



- Figure 2 Runway 28 Right-Hand Departures travelling in the easterly direction, south-easterly direction and southerly direction should not be used (shown below).



- Figure 3 - Runway 28 Departures ANSP Constraints - No routes shown on plan.
- Figure 4 - Runway 10 Left-Hand Departures - All routes that travel around the Thanet Coast should not be used (shown below).



- Figure 5 - Runway 10 Right-Hand Departures travelling in the northerly direction and north-westerly direction should not be used (shown below on following page).



- Figure 6 – Runway 10 Departures (ANSP Constraints) travelling in the northerly direction should not be used (shown below).



A3 Runway 28 Approach and Missed Approach

Any approach or missed approach routes to Runway 28 should avoid overflight of the Thanet Coast and Pegwell Bay Special Protection Area. Therefore the easterly direction missed approach route should not be used (shown below).



## A4 Runway 10 Approach and Missed Approach

No comments on Figures 10 and 11. The missed approach routes for Runway 10 should avoid overflight of the urban areas and Thanet Coast and Pegwell Bay Special Protection Area where possible, therefore northerly and southerly routes should not be used (shown below).

