

## Manston Airport Airspace Design and Procedures

### Design Principles Questionnaire

The questions below are designed to help RiverOak Strategic Partners (RSP) understand the constraints that should be considered during the Civil Aviation Authority's (CAA) CAP 1616 Design Principles process. For technical information on planned operations at Manston Airport, please refer to Appendix A – Technical Information on the Airspace Design Principles for Manston Airport, Manston Airport Instrument Flight Procedures.

Please insert your responses below to each of the following questions; the size of the response box will expand as you type your response. Use as much space as you need, or alternatively attach additional sheets or documents making it clear which questions you are responding to. Please do not feel constrained in your response to any question. If you wish to highlight any other relevant local constraints or issues, we would welcome any feedback that will support the development of the Airspace Design Principles. If any of the questions are not applicable or relevant, please say so against the appropriate question.

Please save your completed questionnaire and any other supporting documents and return them to us by Friday 15th November 2019 using your method of choice.

- Details of methods for return are listed in the 'How to Respond' section of the accompanying leaflet you will have received with this questionnaire.
- We thank you in advance for completing this questionnaire. Your comments will be considered in the development of a shortlist of Airspace Design Principles that we will share with you for further comment before they are finalised and submitted to the Civil Aviation Authority.
- Once the Airspace Design Principles are approved by the CAA following successful completion of the Stage 1 DEFINE gateway, they will be used as a framework for the development of Design Options proposals for airspace design and procedures that will be widely consulted on.

**Please complete  
the following  
questions  
overleaf:**

**Question**

Q1 - Please list the facilities in your local area that you believe would be most affected by aircraft noise (e.g. hospitals, schools, parks, hospices etc.)?

Your Response:

All primary schools in proximity to the airport and route swathes.  
 All secondary schools in proximity to the airport and route swathes.  
 All Special Educational needs facilities in proximity to the airport and route swathes.  
 Any residential care institutions in proximity to the airport and route swathes.  
 All caravan sites in proximity to the airport and route swathes.  
 Designated wildlife and nature sites in proximity to the airport and route swathes.  
 All public open space in proximity to the airport and route swathes.

Q2 - Please tell us if multiple routes that disperse noise across a greater number of households are more of a priority for you than a single route that concentrates noise along a track above a smaller number of households.

Your Response:

Further detail is required before the Council can form a view, which has not been provided.

Q3 - Please highlight your awareness of any particularly sensitive issues with aircraft noise over the early morning and late evening period.

Your Response:

Impact on residential properties and institutions within Ramsgate, Acol, Minster, Manston, St Nicholas-on-Wade, Sarre, and the facilities identified above.

Please refer to Thanet District Council submission within the Nationally Significant Infrastructure Project process regarding aircraft noise, available here:

<https://infrastructure.planninginspectorate.gov.uk/projects/south-east/manston-airport/?ipcsection=docs>

Q4 - Please identify any other areas, that are not necessarily local to you, that in your opinion may be sensitive to either direct overflight or exposure to aircraft noise?

Your Response:

See answer to question 3.

Sandwich Bay SAC  
 Sandwich and Pegwell Bay NNR  
 Sandwich Bay to Hacking Marshes SSSI  
 Thanet Coast and Sandwich Bay Ramsar Convention site  
 Thanet Coast and Sandwich Bay SPA  
 Thanet Coast SAC  
 Thanet Coast SSSI

Q5 - Do you believe aircraft conducting continuous climbs to altitude after taking off (where this is safe to do so) may reduce exposure to noise in your local area?

Your Response:

Further detail is required before the Council can form a view, which has not been provided.

Q6 - Please tell us the locations of any particularly sensitive wildlife habitats, not already notified (linked to Areas of Outstanding Natural Beauty (AONB), Sites of Special Scientific Interest (SSSI) etc.) that you feel aircraft could avoid?

Your Response:

Please refer to the question 4 and to the Natural England website for information about designated sites.

Q7 - Please state what principles you believe we can adopt to mitigate (in full or in part) regarding the impact of airliner exhaust fumes or pollution?

Your Response:

No information is provided regarding potential mitigation measures about the impact of airliner exhaust fumes or pollution, or measures in place at other operating airports.

All principles for mitigation and reducing pollution and emissions within the DEFRA Clean Air Strategy 2019 and Aviation 2050: the future of UK Aviation 2018 Green Paper should be considered for adoption.

Q8 - Please bring to our attention any recent or ongoing local environmental studies you feel should be considered by RiverOak Strategic Partners when designing the new departure and approach procedures?

Your Response:

Please contact Natural England, Kent Wildlife Trust and the Environment Agency regarding all environment studies being undertaking.

Canterbury City Council as part of the Strategic Management and Monitoring Plan (also operated by Thanet District Council) has commissioned survey work by Footprint Ecology, which is due to be published imminently.

Q9 - Are there any other local development projects, perhaps currently at the planning stage, that RiverOak Strategic Partners should be aware of and consider when planning Manston Airport's departure and approach procedures?

Your Response:

Please refer to all allocations within the emerging Thanet Local Plan to 2031, available here:

<https://www.thanet.gov.uk/info-pages/local-plan-updates/>

<https://www.thanet.gov.uk/wp-content/uploads/2019/10/Note-for-Inspector-on-5-year-land-supply.pdf>

<https://thanet.opus4.co.uk/planning/localplan/maps/thanet-local-plan>

Please refer to all approved applications in proximity to the Airport and the flight swathes, available here:  
<https://planning.thanet.gov.uk/online-applications/>

**Q10 - Please list any other relevant local or national organisations that you believe RiverOak Strategic Partners should ensure are involved in public consultation.**

Your Response:

All Parish and Town Councils within the Thanet District.  
All resident associations in urban and rural settlements within the Thanet District.  
Natural England  
Historic England  
Environment Agency  
Marine Maritime Organisation  
Kent Wildlife Trust  
NHS Thanet Clinical Commissioning Group  
Public Health England  
Kent County Council  
Ramsgate Design and Heritage Forum.

**Q11 - Please provide the location of any future planned facilities you are aware of in your local area that could be considered sensitive to the impact of aircraft noise; please state why you feel this is necessary.**

Your Response:

Please refer to all allocated sites within the emerging Thanet Local Plan to 2031, available here:  
<https://www.thanet.gov.uk/info-pages/local-plan-updates/>

**Q12 - We would be grateful for your views about how RiverOak Strategic Partners should balance the needs of airlines operating from Manston Airport against the needs of the local community.**

Your Response:

It is fundamental that the needs of the local community are prioritised above the needs of any airlines using Manston Airport. This should be the guiding principle in the formulation of route planning, departure and arrival times and all matters to be determined as part of the general operation of the airport.

**Q13 - Please advise us of any other issues or constraints you feel RiverOak Strategic Partners could consider when designing its new departure and approach procedures? Please provide details.**

Your Response:

Please refer to all submissions of Thanet District Council and Kent County Council as part of the NSIP process available here:  
<https://infrastructure.planninginspectorate.gov.uk/projects/south-east/manston-airport/?ipcsection=docs>

This provides a full list of issues considered important which will impact on the procedures for departure and approach (including properties specifically affected and operating times).