

Proposal To Establish  
**Temporary Controlled Airspace**  
**For The London 2012 Olympics**

**SPONSOR CONSULTATION**  
**DOCUMENT**

## Executive Summary

In July 2005, the international Olympic Committee announced that the 2012 Olympics would be held in London. The dates of the Games are 27<sup>th</sup> July – 12<sup>th</sup> August and the Paralympics 29<sup>th</sup> August – 9<sup>th</sup> September 2012.

It has been forecast that the 2012 Olympic Games will generate exceptionally high levels of air traffic (Atkins Report, Ref 1). This additional traffic will not only be from increased Commercial aircraft movements, but also in the form of General Aviation, particularly in the South East of England, where the Olympic events are to be located.

This document explains the Temporary changes for Controlled Airspace Temporary (CAS(T)) proposed by Manston Airport to the airspace located within 20nm of the Airfield, to enable Manston to continue to provide a safe and expeditious Air Traffic Services to the current and increased levels of air traffic expected in the area.

This document contains information from which consultees in this process can gain an understanding of the proposal, how it will affect their operations and how they are able to provide an informed feedback.

This consultation follows a process agreed by the CAA (CAP 724 Appendix F, Ref 2) which gives consideration to the nature of this proposed temporary airspace change. In accordance with the guidance provided in CAP 725 (Ref 3), Manston Airport will consult with Aviation Stakeholders including members of the National Air Traffic Management Advisory Committees (NATMAC).

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## 1. Introduction

In conjunction with the forthcoming London Olympics in 2012, Manston Airport expects that there will be a significant increase in the amount of air traffic in the South East of England from 21<sup>st</sup> July 2012 to 18<sup>th</sup> August 2012, as stated in the Atkins Air Traffic Review and Airport Capacity Assessment study (Reference 1). This will mean busier airspace, within which the Flight Safety of all users of the airspace concerned must be taken into account.

This consultation document relates to the proposal for temporary controlled airspace within 20nm Manston Airport. This airspace change is required to maintain the safe transit of aircraft to/from and in the vicinity of Manston airport, with due consideration to the expected increase in aviation activity, as a result of a major international event.

This proposal runs alongside the NATS Controlled Airspace Temporary (CAS (T)) proposal for the London 2012 Olympics, the consultation of which has already commenced. Unfortunately, due to unforeseen circumstances, the Manston Airport proposal could not be included in the NATS CAS (T) proposal. However, Manston Airport has prepared this proposal in agreement with NATS, and should for this reason be considered in addition to the NATS CAS (T) proposal. Details of the NATS proposal can be found on the NATS web site ([www.nats.co.uk](http://www.nats.co.uk)) or from CAA Information Notice number IN-2011/20 on the CAA Web Site ([www.caa.co.uk](http://www.caa.co.uk)). The proposed dates for the NATS Temporary Olympic Airspace request have not yet been confirmed. However, the dates of the Manston CAS (T) proposal will be coincident with the dates provided for the NATS proposal.

## 2. The Consultation

The process for Temporary Airspace Change published in Civil Aviation Publication (CAP) 724- *The Airspace Charter* does not does not mandate a period of consultation. However, in order to fully establish the effect of CAS(T) proposals associated with the London 2012 Olympics, the CAA requires sponsors to undertake a limited aviation stakeholder consultation. It is the responsibility of the airport operator to consult with the airspace users who may be directly or indirectly affected by this proposal. This consultation is about a proposal to establish Temporary Controlled Airspace (CAS (T)), within 20nm Manston Airfield, for the period of the London 2012 Olympic Games. In association with this proposal, a remote Hold will

be established for the same period to the Southeast of Manston, but will remain Class G Airspace.

This consultation will be directed at aviation consultees, and will comprise: airlines and other aircraft operators based at or utilising Manston Airport; the operators of adjacent aerodromes; other local aircraft operators who may be affected by the change; and national bodies representing all UK aviation interests, contained in the NATMAC (National Air Traffic Management Advisory Committee) list.

A full list of consultees, which has been developed with the advice of the CAA, is given at Appendix A. Consultees have a crucial role in providing relevant and timely feedback to Manston Airport, providing their views and opinions on the impact of the proposed airspace change.

Manston does not foresee that there will be any environmental impacts involving the CAS (T) and Remote Hold proposals in this Consultation Document. The proposed CAS (T) CTR around the Manston area will not require aircraft to operate in areas in which they do not normally operate. The Remote Hold is located wholly in Class G Airspace, over the sea, in an area not regularly utilized by any specific airspace users. The CAS (T) and the remote hold in Class G airspace will only be in force for the period of the 2012 London Olympics, and due to its temporary status and exceptional circumstances the CAA has agreed that it will not require consultation with environmental consultees.

### **3. Conduct of Consultation**

The consultation period will commence on Thursday 12<sup>th</sup> May 2011 and close on the Wednesday 6<sup>th</sup> July 2011 (an 8 week period).

Consultees will be contacted by e-mail at the commencement of the consultation, and a copy of this document will be made available on the Manston Airport web site at [www.manstonairport.com](http://www.manstonairport.com). Hard copies of this document will be available on request. Consultees are requested to respond by e-mail to [olympic.airspace@manstonairport.com](mailto:olympic.airspace@manstonairport.com). When responding, consultees should specify whether supporting or objecting to this proposal, with appropriate comments. E-mail responses will be checked regularly throughout the consultation period, and responded to if necessary. Should consultees prefer to respond by post, they can send responses to:

Senior Air Traffic Control Officer  
Olympics Airspace Consultation  
Manston Airport  
PO Box 500  
Manston  
Kent  
CT12 5BL

On completion of the eight weeks, Manston ATC will analyse the responses, and present the information in a post consultation document, which will be available on the Manston Airport web site.

Queries concerning the conduct of this consultation should be directed to the CAA at the following address:

Head of Airspace Policy Coordination & Consultation  
Directorate of Airspace Policy  
CAA House  
45-59 Kingsway  
London  
WC2B 6TE  
businessmanagement@caa.co.uk

#### **4. Post Consultation**

At the end of the consultation period Manston Airport will analyse the consultation responses, and if considered appropriate, will present a formal Change Proposal for CAS (T) to the CAA for their deliberation, in accordance with the airspace change process in CAP 724. Following evaluation of the CAS (T) proposal the CAA will decide whether this application will be approved, and will co-ordinate with Manston the promulgation of CAS (T) in conjunction with the other CAS (T) proposals.

The CAA requires that all consultation material, including copies of responses from consultees and others, are included in any formal submission to the CAA for an Airspace Change proposal. Manston Airport undertakes that, apart from the necessary submission of material to the CAA and essential use by our consultants for analytical purposes, Manston will not disclose personal details or content of responses and submissions to any third parties.

## 5. Manston Airport

Established in 1999, Manston Airport is located at the former RAF Airfield. With a transatlantic 2752m runway current commercial operations include; freight and cargo flown by B747 and DC8 aircraft, UK daily domestic passenger flights to Edinburgh, and international humanitarian flights. Throughout the summer months, Manston hosts weekly charter flights to Jersey and ad hoc Charter flights to various European destinations. Manston Airport is the only regional airport in the South East corner of England able to handle large B747 or Antonov 124 Aircraft. Most other Southeast airfields are designed to handle Business Jet or General Aviation sized aircraft. Manston also hopes to be providing scheduled passenger services to mainland Europe by the summer 2012. Manston has invested in an Equine Border Inspection Post, which has just gone on-line, through which we hope to attract more business. Manston is frequently used by Business Jets for pilot visual and instrument training. Manston also has a based GA Flying Club and a based Helicopter Flying Club, both of which conduct VFR and IFR training at Manston.

## 6. Manston Airport and the London Olympics

Whilst Manston Airport is always trying to develop its business, we recognise the increased aviation business opportunities presented by the London 2012 Olympic Games. Manston Airport is located 3nm from Ramsgate Railway Station, which is on the High Speed Rail Link to Stratford in London, the heart of the Olympics Games. Manston is the only airport in the Southeast of England other than the major London Airports, which are already working to capacity, which is able to handle aircraft of a size B747 or Antonov 124. The new Equine Border Inspection Post is likely to attract flights of horses required for certain Olympic events. Kent County Show Ground at Detling Hill, has been designated as the training and holding area for horses competing in the Equestrian events during the Olympic Games. Therefore, Manston Airport feels we are well placed to receive the bulk of the Equine related Air Traffic, due to our close proximity to the equestrian village. Owing to the facilities available at Manston Airport, and the expected increase in Air traffic, Manston feels that we are a viable option to the major airports as a usable facility during the London Olympics 2012.

Manston Airport expects that, due to the demand created by the London Olympics, there will be a significant increase in commercial IFR operations to and from Manston Airport during the period of the 2012 Olympics. In 2009, the Atkins Air

Traffic Review and Airport Capacity Assessment study (Reference 1) found that the estimated level of additional air traffic demand could be accommodated, provided the full capacity of airports available across the South East Region were used, and only if new measures were introduced to control the flow of aircraft into the system, especially at peak periods.

The study noted that very little, if any, additional capacity is likely to be available at Heathrow and Gatwick during the Games period, and that there are a limited number of alternative airports available for larger aircraft in South East England. At the same time, there is a wide range of airports and airfields across the Region able to accommodate business jets and other smaller aircraft. But the report emphasised that the available capacity within easy reach of London is limited and will need to be utilised efficiently. Aircraft parking availability and airspace flow rates were identified as particular constraints on capacity at individual airports. The declared parking figures for Manston were for up to 50 small twin engined aircraft (Twin Otter) or 20 medium passenger aircraft (Dash 8) aircraft, and 5 large aircraft (B747). However, the Atkins Report also suggested that Manston Airport could handle at least 14 Head-of-State flights.

## **7. Flight Safety in Class G Airspace**

Manston Airport lies within uncontrolled (Class G) airspace. An Aerodrome Traffic Zone (ATZ) (also Class G airspace) of radius 2.5NM from the Aerodrome Reference Point, surface to 2000ft above aerodrome level, provides the only airspace within which all aircraft are required to make their presence known to Manston ATC and comply with instructions.

The safe operation of aircraft, particularly passenger aircraft, in the unknown and uncontrolled environment of Class G Airspace, is provided through the use of radar. Manston ATC provides a Radar Deconfliction Service to inbound and outbound passenger aircraft at Manston Airport. Such a service is required for Manston passenger flights, as it is the only accepted form of mitigating the danger of operating in Class G Airspace. It requires the controllers to vector the aircraft away from other unknown aircraft on the radar display.

Manston Airport has experienced specific surges in GA traffic in the past, being correlated close to major international events. In 2003, the UK Open Golf Championship was held at Sandwich Golf Course, 6nm South of Manston. During

the period of the Golf Open, Manston experienced an increase in Airfield movements by some 30%. Usual aircraft movements for the month of July would run at 2100, but for the month of July 2003, it reached nearly 2800 aircraft movements. For the last few years, Manston has experienced the following number of aircraft movements; August 2007 – 2574, July 2008 – 2198, August 2009 – 2379, July 2010 – 1693 (drop experienced by all as a result of the recession). This information, along with the findings of the Atkins report (Ref.1), indicates that there will be a considerable increase in Air Traffic during the 2012 Olympic Games.

The location of Manston Airport in the South East of England, and its proximity to Dover presents further Flight Safety considerations. The Dover Strait is the most common crossing point to/from the Continent for GA aircraft, since it is the preferred shortest crossing of the English Channel. Additionally, there are a number of Glider and Private aircraft operating sites in the area, making the airspace quite congested during the summer months. The 2012 Olympics will attract considerable interest from overseas, which will result in an increased number of foreign pilots, some of whom have not flown through UK Airspace before, making the trip across the Dover Strait, or close to it. This expected increase in air traffic, in an already busy piece of airspace, will put considerable pressure on the ability of the Manston Radar Controllers to provide the Safe and Expeditious Air Traffic Service, currently experienced by our customers.

## **8. Southeast England Airspace Restrictions**

For the duration of the London Olympics, the Government has provided information on measures planned to deliver a safe and secure Olympic and Paralympic Games. These measures consist of Airspace restrictions based on the existing London TMA. Such restrictions will require pilots to comply with additional rules should they wish to enter the restricted area. Manston considers that these restrictions are likely to further increase the number of aircraft operating in the vicinity of Manston during the Olympic Games, as those restrictions will not apply in the airspace surrounding Manston. This factor, in conjunction with the International event concerned, has created considerable Flight Safety concerns for Manston Radar controllers, due to the extremes of air traffic likely to be operating within the Manston LARS area (within 25nm of the airfield).

## 9. NATS Olympics CAS (T) Proposal

On 30 March 2011, the CAA issued CAA Information Notice IN-2011/20, Notification of the Launch of formal consultation by NATS on the establishment of Temporary Controlled Airspace (CAS (T)) for the London 2012 Olympics. Details on the NATS consultation document can be found on the NATS website ([www.nats.co.uk](http://www.nats.co.uk)).

This CAS (T) proposal presented a number of suggested temporary airspace changes NATS wished to impose on the South East of England, to meet the expected increases in Air Traffic, as a result of the 2012 Olympic Games. This original CAS (T) suggestion was Impact Assessed by Manston ATC, and was considered to present two major problems for operations at Manston Airport.

Firstly, none of the Instrument Approaches for Manston, published in the UK AIP would be available to aircraft inbound to Manston, as many initial Approach level and all missed Approach levels would fall within the proposed CAS (T).

Secondly, there was a considerable flight safety issue with regard to controlling IFR aircraft in and out of Manston, within Class G airspace, under a Deconfliction Service. The only altitude available to Manston Radar for vectoring of aircraft would be beneath CAS (T) at 2400ft, one hundred feet above the Minimum Sector Safe Altitude for Manston.

## 10. Manston Airport Options.

As a result of the expected increase in air traffic movements for Manston, increased air traffic in the vicinity of Manston, and potential restrictions imposed by the NATS CAS (T) proposal to handle the unusually high traffic loadings as a result of the London Olympics, Manston Airport assessed that there are only three potential options;

Option 1 - Do Nothing.

Option 2 - Object to NATS CAS (T) proposal.

Option 3 - Negotiate with NATS to find a mutually agreeable solution.

## 11. Option 1 – DO NOTHING

Two major problems present themselves with the Do Nothing approach;

**Firstly**, the CAS (T) proposed by NATS would establish a CAS base of 2500ft. Whilst Manston Radar is vectoring inbound IFR Traffic, under a Deconfliction Service, it is necessary to maintain 5nm Radar separation, if vertical separation cannot be achieved. The Minimum Sector Altitude within 25nm of Manston is 2300ft. With the proposed CAS(T) in place, it would be necessary for Manston Radar to vector aircraft at 2400ft, and the only available separation would be 5nm lateral separation. This would present a considerable Flight Safety issue, as there would be occasions when it would not be possible to provide lateral separation, since Class G Airspace is an unknown environment. During the summer months, the Radar Controller may provide a Service to over 100 aircraft during the day, and that is only the 100 or so known aircraft, which are communicating with Manston Radar. There are two busy Glider sites located close to Manston, one 10nm away, the other at 20nm. The pilots of these Gliders do not communicate with Manston Radar. It must also be considered that the number of General Aviation flights from the European Continent is expected to increase considerably, as a result of the Olympic Games.

Manston is located only 11nm North of the Dover, which is the most common initial point of landfall in England for GA Traffic. Additionally, due to the short length of the Channel Crossing, it is also the most common point of departure, en route to France. During the previously mentioned UK Open Golf Championship of 2003 (Para 7), Manston LARS experienced a considerable increase in traffic. The average daily number of fair weather weekend transit aircraft increased by 35%, from 125 (13<sup>th</sup> July 2003) to 165, which is co-incident with information provided in the Atkins Report (Ref 1). Such increases in Traffic, in conjunction with the airspace restrictions imposed by the NATS proposed CAS (T), would make the provision of a Deconfliction Service to passenger aircraft around Manston almost impossible, raising considerable Flight Safety issues for any aircraft operating in the area.

**Secondly**, Manston Airport is operational 24 hours per day, by prior arrangement, as written in the UKAIP. A Radar Service is provided by Manston Radar during the published LARS hours, or when requested, provided sufficient prior notice has been received. Outside of these hours, Manston ATCOs will provide a Procedural Service to IFR flights in and out of the Airfield. Whilst providing a Procedural Service, published Instrument Approaches are utilised, all commencing at 3000ft.

Additionally, the Missed Approach level for all Instrument Approaches at Manston is 3000ft. Should Manston be controlling more than one aircraft inbound Procedurally, it would be necessary to utilize the Manston MTN Hold from 4000ft up to the base of CAS, to allow for an aircraft conducting a missed Approach. Therefore, Manston requires at least 4500ft to be available, in the vicinity of Manston, in order for normal Airport Operations and “business as usual” to be maintained. The CAS (T) proposed by NATS, with a base level of 2500ft, would not allow aircraft to execute the Manston Standard Missed Approach procedure. Consequently, Manston Approach would not be permitted to control any traffic on Manston published Instrument Approaches without a specific Approval from National En-Route (NERL) to allow Manston Aircraft to enter the proposed CAS (T).

## **12. Option 2 – Object to NATS Proposal**

The Atkins Report (Ref 1) has indicated that there is a requirement to restructure the airspace around the Southeast of England to accommodate the increase in traffic expected during the London 2012 Olympics. Additionally, the report indicated that there would be a requirement for regional airports in the Southeast to be utilized in accommodating the increased traffic level expected during this International event, since the larger London Airports are already working to capacity.

To object to the proposal was not considered an viable option, as it would not be in the National Interest, to establish barriers which could hamper the Safe and Expeditious flow of substantial increases in air traffic loading expected by NATS, who are representing the needs of all of the airports located in the Southeast of the Country. To object would not only put greater pressure on NATS, but could also put Manston in a disadvantaged position should the CAS (T) be approved.

## **13. Option 3 - Negotiate with NATS**

Manston SATCO entered into negotiations with NATS at the earliest opportunity, concerned with how Manston Airport could continue normal operations, whilst also providing NATS with the CAS (T) it required to deal with the extra air traffic loading expected during the Olympics. Manston ATCOs attended a simulator run, conducted by NATS to test their procedures, and agreements were quickly identified which provide mutually acceptable solutions to the conflicts originally presented.

Following discussions, the following proposals are to be put forward to allow both units to operate simultaneously in the same airspace;

- 1) NATS would raise the level of their proposed CAS (T) over Manston Airport, including an area within which Manston Radar could vector aircraft onto Final Approach, from 2500ft to 3500ft. This would also allow Aircraft to safely execute the Manston Missed Approach procedure if required and would enable Manston to propose a CAS (T) CTR (see details in paragraph 15 and at Figure 1).
- 2) Manston Airport would contract NATS Services to design Standard Departure Routes (SDRs) from Manston, based on the existing Noise Preferential Routes out of Manston. These SDRs would be designed to deconflict with NATS CAS (T) to the North of Manston, which would remain at 2500ft, in the vicinity of the OLLEY Hold.
- 3) Manston Airport would contract NATS Services to design a Remote Hold, located in Class G Airspace to the East of Manston, to allow for the operation of more than one aircraft at a time. The normal Manston Hold, located at the MTN NDB on the airfield, would not be available since the proposed NATS CAS (T) base level would prohibit the Holding of aircraft at any level other than the Missed Approach level.
- 4) Manston Airport is currently designing R-NAV procedures for the airfield. These procedures, if in place, would be temporarily withdrawn as they would conflict with the NATS CAS (T) proposal.
- 5) Manston is in agreement with the NATS proposed airspace changes on the understanding that they were due to exceptional circumstances, and temporary in nature, to cover the period of the London 2012 Olympics.

#### **14. Manston Olympics CAS (T) Proposal Justification**

Whilst Manston accepted that the NATS revised proposal (raising the lower limit of NATS CAS(T) in the Manston area) would allow Manston to conduct standard instrument procedures there was still a substantial Flight Safety issue, already recognised, which needed to be addressed.

As mentioned in detail in Paragraph 11, Option 1 – Do Nothing, the first issue raised had not been addressed. There would understandably be a considerable increase in the number of aircraft, generated as a direct result of the 2012 Olympic Games (Atkins Report). The Government has already presented information concerning the security of the Airspace around London and the surrounding area, for the duration of the Olympic Games. This will further increase the number of aircraft operating in the Manston area, where no restriction to flying exists. This will make the Manston area much more attractive to the GA pilots. The reduced base of NATS Proposed CAS (T) would be 2500ft, will force the increased number of aircraft wishing to operate in the area, into a smaller area, which is coincident with all of the published Approaches, and Departure Routes at Manston Airport. Arrival and Departure is the crucial stage of flight for all aircraft, and Manston believes that a significant flight safety hazard exists as a result of all of these proposed restrictions being imposed during the London Olympic Games, in conjunction with the expected air traffic increases created by such an International event.

Manston Airport has an ATZ, 2.5nm radius around the airfield, up to 2000ft, which requires aircraft to call for clearance to enter, although it remains Class G Airspace. This is the only known airspace within which Manston Airport is permitted to operate. The ATZ does not provide any protection to aircraft at critical stages of flight, on climb out and on final Approach. Manston ATC has assessed that, due to the exceptional circumstances presented by the London Olympics, it is imperative that the Airspace around Manston Final Approaches, which will also encompass the initial climbouts, becomes a known environment. To achieve this, Manston is presenting this proposal for Temporary Controlled Airspace in the vicinity of Manston. There will be an unusually large number of aircraft, flown by pilots who may not have flown in the UK before, operating in an area which will be subjected to unusual airspace restrictions, to cope with the expected increase in air traffic. Additionally, Manston Airport expects to be receiving an increase in airfield air traffic movements, as a result of the Olympic Games. The likelihood is that, due to the size of aircraft Manston can handle, Manston will have an unusually large number of large aircraft operating to/from the airfield. These aircraft, some of which will be passenger flights, will be relying on Manston Radar providing a safe and expeditious air traffic service at Manston. The CAS(T) would not only provide a safer known environment within which Manston radar could vector aircraft, but would also reduce the workload of the controllers, who are likely to be controlling a higher than usual volume of traffic, operating to, from and in the vicinity of Manston Airport.

## 15. Manston Olympics CAS (T)

Before presenting a CAS(T) proposal, Manston contacted NATS to establish their CAS(T) requirements of their proposed airspace changes. It became clear, very early on, that any CAS(T) proposed by Manston Airport would need to work with the NATS CAS (T) proposal. NATS agreed to adjust the base level of their CAS(T) over the Manston Area, and Manston agreed to ensure that Manston procedures were adapted if necessary, to remain outside of the NATS CAS(T).

The proposed Manston CAS (T) would lie beneath the proposed NATS CAS (T), located directly over Manston Airfield (see Figure 1), the co-ordinates of which are;

- 51-15-32N 000-57-16E
- 51-24-00N 000-58-00E
- 51-28-00N 001-10-00E
- 51-28-00N 001-31-42E
- 51-14-35N 001-30-42E

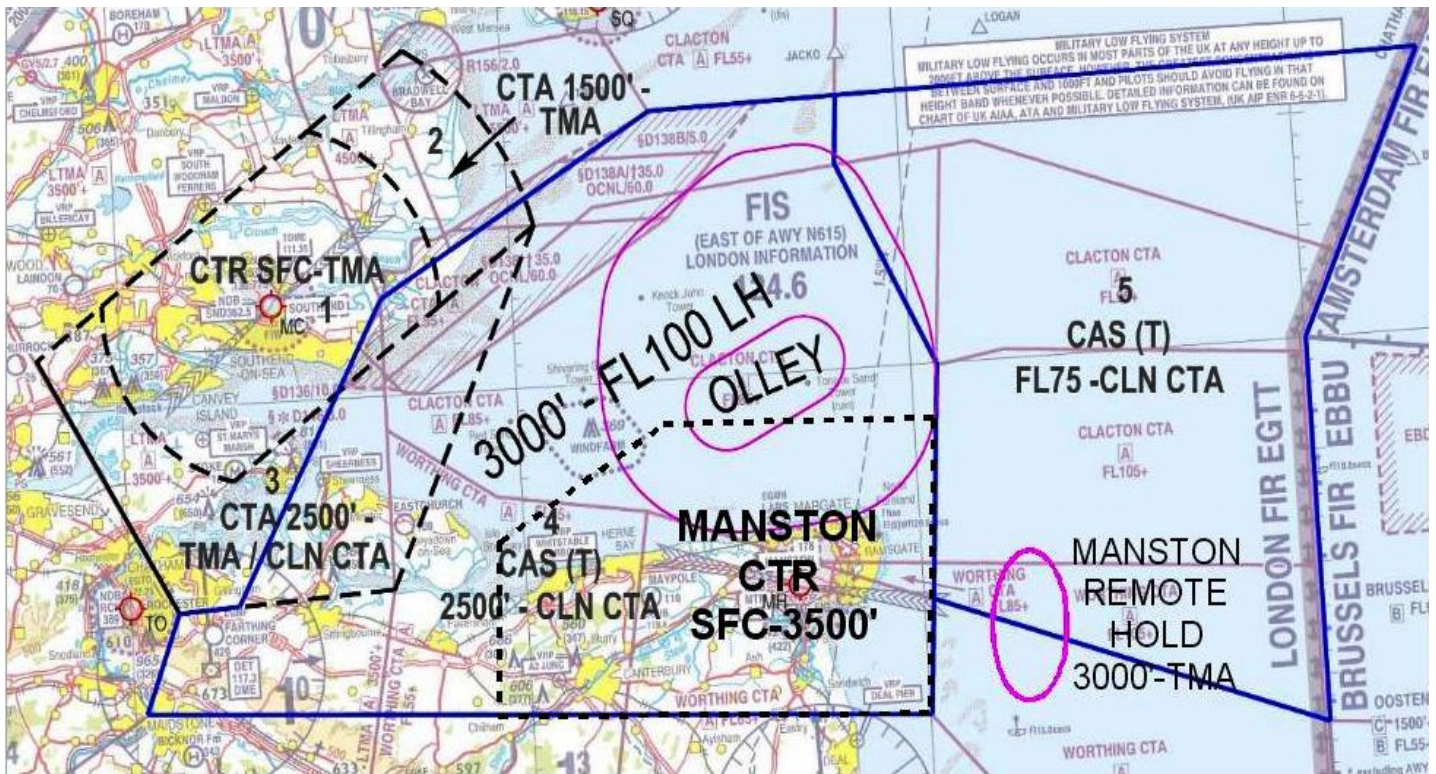


Figure 1

## Notes:

1. Diagram re-produced with the kind permission of NATS.
2. To illustrate the Manston CAS(T) proposal in relation to the NATS proposal, the Manston CAS (T) is superimposed on the original NATS CAS(T) proposal (however see note 3).
3. Due to technical difficulties, it was not possible to modify the NATS label annotations, therefore consultees should note:
  - a. The label showing the NATS Area 4 (2500ft-CLN CTA Base), will exclude the area of the proposed Manston CTR from SFC-3500ft AMSL. This has been agreed with NATS.
  - b. The OLLEY Hold lower limit will be at 4000ft and not as 3000ft as shown. This has been agreed with NATS.
4. The Manston remote hold in Class G is shown to the east of Manston – approximately 12nm ESE of Manston Airfield. (To be known as the SOXUP Hold)

The CAS (T) would be Class D, and take the form of a CTR (Control Zone) from the Surface to the base of NATS CAS (T) at 3500ft. The airspace would be active for 24 hours, 7 days per week from 0800 on the first day of activation of the NATS CAS (T) proposal until 2000 on the last day. Currently, NATS has requested the Olympics CAS (T) be active from 16<sup>th</sup> July 2012 until 15<sup>th</sup> August 2012, although this will be subject to Approval by the CAA.

The design of the Manston CTR was a result of negotiations with NATS and a need to protect Operations at Manston, whilst having the least possible impact on local airspace users. The dimensions were established to run in accordance with material already proposed by NATS, so as to reduce the impact to an absolute minimum.

In association with this CAS (T) proposal, Manston Airport was requesting the establishment of a Remote Hold to the East of the airfield, over the sea. Since the Manston MTN Hold over the airfield would not be available, due to the NATS CAS (T) Proposal, Manston required another Hold to enable the sequencing of aircraft arriving at the airfield simultaneously. A suitable location over the sea was selected, with no environmental impact, which was clear of the proposed NATS CAS (T). This Remote Hold would be located wholly in Class G Airspace, from 3000ft to beneath CAS (T) at FL75, which is why it does not form part of the Manston CAS (T) Proposal. It is expected that details of the Manston Remote Hold will be published on VFR Charts being made available to GA pilots during the Olympics period.

## 16. Manston Temporary CTR - Arrival and Departure Procedures.

### VFR Aircraft

Thanet Flying Club and GA aircraft, operating to and from Manston will be provided with a VFR Clearance into and out of the Manston Temporary CTR;

1. Via Whitstable VRP - aircraft will route to/from Manston via the North Kent Coast.
2. Via Deal VRP – aircraft will route to/from Manston via the East Kent Coast.
3. Via Canterbury VRP – aircraft will route to/from Manston via the A28.

### IFR Aircraft

#### Arrivals

Inbound aircraft will be cleared from the Olley Hold, or directly to the MTN, at 3000ft to commence an Approach.

If 3000ft is not available, due to other aircraft, aircraft will be cleared to the Manston Remote Hold (SOXUP HOLD) at 4000ft or above, remaining outside of Controlled Airspace. When cleared, aircraft will leave the SOXUP HOLD at 3000ft to route inbound to Manston. Aircraft may be held by radar rather than in the SOXUP HOLD, when available.

#### Departures

SDRs are being developed which will be based on the Manston published Noise preferential Routes. These SDRs will remain clear of the NATS proposed CAS(T) to the North of Manston, when necessary.

## 17. Manston CAS (T) CTR– Operational Information

To achieve an Air Traffic Service provision which will enable aircraft to operate within the Manston CTR, Manston ATC will introduce the following temporary procedures, for the duration of the proposed CAS(T);

1. Provide 24 Hour cover, 7 days per week for the duration of the CTR. Radar would be available from 0800 to 2100 (Sunset at 2100, becoming earlier), including the published LARS hours of 0900 to 1700. Outside of these hours, a Radar Service, or a Procedural Service will be available, depending on the qualifications of the ATCO on duty.
2. The CTR requested would be Class D. Therefore, aircraft wishing to enter the CTR could do so on an opportunity basis, once a clearance had been issued by Manston ATC.
3. Manston Airport is currently in the process of introducing RNAV (GNSS) Approaches. If in place, they would be withdrawn for the duration of the CAS (T), since the Hold and part of the procedure, would lie outside of our proposed CTR, and within proposed NATS CAS (T).
4. Manston will liaise with Airport based Flying Clubs, to allow normal flights to be conducted within the CTR, establishing VFR routes in/out of the CTR.
5. The CTR would not inhibit operations from Maypole Airfield, located 7nm West of Manston, with whom Manston has a letter of recommendation. Maypole would be able to operate under an agreed procedure for the duration of the CTR.
6. Manston would Hold aircraft at the Remote Hold (when required), which is located in Class G Airspace, to the East of Manston.
7. Procedures for the release of IFR traffic, to and From Manston via Dover and TC East Sectors at Swanwick, would remain as per current agreed procedures. Sufficient lines of communication already exist between the units to accommodate this procedure.

8. Manston CAS (T) would not impact any standing Letters of Agreement with Southend Airport, Wattisham Airfield, or Farnborough Radar, other than a requirement to remain outside of NATS CAS (T).
9. General Aviation aircraft operating VFR, not wishing to enter the Manston CTR, could remain clear by flying;
  - Southern Boundary - Remain South of a line from Deal VRP to South of Canterbury City.
  - Western Boundary - Remain West of a line from 4nm West of Canterbury to 2nm West of Whitstable VRP.
  - Northern and Eastern Boundaries - Remain at least 5nm off the Coastline.

## **18. Expected Impact on Class G Airspace Users**

Manston ATC studied the potential impact on the establishment of the proposed CAS(T) on the local aviation community, and came to the following conclusions;

- a. The Airfield based Flying Club, and local Airfield (Maypole) had already been consulted. Although not fully in agreement, and on the understanding that these measures were temporary in nature, they accepted that these were exceptional circumstances. An agreement had been made to impact their operations as little as possible.
- b. The most common General Aviation route for travelling to and from Continental Europe, via the Dover Straights would not be impacted by Manston CAS(T) Proposal.
- c. Local Glider Airfields of Challock and Waldershare Park both fell outside of the Manston CAS(T) CTR, and would not be impacted. Whilst it is understood that they would not have the free range normally exercised over Kent, they would still be able to operate along the Weald of Kent. The Weald of Kent is the ridge in Kent which provides the best area in Kent for Glider soaring.
- d. Other known airspace users, such as Military Low Level, Fishery Protection aircraft, Police and Ambulance Helicopter flights, micro lights and GA transit flights

would all be able to receive a CTR Crossing Service from Manston Radar. During the quiet hours, this Service may be provided by Manston Radar or Manston Approach, depending on the qualifications of the ATCO on duty.

e. Hang-glider and Para-Glider operations would not be permitted within the CTR. It was considered that, due to the ability of such aircraft to operate from remote sites, and the temporary nature of the airspace, the impact of such aircraft was acceptable.

## 19. Pre Consultation Meetings

Manston SATCO has already entered into consultation with the Manston based GA Flying Club (TG Aviation) and pilots from Maypole Airfield (located 7nm Manston Airport). Manston Airport recognised that these two parties will be the most affected by the establishment of the proposed CAS (T) CTR around Manston. We therefore, considered it imperative that arrangements were discussed with these individuals before the commencement of the consultation process.

Although neither TG Aviation nor Maypole Airfield were in favour of the proposal, they fully understood the reasons why Manston was pursuing a CAS (T) CTR for reasons of Flight Safety. It was made very clear to both parties that this proposal was for Temporary Controlled Airspace, for a short period in exceptional circumstances, which both accepted.

TG Aviation would be provided with VFR routes in/out of the Manston CTR via Whitstable Harbour VRP to the West, Canterbury VRP to the Southwest and Deal Pier VRP to the South.

Maypole Airfield, which operates a few non-radio aircraft, would be provided with a VFR Corridor, embedded in the CTR, to allow them to continue to operate non radio. Aircraft from Maypole would route to/from the airfield via Canterbury VRP, to the Southwest of Manston. Aircraft were to route via the A291 to Sturry and the A28 from Sturry to Canterbury, at a height not above 1000ft QNH, until clear of the CTR.

There are also two helicopter operating agencies located within the Manston ATZ; one on the airfield and one just outside. Both agencies were made aware of Manston's forthcoming proposal, but neither considered this a problem for their Operations.

## 20. Manston Controller Training

Manston would conduct internal training to allow ATCOs to provide a Service in Class D Airspace. A full training programme would be prepared by the ATC Unit's Training Officer and presented to CAA SRG for Approval, following the successful acceptance of this proposal.

## 21. What Happens Next

The issuing of this Sponsor Consultation Document will initiate an eight week consultation period. The Sponsor Consultation is carried out with NATMAC (National Air traffic Management Advisory Committee), other organisations concerned with aviation, Local Planning Authorities and other representative non-aviation related within the area. The consultation list is agreed between Manston Airport and the CAA, and can be found at Annex A.

This Sponsor Consultation will commence on Monday 9<sup>th</sup> May 2011 and continue until Tuesday 5<sup>th</sup> July 2011. Once the Sponsor Consultation is completed and any issues arising have been adequately resolved, Manston Airport is required to submit a formal proposal to the CAA; which will detail the case for the proposed Temporary Controlled Airspace, the airspace design and the consultation carried out. It will include full details of the Sponsor Consultation, including copies of responses and correspondence. Manston Airport intends to present the formal Airspace Change proposal before the 25<sup>th</sup> July 2011, to meet the timetable established by the CAA for ACP submissions concerning temporary CAS for the London Olympics.

Once submitted, the CAA will review the Manston CAS (T) proposal. Following a 16-week period to allow for its own internal analysis of the proposal, the CAA will reach a Regulatory Decision, which is due to be announced on 9<sup>th</sup> November 2011. Subject to a satisfactory outcome to this consultation and acceptance of the Manston proposed CAS (T), details of all of the Temporary Controlled Airspace for the London 2012 Olympics will become available in the Spring of 2012 and published via the normal AIRAC process (details of which have not yet been confirmed).

## 22. Summary

This request for an Airspace Change is based upon Manston Airport's requirement to provide a Safe and Expeditious Air Traffic Service for aircraft operating into, out of, and in the vicinity of Manston. It is recognised that exceptional circumstances will present themselves during the London 2012 Olympic Games, one of the biggest events in the International Calendar, for which Manston Airport amongst others must be properly prepared.

The airspace around the Southeast of England is already busy, particularly during the summer months. Add to this the expected increase in air traffic, planned Government airspace restrictions and restrictions imposed by the establishment of NATS CAS (T) proposed airspace. It then becomes clear why Manston Airport has presented this CAS (T) proposal.

Manston Airports CAS (T) proposal is, in our opinion, the only possible way of providing a safe and expeditious Air Traffic Service to aircraft within a potentially very busy and complicated airspace, as a result of the number of different changes which will be experienced by various operators during a short period of time. Due to its location and facilities, Manston Airport is very likely to be much busier than normal, which may not be foreseen by many pilots who regularly use the airspace. It is therefore imperative that this busy airspace is properly regulated for the short period of the Olympic Games, for the safety of all flying around Manston.

The establishment of CAS(T) around Manston will ensure that we are able to fully liaise with NATS regarding the control of air traffic during what is expected to be a very busy time. It will also allow Manston Airport to maintain the Safe and Expeditious Air Traffic Service which we currently provide, ensuring we provide the best possible service to our customers.

## GLOSSARY

ACP	Airspace Change Proposal
ATC	Air Traffic Control
ATCO	Air Traffic Control Officer
ATZ	Air Traffic Zone
CAA	Civil Aviation Authority
CAS (T)	Controlled Airspace (Temporary)
Class D	Airspace within which specific rules apply before entry.
Class G	Uncontrolled airspace, available to all aircraft.
CTR	Control Zone
GA	General Aviation
IFR	Instrument Flight Rules
NATMAC	National Air Traffic Management Advisory Committee
NATS	National Air Traffic Services
NERL	National En-Route
RNAV (GNSS)	Approaches using Satellite based information
SATCO	Senior Air Traffic Control Officer
SDR	Standard departure Route
TMA	terminal Manoeuvring Area
VFR	Visual Flight Rules
VRP	Visual reference Point

## REFERENCES

- Ref 1      Atkins Report – London 2012 Airport Capacity Study
- Ref 2      CAP 724 – CAA Guidance on the Application of the Airspace Change Process.
- Ref 3      CAP 725 - CAA Guidance on the Application of the Airspace Change Process.

All of these References are available for viewing on the Manston Airport web site at [www.manstonairport.com](http://www.manstonairport.com).

## ANNEX A

### Manston Airport Temporary Olympic Airspace List of Sponsor Consultees

#### Manston Airport Sponsor Consultees

1. FLYBE
2. London-Southend Airport
3. CARGOLUX
4. Egypt Air Cargo
5. Polar helicopters
6. Thanet Flying Club / TG Aviation
7. Maypole Airfield
8. Heli-Charter
9. Wattisham Airfield
10. Rochester Airport
11. Headcorn Airfield
12. Farnborough Airport
13. Lydd Airport
14. Kent Gliding Club
15. Channel Gliding Club
16. Summit Aviation
17. DFTDC
18. Essex Police Air Support Unit
19. Kent Air Ambulance
20. HM Coastguard Helicopters
21. KIACC
22. SRG (CAA)
23. Ministry of Defence

#### NATMAC List

1. Airport Operators Association
2. AOPA UK
3. Aviation Environment Federation
4. BA plc
5. BAA Limited
6. BAE Systems
7. BALPA
8. BATA
9. BBAC
10. BBGA

11. BGA
12. BHPA
13. BMAA
14. BMFA
15. BPA
16. BHA
17. EasyJet
18. European UAV Systems Centre Ltd
19. GAPAN
20. GASCo
21. GATCO
22. HCGB
23. Heavy Airlines
24. LAA
25. Light Airlines
26. NATS (NERL)
27. NATS (NSL)
28. PPL/IR
29. UKAB
30. UKFSC