

**A Manston Airport Job summary, compiled by the Save Manston Airport association,
from the RiverOak Report Volume 4 by Dr. Dixon.**

2017-05-19

“... in written evidence to the Transport Select Committee (AS 70), the Royal Town Planning Institute says : “
“Airports are hugely important to the areas in which they are located, for example Heathrow Airport is a major employment generator in outer west London and is integral to the local economy. Similarly smaller regional airports can also be vital to local economies.” (1.2)

“Volume 4 sets out the forecasts for Manston Airport, for freight and passengers for the first 20 years of operation (currently projected to be 2020 to 2040), and detailing the infrastructure required to deliver the forecast. The report provides the necessary data to underpin the proposal to retain Manston as an airport and re-develop the site as a nationally significant infrastructure project.”

Here we will use the freight and passenger forecasts from Volume 3 to focus narrowly on the 5, 10 and 20 year job forecasts. These will be new jobs, not the transfer of jobs from elsewhere in Kent.

Two methods are used to calculate the expected jobs (4.1.1) :

1. ‘Top Down’ : “... ‘top down’ forecasts ... are not specific to a particular airport but the result of observing airports in a wide area (such as the UK, Europe, or globally). “
2. ‘Bottom Up’ : “a ‘bottom up’ approach ... considers an individual airport and derives a forecast specifically for that airport. “ i.e. RiverOak have listed how many people they believe are needed for each job type (Table 5), and the total has been calculated.

“Both approaches have been used in ... report 4.”

The Top Down approach divides the jobs into 4 categories :

3.1.1 : “direct, indirect, induced and catalytic”

3.1.2 “**Direct** [jobs] are those associated with the operation and management of activities at the airport.”

Considering Years 5, 10 and 20 :

1. **Total Freight tonnage** from Volume III : Table 3 Export tonnage and Table 4 Import tonnage;
 2. **Passenger numbers** from Volume III : Table 5 Manston Airport passenger forecast;
 3. **Jobs by RiverOak** from the bottom-up calculation in Table 5, taking the total number of people RiverOak currently believe they need to employ on Airport, in column 3;
 4. **Direct Jobs** from the top-down calculation in Table 4, taking the Direct jobs associated with operation and management of activities at the airport in column 4;
 5. **Total Jobs** summing the direct, indirect/induced, and catalytic jobs into column 5;
- we get the following table :

Year	Freight tonnage	Passenger numbers	Jobs by RiverOak	Direct Jobs	Total Jobs
Y5	173,741	686,672	697	2,150	15,266
Y10	212,351	975,591	761	2,749	19,517
Y20	340,758	1,407,753	1,024	4,271	30,326

Are these Job figures probable ? Yes, they are rigorously derived from the forecast freight and passenger calculations in Volumes 1 to 3, which we précis here : <http://www.savemanstonairport.org.uk/wordpress/wp-content/uploads/2017/03/2017-05-07-RiverOak-Vol-III-Forecast-for-Manston-Airport-SMAa-analysis-v2.pdf>

Are there any more possible jobs that have been omitted ? Yes, definitely :

- 1) The jobs to develop and construct the new infrastructure have deliberately been omitted from the above figures, and at peak construction times there are likely to be an additional 630 people employed.
- 2) There are intended to be jobs at TG aviation, for business jets, also for recycling aircraft, and for the Maintenance/Repair/Overhaul (MRO) of aircraft. Not to forget the museums.