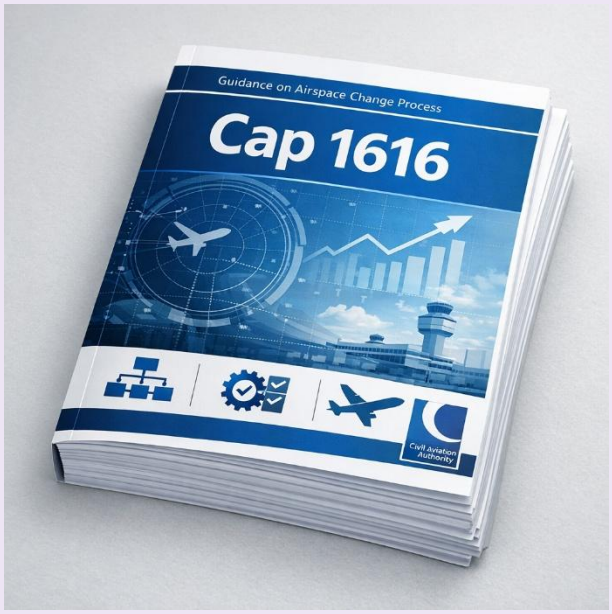
Manston Airport Consultation

Your chance to have your say

Consultation Document

Finding out what people think

Manston Airport is located in Kent. It is owned by RiverOak Strategic Partners Limited (RSP). RSP wants to reopen it for air freight and passenger travel.



To operate, the Manston team need a range of specialist aviation approvals and permissions from the **Civil Aviation Authority** (CAA). They must follow the **CAP 1616** process for airspace change which helps design flight paths and procedures. This ensures safety and compliance with regulations.

We want to hear from anyone interested in this proposal. This includes people involved in aviation, and people who aren't. We have already engaged with local councils, airports, and environmental groups.

In Stage 1, we gathered input to create **Design Principles**. These guide the development of flight paths and procedures. In Stage 2, we developed and refined design options with the aim of balancing safety, efficiency, and environmental concerns. The **Full Options Appraisal** assesses the environmental and operational impacts of each option.

Manston Airport will have an **Aerodrome Traffic Zone** (ATZ) for safety. An ATZ protects the airspace around the airport. We have proposed two design combinations for flight procedures. **Combination A** is our preferred option, with lower environmental impacts. **Combination B** is another available alternative.

We have assessed noise, fuel, and CO_2 impacts for both options. Combination A shows slightly lower impacts. We invite you to share your views on these options. The consultation runs from 16th March to 22nd June 2026.

You can respond online, in person during our events, or by post. We will review all feedback and may adjust designs based on your input. After the consultation, we will submit the proposal to the CAA.

Consultation Strategy

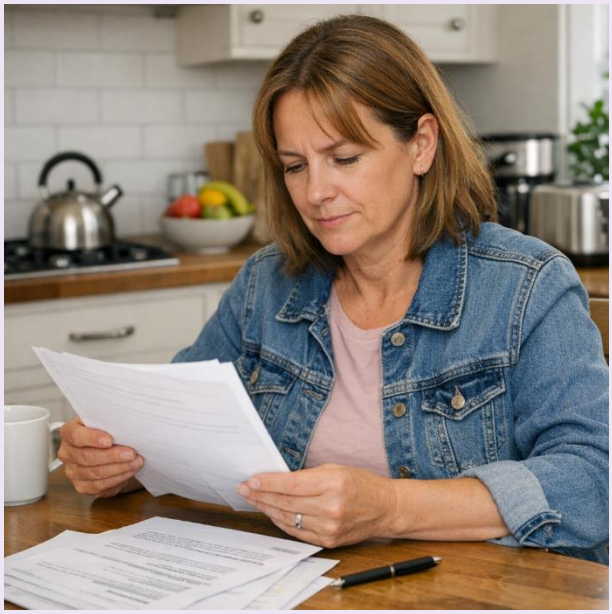
How we are going to find out what people think

Manston Airport is conducting a **consultation** about changes to its airspace. This is called an **Airspace Change Proposal** (ACP). The consultation will help decide how planes fly in and out of the airport.

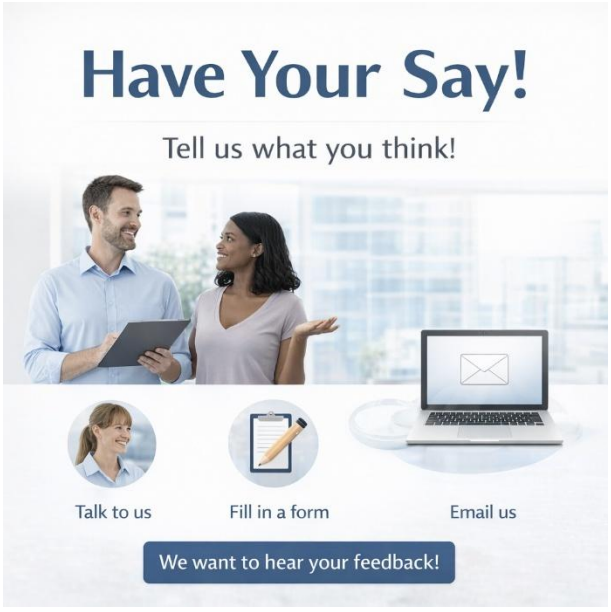
The **Civil Aviation Authority** (CAA) have given permission to progress this ACP. This means we can start asking people what they think about the proposed new flight paths. We have already talked to certain groups of people, but now want to make sure everyone can feedback on our plans.

The **consultation** is a chance for everyone to have their say. This includes people who live near the airport, businesses, and local councils. We want to hear from as many people as possible.

We have a list of people and groups we will contact directly about the consultation. This includes local councils, schools, and community groups.



We will also work hard to reach people who might not hear about the consultation in other ways, to ensure that everyone can feed back if they would like to



The consultation will last for 14 weeks, beginning on 16 March 2026. There will be different ways for people to take part in the consultation:

In person events:

- Wednesday 22 April, San Clu Hotel, Victoria Parade, Ramsgate, Kent, CT11 8DT, 4PM-8PM
- Saturday 25 April, Christ Church Hall,47 William St, Herne Bay, CT6 5AG, 1PM-5PM

Online events:

- Tuesday 28 April – 6:30PM-7:30PM
- Wednesday 6 May – 6:30-7:30PM

By post addressing it “Freepost 1616”

Visit the website for more details:

We are using different ways to tell people about the consultation. This includes via press release, email, and adverts in newspapers, online, and on social media.

We want to make sure everyone can take part. We will provide information in different formats, like large print, other languages, or braille on request.

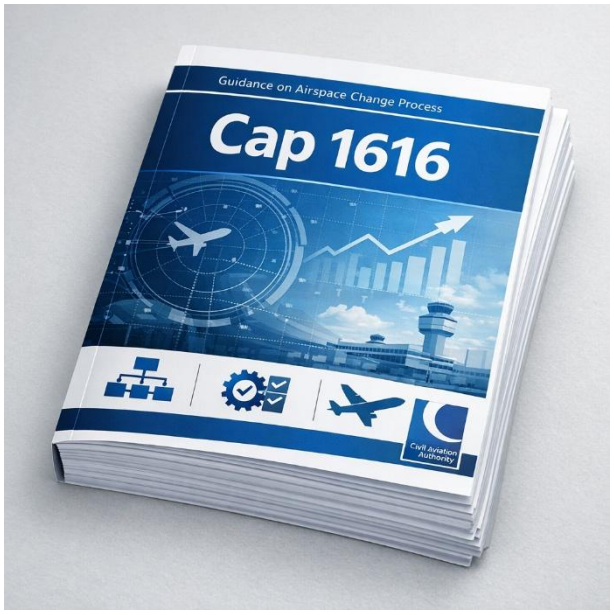
We will make sure all feedback is looked at carefully. If something unexpected happens during the consultation, we will try to fix it. We might hold more events or give people more time to take part.

After the consultation, we will look at all the feedback and write a report to show what people said and how it will affect our plans. We will keep people updated about what happens next, and let everyone know how their feedback has been used.

Full Options Appraisal

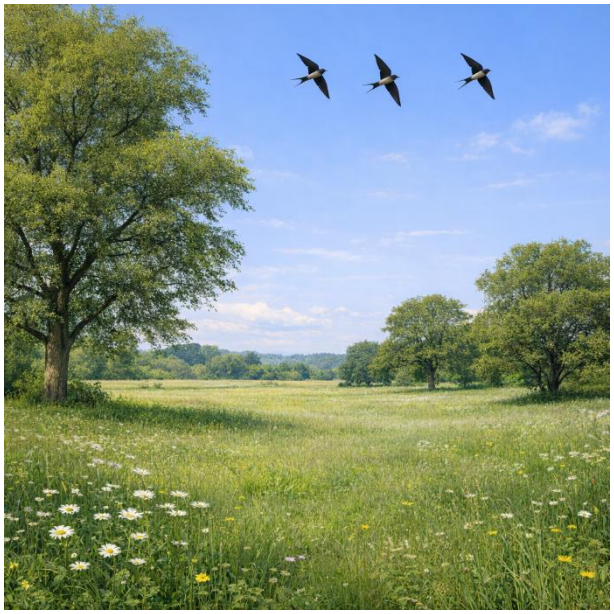
What we are considering

Manston Airport is in Kent. There are plans to reopen it for cargo and passenger flights. This plan is called an **Airspace Change Proposal (ACP)**.

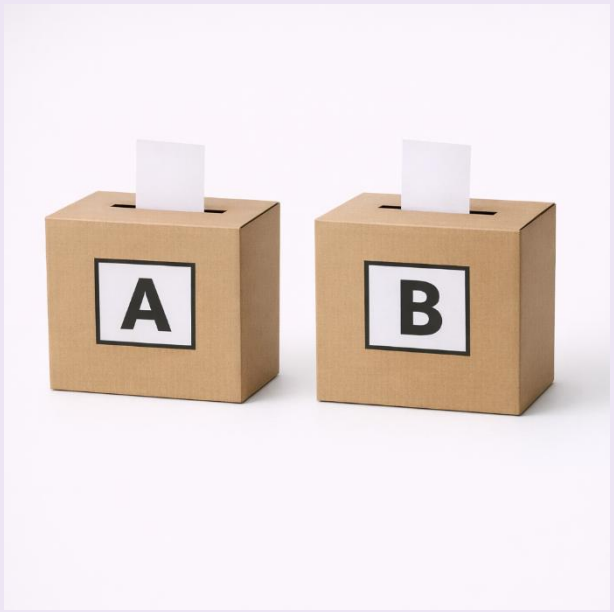


The **Civil Aviation Authority (CAA)** needs to approve the airspace changes. This means checking how planes will fly in and out safely. The process follows guidance called **CAP 1616**.

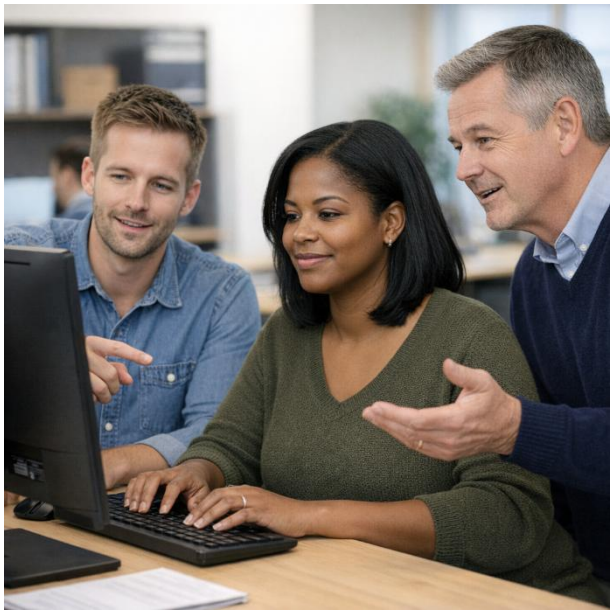
The airport's reopening is part of a larger effort to modernise UK airspace. This includes making flights more efficient and reducing delays. The airport will need to follow strict rules to manage noise and emissions. This includes limits on the number of flights and times they can fly.



The plan also includes measures to protect local wildlife and natural areas. This is important for maintaining the area's natural environment.



The plan includes two options, **Option A** and **Option B**. Both options have been checked for their impact on noise, air quality, and other environmental factors.



A study used computer models to predict the impacts. These models consider things like weather, plane types, and flight paths.

Option A involves lowering the **Final Approach Fix (FAF)** for planes landing on one runway. This means planes may fly lower over some areas.

Option B keeps the FAF higher. This means planes may fly higher over some areas. Both options have similar impacts on noise and air quality.

The noise from planes is measured in **decibels (dB)**. The study looked at how many people will hear different levels of noise. Both options show an increase in noise compared to the current situation, where there is no airport.

The study also looked at **fuel use** and **greenhouse gas emissions**. Both options will increase these compared to no airport. Option A uses slightly less fuel than Option B.

The airport is near areas of natural beauty and wildlife sites. The study checked if the new flights will affect these areas. Both options will have some impact, but it is not expected to be significant.

The plan will also change how small planes and helicopters use the airspace. They will need to follow new rules to fly safely with the bigger planes.

The study found that reopening the airport will bring economic benefits. This includes more jobs and business opportunities in the area.

A B

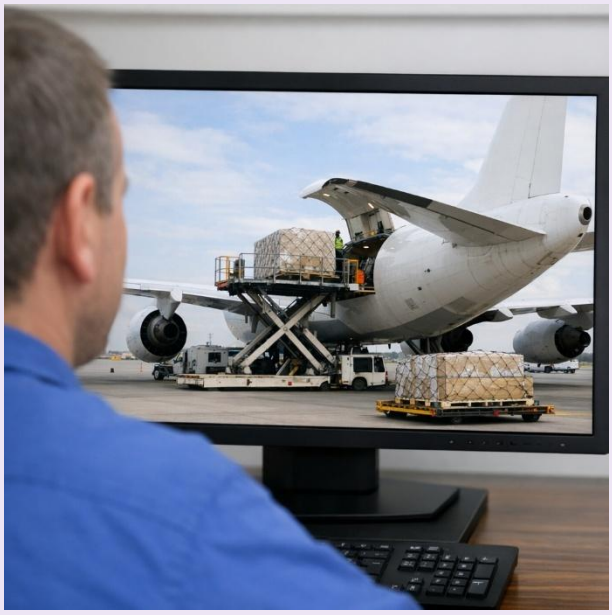
The study concludes that **Option A** is preferred. It has slightly lower environmental impacts and fits better with existing airspace rules.

The next step is to consult with the public and other people interested in the airport. This will help decide the final plan for reopening the airport. The plan aims to balance the benefits of reopening the airport with the need to protect the environment and local communities.

Overall, the plan aims to make Manston Airport a successful hub for air travel while minimising potential impacts.

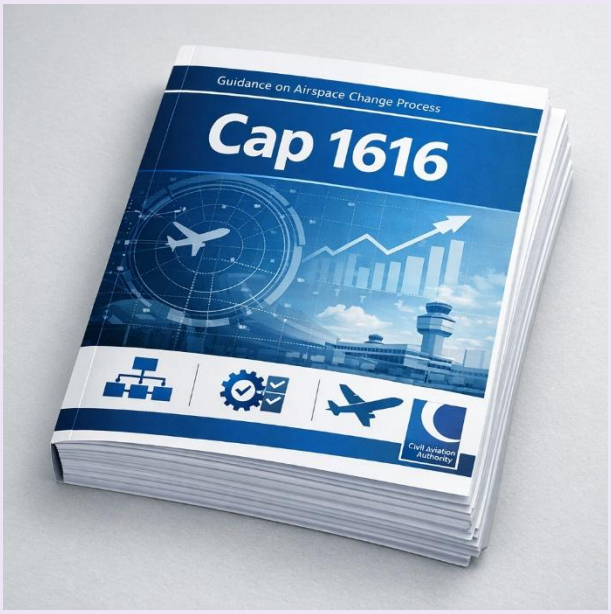
Noise Model

How much noise our plans will make



Manston Airport is planning to change its airspace. This means we need to check how noisy it will be. We use a computer tool to do this. The tool helps us understand how loud it might be when planes fly over.

The airport hasn't had planes since 2014, so we can't use old noise information. We have to estimate what the noise will be like when planes start flying again. We have used the tool to predict what the noise might be like in the first year and the tenth year.

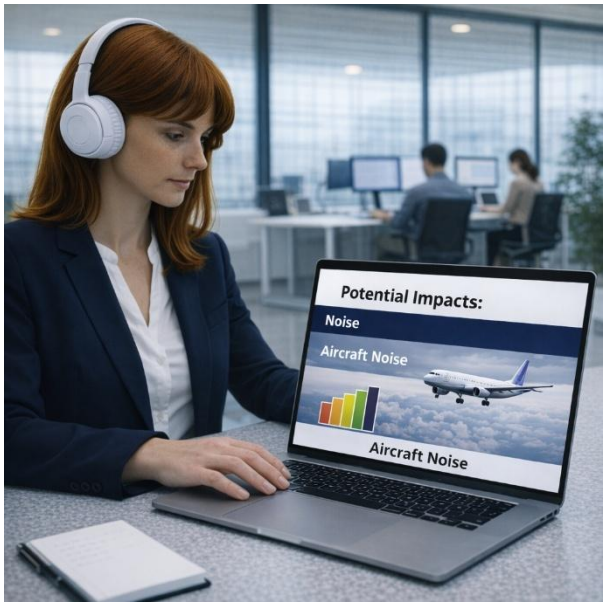


The **Civil Aviation Authority (CAA)** has rules for checking noise. We must follow these rules, and use a guide called **CAP 1616** to make sure we get it right. We also have to think about how many people live nearby and how they might be affected by the noise.

The airport will have different paths for planes to take off and land. They try to make sure planes fly over the sea as much as possible. This helps keep the noise away from people living on land. We use a tool called **AEDT** to help them understand the noise. AEDT is a software system that models aircraft to estimate fuel consumption, emissions, noise, and air quality consequences. It is used in many places around the world. It helps us see how loud different types of planes might be.

The airport has one runway that can be operated in two directions. Planes will take off and land on this runway. They have to think about the wind and weather when deciding how to use the runway. Sometimes, planes might use the runway more in one direction than the other to keep the noise down.

We have a plan for how many planes will fly each day. We expect more planes in the future. We also plan for different types of planes, like big ones for freights and smaller ones for passengers.



We will have rules to keep the noise down, and will check the noise regularly to make sure they follow these rules. We will also talk to the local council about the noise.

We have made maps to show where the noise will be. These maps help us see which areas might be noisy. We also check how many people live in these areas.

We have looked at buildings like schools and hospitals. We want to make sure these places are not too noisy, and have counted how many of these buildings are near the airport.

We have a plan to keep the noise down at night. This helps people living nearby to sleep better.

We have shared our noise plan with the CAA. The CAA will check it to make sure it aligns with their rules.

We want to be a good neighbour, and will keep checking the noise. We want to make sure the airport is safe and not too noisy for people living nearby.