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Dear NATMAC Member

PROPOSAL TO ESTABLISH TRANSPONDER MANDATORY AIRSPACE IN THE VICINITY OF THANET OFFSHORE WINDFARM AND LONDON ARRAY

SPONSOR CONSULTATION

In 2006 the Government granted conditional consent for the development of two major offshore wind farms in the Thames Estuary approaches, known as the Thanet Offshore Windfarm (TOW) and the London Array (LA). Suspensive conditions relating to aviation were attached to the development to ensure that the development would not interfere with the safe provision of Air Traffic Services (ATS) by Manston Airport (MSE).

MSE is an Air Navigation Service Provider (ANSP) approved under Article 169 of the Air Navigation Order and, as such must satisfy the Civil Aviation Authority (CAA) as to their competence to provide ATS and that these services are safe.

During 2007/2008 MSE worked with a number of stakeholders, including the TOW and LA developers, BERR (as it then was) and the CAA to identify and agree, in principle, a mitigation which could be implemented in order to allow the suspensive conditions to be discharged and the wind farm developments to proceed.

A number of options were explored but the consensus settled on mitigation as follows:

- The installation of a Mode S Secondary Surveillance radar system (SSR) at MSE;
- Introduction of Transponder Mandatory Zone(s) (TMZ) covering the TOW and LA sites including, if necessary, a buffer zone;
- MSE to be approved to provide radar services within the TMZ(s) using SSR alone;
- Blanking out the Primary Surveillance Radar (PSR) returns within the TMZ airspace.

The procurement of the Mode S SSR is now underway. Accordingly, MSE is now proceeding with the process for the establishment of Transponder Mandatory Airspace as

envisaged by the mitigation and in accordance with the Airspace Change requirements specified by the CAA.

As part of the process for changes to the airspace arrangements, the CAA requires that we carry out an extensive consultation with airspace users who may be affected by the proposed changes, with national organisations representing airspace users and with organisations representing those on the ground who may, from time to time, be affected by the proposed airspace change. This is the third stage of the airspace development process, previous stages having involved specialist airspace designers and locally-based airspace users.

Accordingly, MSE has today launched this stage of the consultation process by publishing its Consultation Document on the MSE website – the address is <http://www.manstonairport.com/about-the-airport/planning/airspace-change.html>. The Consultation Document details the case for the proposed transponder mandatory airspace, the configuration of the proposed airspace and the options we have considered in reaching our conclusions.

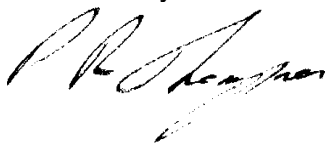
You are being consulted in your role as a member of the CAA's National Airspace Management Advisory Committee (NATMAC) and you are asked to provide a response on behalf of the organisation that you represent.

The CAA requires that this consultation is conducted in accordance with the Cabinet Office Guidelines on Consultation which specify a minimum period of 12 weeks for consultation. In order to make allowance for the August Bank Holiday MSE intends to run the consultation for a period of 13 weeks, commencing on **9 August 2010**, in order to provide adequate time for you to consider your response with others in your organisation if necessary. The consultation will close, therefore, on **8 November 2010**.

You will find in the document details of how to submit your response to the consultation or how to contact us if you have any queries on the consultation document or the consultation process itself. Please remember that even if you have no comment to make on the proposal, we would appreciate a response to that effect.

I look forward to receiving your response.

Yours sincerely



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