

Myths about Manston:

Myth: Manston Airport has relatively poor surface transport links :

- As we can see, a new uncongested dual-carriageway road runs right to Manston Airport boundary. This is the meeting-point of the A299/M2 to Central London, the A299 to Ramsgate Port and the A256 to Dover Port.
- Manston Airport has excellent HS1 high-speed rail links to Ashford International and Central London, to be further upgraded this Autumn. The HS1 station is Ramsgate, 3 miles away, with funding announced by KCC for a new station on the Airport boundary.



Myth: Manston has a poor Catchment Area:

- If you define a catchment area as the region within which you can get to your final destination quicker via Manston Airport than any other airport, then this extends north of all the main railway stations in London and West to the M23. We have documentation and video of actual on-road/virtual flight comparisons.
- For perishable cargo, at Manston, cargo planes land without stacking, full loads are unloaded and on the way to the M25 with aircraft back in the air within 80 minutes. At other airports they would still be sitting uncooled and degrading.

Myth: Owners cannot make a profit:

- The current owner : *"... we can capitalise on the opportunities available to give Kent the best chance possible of having a successful and vibrant airport."* She pledged to deliver *"real potential for growth"*, and promised that she would commit to the airport for two years.
- She only ran Manston for 5 months, 2 weeks, 2 days before announcing the closure "consultation"
- How much did the recent airport operators spend on advertising Manston Airport in London and the South-East? When did you last see an advert for Manston Airport on a London Tube train telling you that you would be at your destination quicker via Manston Airport? Did any travel agent you have used even know you could fly to nearly anywhere in the world from Manston?
- The previously rejected purchaser, RiverOak, still state they have developed a long term plan to own and manage Manston as an airport. *"It remains committed to investing in and developing Manston as a successful diversified aviation services, cargo and potential future passenger airport facility, and values Manston as an important piece of aviation infrastructure that is very important to both Kent specifically and the United Kingdom in general ..."*
- RiverOak state : *"We are firm in our belief that Manston has a viable future across many lines of air freight, aviation services including maintenance, recycling, private charter and commercial passenger services."*

Myth: Passenger services have failed:

- KLM ran a very successful Cityhopper cross-channel 35 minute hop to Schiphol Hub, two return flights a day, for over a year. Flights to Europe and world-wide via this hub were quicker and cheaper than via other airports. Flights were nearly full on the occasions that we flew, right up to the point when they were forced to leave by the airport owner. Newmarket have also been running successful holidays. Together, totalling about 50k passengers in the last year.
- The closure "consultation" was announced on the very day government support was announced for establishing new air-routes - Southend has already benefited - this could have been Manston

Myth: Extensive night flights would be required:

- Night flights are not popular with passengers, and the day time flights could be considerably expanded without the need for night flights.
- RiverOak confirmed they see no need for more night flights at Manston Airport and that former operators including CargoLux would not need night flights and would happily continue on previous agreements.

Myth: The freighters will be old and bring excessive noise and pollution from inefficient engines :

- New aviation rules require engines to be quieter/more efficient.
- This applies to all the cargo airlines that have just been using Manston : myCargo, Atlas Air/ANA aviation, Nordic Global Airlines/ANA aviation.
- One of the main freight airlines that RiverOak have an understanding wish to come back are Cargolux who use the latest 747-8F (freight) planes :
- The 747-8F received its amended type certificate jointly from the Federal Aviation Administration (FAA) and European Aviation Safety Agency (EASA) on August 19, 2011.
- The engines it uses are the **General Electric GENx** (General Electric Next-generation), an advanced dual rotor, axial flow, high-bypass turbofan jet engine in production by GE Aviation for the Boeing 787 and 747-8.
- The 747-8 has an airport Quota Count of 2 for takeoff and 1 for landing, permitting night operations at London Heathrow Airport.
- Cargolux have told RiverOak that they do not need night flights.

Myth: The Compulsory Purchase Order (CPO) will be hugely expensive for the Thanet District Council (TDC), and put up rates in Thanet :

- The next stage of the CPO process is to identify an Indemnity Partner
- RiverOak wish to be the Indemnity Partner – i.e. the guys who pick up the tab.
- RiverOak have said about the CPO : *"To be clear, what is proposed involves a transfer of ALL the risk surrounding the CPO from Thanet District Council to RiverOak. If the CPO fails for some unforeseen reason we will have to meet all the legal costs. Similarly if the eventual price of the land is higher than expected, we will have to pay it. We are not asking for any public funds to support this process; not from Thanet, not from KCC and not from the British Government."*