



A state-of-the-art airfreight  
hub for London & the  
Southeast of England

RSP

Manston  
Airport



# RSP | Manston Airport

"I can certainly say with confidence that we would consider recommending Manston to our customers as a viable regional option"

Rob Buda, Senior Director, Atlas Air





# The global market demand for global air freight is robust – and growing

**Dedicated freighters carry over 50%** of the world's air cargo. Sensitive and just-in-time cargo need focused and dedicated services to meet shipper timing needs



**Boeing forecasts** global freighter fleet to grow more than **60%** to 3,260 over the next two decades

**Ecommerce giants TRANSFORMING** the air freight market. Ecommerce share of total sales will reach 25% very soon

**Cargo hubs are resilient:** COVID-19 showed increasing critical importance of dedicated air cargo in protecting supply chain dependability

**Continued growth of specialist freighter hubs.** Amazon is expected to have 200 aircraft in its fleet by 2028; its daily flights had increased from 85 in May 2020 to 205 in August 2023



# There is increased demand in the UK for air freight

Brexit has motivated UK importers and exporters to cease the practice of trucking through the Channel crossings to and from airports in Northern Europe.

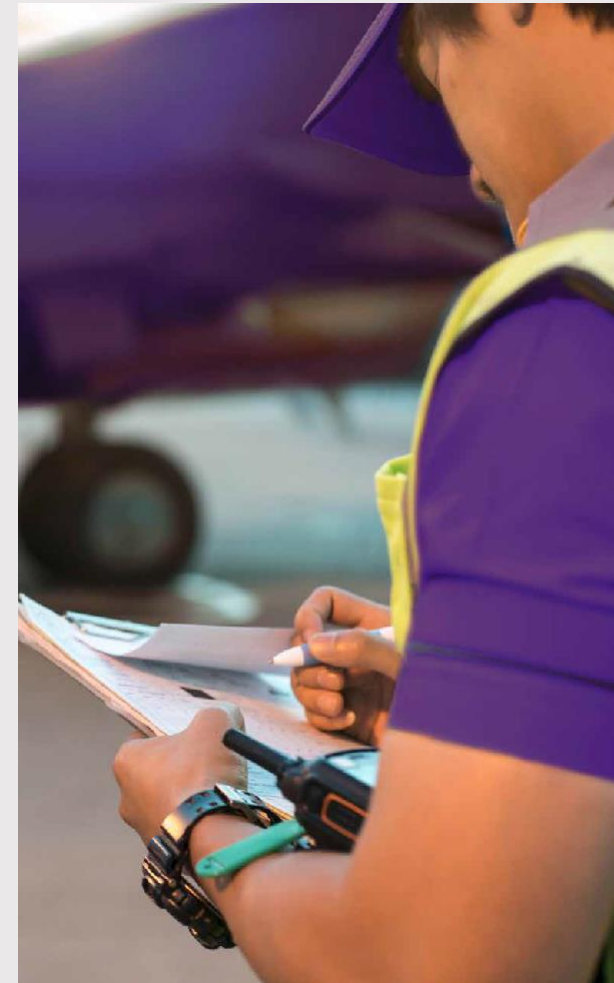
Manston will be the only airport offering substantial numbers of slots and capacity



The promotion of trade with countries outside the EU - particularly Africa, Asia and the Americas - will stimulate additional growth in long haul air cargo which Manston alone will be able to accommodate

COVID has reinforced the cargo sector - and created a cultural shift that underpins the Manston strategy.

Air cargo provides the immediacy that we rely on for perishables, medicines and other time-sensitive goods



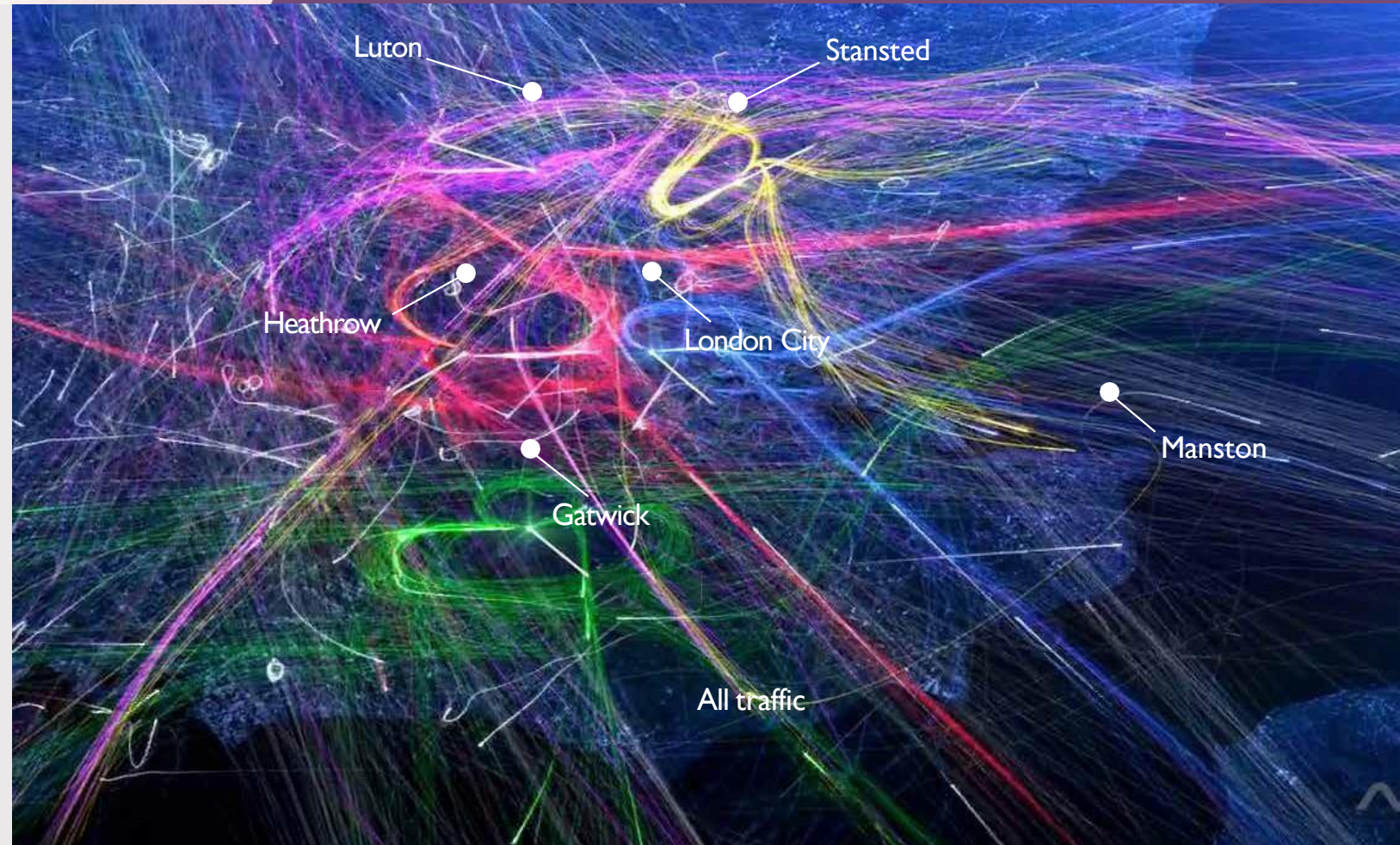


# There's a capacity crisis in the air over London

The airspace over London and the South East is among the busiest and most congested in Europe - except for over Manston.

To the west, aircraft using Heathrow, Gatwick, Stansted, Luton, Southend and London City airports plus Biggin Hill and Farnborough airfields fill runway slots with passenger aircraft

The airspace above Manston is much less congested, with capacity for significant future growth





# There is a capacity crisis on the ground too

Runways slots at existing London airports are prioritised for lucrative passenger traffic, with almost no capacity for vital all-freighter aircraft to deliver just-in-time goods and services into and out of the UK.

Passenger traffic growth is absorbing almost all UK runway capacity

There has been no new runway in the UK since 2001. Heathrow third runway first proposed in 2006

Airfreight – unable to access slots – is regularly trucked through the Channel Tunnel or via ferry to airports in mainland Europe, to fly long-haul

Delays at the ports, post-Brexit, is leading to queues of lorries waiting to access ships or the tunnel

The nearest air cargo hub from London with capacity is four hours away

Boeing categorises congestion in London as serious



# Manston provides the perfect solution – and the UK Government agrees

Freight forwarders and cargo airlines will be able to avoid the congested London airports - and delays at the ports - and fly direct.



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✓ **Outside congested London airspace zone** and with space to expand

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✓ **Planning permission granted** by the Department for Transport – and tested through the courts

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✓ **Strategic Location** by road, rail freight, air – and water

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✓ **Phased construction -** Manston Airport will be open for business from 2028

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✓ **300 hectares (nearly 800 acres)** Airport site under RSP ownership

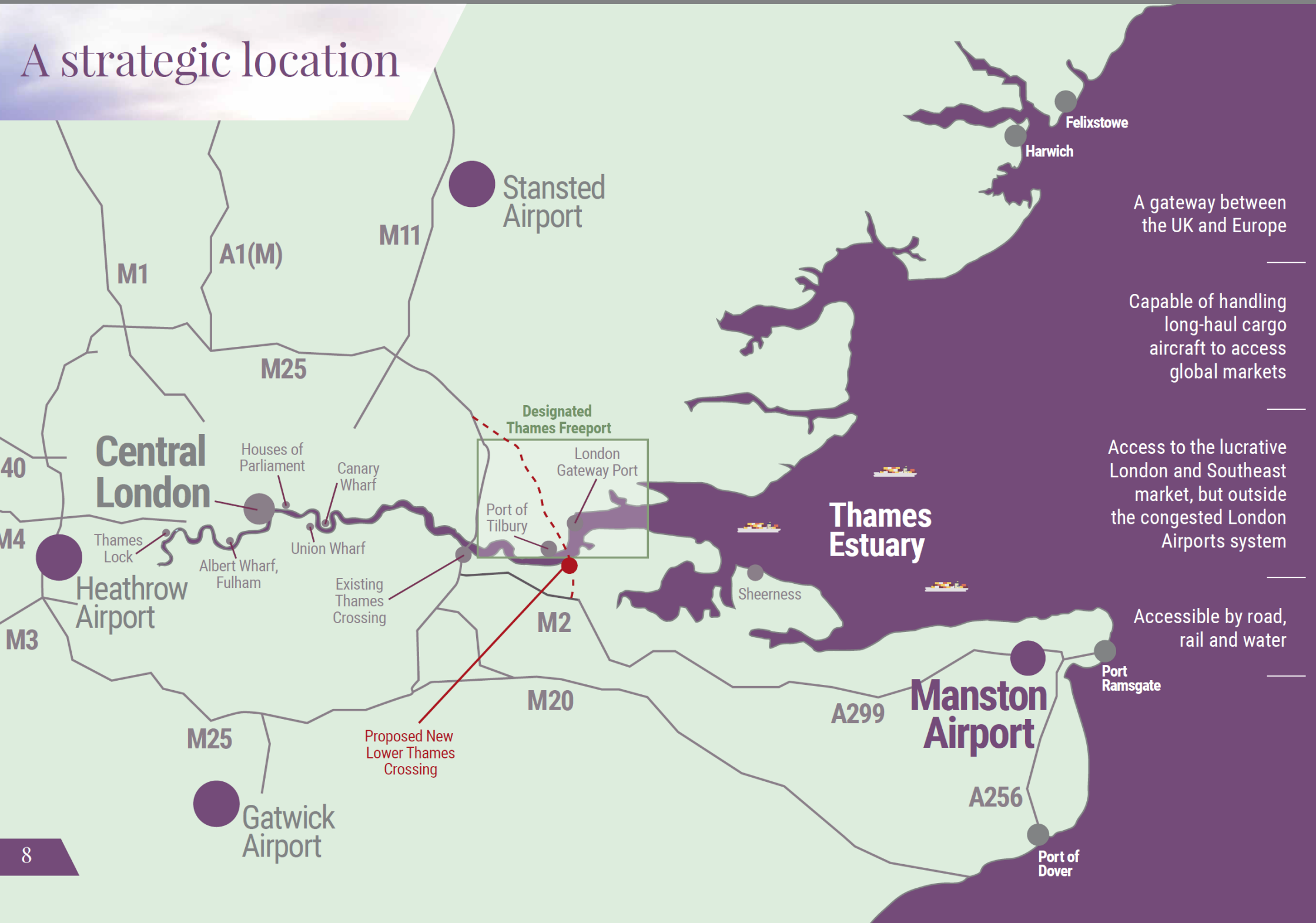
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✓ **Full length, existing runway 2,748m (9,016 feet)** capable of handling all widebody freighters

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# A strategic location



A gateway between the UK and Europe

Capable of handling long-haul cargo aircraft to access global markets

Access to the lucrative London and Southeast market, but outside the congested London Airports system

Accessible by road, rail and water



# Market demand for Manston

Manston Airport enjoys considerable support among both airlines and freight forwarders.

Likely to become a hub for inbound perishables such as fruit, vegetables, fish, seafood and cut flowers, carried via chartered all-freighter

A dedicated business development team for Manston Airport would secure export loads for these aircraft

Potential to also handle outsized freight, express freight, Formula One and luxury cars, live animals and time sensitive cargo

Opportunities exist to explore the integrator market as well as chartered freighters

Manston also has a history of handling military and humanitarian operations; these are expected to return to Manston when the airport is operational





# Planning permission secured for:

19 widebody parking stands

4 narrow body passenger stands

65,000m<sup>2</sup> (750,000ft<sup>2</sup>)  
of cargo terminal

100 ha of non aircraft  
pavement (247 acres)

57 ha (140 acres) of  
aircraft pavement

105,000m<sup>2</sup> (1.1m ft<sup>2</sup>)  
of landside development

8 business  
aviation hangers

3 recycling hangars  
and aprons

When fully built, Manston will  
be able to handle in excess of a  
million tonnes of freight a year.

It will also support regional  
regeneration, inward investment  
and employment growth.  
By Year 5: Manston will employ  
2,150 people on the airport site  
and 13,100 indirect/catalytic jobs  
in the wider economy





# A state-of-the-art, sustainable cargo hub

AI-powered systems which anticipate and resolve operational challenges

Smart and energy-efficient buildings

Autonomous vehicle technology and electric apron vehicles used to drive efficiency

Renewable energy surplus provided to local community

Equipped to provide a base for the new fleet of cargo drones

The use of river traffic in the Thames Estuary for onward shipment

Infrastructure designed in to support charging of next generation hydrogen and electric propulsion aircraft

No airspace congestion



## Manston will be a Carbon Net Zero operation by 2035

# Developing the cargo market at Manston

## The characteristics of the UK air freight market work in Manston's favour:

Impending capacity constraints at all other London Airports and in the medium term at East Midlands.

The challenges for those airports in securing major capacity expansion

The historic imbalance in the UK between belly hold and freighter operations and lack of suitable slots/facilities

The inferior profitability of airfreight operations at passenger dominated airports

## The four major market segments that Manston is well placed include:

Capturing existing traffic from existing London and UK regional airports

Clawing back a substantive element of the 1-2MT of UK originating or destined air freight currently crossing the English Channel to use airports in near Europe

Attracting new eCommerce focused airlines to set up an operation serving London and the Southeast rather than rely in cross-Channel trucking to serve the UK market

Capturing a healthy share of future UK air cargo growth, estimated to be c2.8MT over the next 25 years





# Manston Airport Cargo Terminal 2028





**“Congratulations on receiving the approval for the redevelopment of Manston Airport.**

“As you will be aware, the Government recognises the importance of the aviation sector to the economy and is dedicated to ensuring the long-term future of the UK aviation sector by supporting domestic sustainable aviation fuel production and promoting airspace modernisation.

“Air freight too is vital to the UK economy, particularly for supporting export-led growth in sectors such as advanced manufacturing where goods are often high value or time critical.

The growing importance of air freight in the UK supports the Government’s ambition to drive economic growth and increase the UK’s global impact through unlocking trading opportunities. Manston Airport will play a critical role in advancing these initiatives.”


**Gareth Thomas**

Parliamentary Under-Secretary of State  
Department for Business and Trade



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Manston is getting ready  
for take-off in 2028 –  
Come on board

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