

I support the opening of Manston Airport as a local resident, and feel that R.S.P D.C.O will help Thanet with regards to jobs as unemployment is high and there are few other opportunities going . I also would like to see passenger flights restarted and particularly to Scotland and Schipol Airport as a link abroad. Travelling to Gatwick or London Airports from Margate requires a difficult and long winded journey, which can entail having to stay at a Hotel for the night and put so much extra cost and time on journeys.

I do realise that this is proposed to be a freight airport which I feel would more likely make a passenger airport successful, and freight would be good for the U.K. Extra freight capacity is required in a market that has grown substantially since 2014, see attached pdf "cargo facts" and "Loadstar".

This airport has a hard concrete runway which is almost irreplaceable if lost, especially with electric aircraft coming along in the near future. This proposal aims to expand Manston Airport until it becomes a major freight airport like Luton, the attached pdf from the study by Oxford Aviation about Luton Airports economic impact show the direct and indirect impact of that airport as it was in 2015, a very exciting prospect for Thanet and one that I very much hope will be accepted.

I am really disappointed with the attitude of some local residents who live in the past and have a negative attitude towards a historic airport which had suffered in the post crash era to 2014, without investment in its infrastructure, and those who, while saying, "It never made any money" cannot grasp or are unable to see ahead for this chance to bring opportunities of employment and rejuvenation to the area (without government money required). In the past there was little investment in the airport (just covering losses) and Manston was run "into the ground." See attached pdf "Profit and loss account" (Company's House), an extract from the Infratil final accounts for Prestwick and Manston airports 2013. This is relevant to the proposal because so much has been made of the Airport's financial history by others. Much has been made of the £60 million loss recorded in the final year of trading, but if you take a closer look at the "gain loss" column please note that £59.48 Million in "loans" were returned to the New Zealand parent group as a prelude to the company being wound up and the Airfield sold on to property developers; and this was in the worst trading conditions imaginable, just *before* the market recovered, with no investment in the airports infrastructure having been made Manston (not Prestwick) was turning around. If Infratil had invested instead of taking the easy way out, the Airports fortune could have reversed, but the value of a airports land (even at Heathrow) is greater than the value of an airport, that is why Government policy is now inclined toward the protection of airports (revised NPPF). Now that we have a firm that wants to invest here, I want to grasp the offer of rejuvenation and investment for our future. What Manston Airport needs, is a investor with deep pockets, that will take risks, have vision, can stand carried forward losses, looking to take a profit in the long term, i.e Hedge Fund backed venture capital of the very kind that RSP are proposing.

London Luton Airport's impact in 2013

In 2013, the economic activity created by London Luton Airport contributed some £1.3 billion to UK GDP.³ For every pound London Luton Airport contributes to GDP itself, it creates another £2 elsewhere in the UK economy. In 2013 this impact comprised:

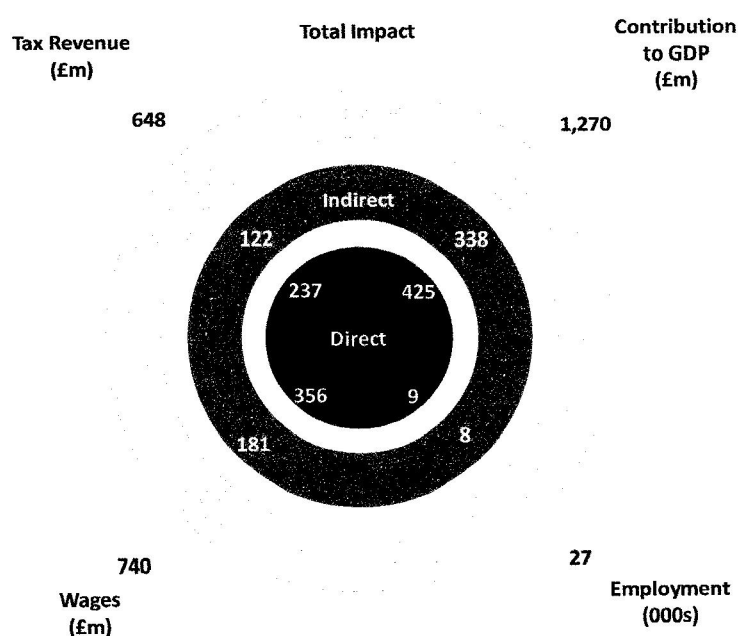
- £425 million in direct impact (which is equivalent to 10 per cent of the local Luton Borough economy);
- £338 million in indirect impact within the supply chain of the airport; and
- £506 million in induced impact as employees of the airport and its supply chain spent their wages.

The airport is estimated to have sustained 27,000 jobs in 2013, comprising:

- 9,400 direct jobs (10 per cent of all employment in Luton Borough);
- 7,700 indirect jobs within the supply chain of the airport;
- 10,000 induced jobs as employees of the airport and its supply chain spent their wages.

For every direct job the airport supports, another 1.9 are supported elsewhere in the UK economy. By sustaining this level of employment, London Luton Airport contributed £740 million in gross wages in 2013, and also produced tax receipts of £648 million for the Treasury, primarily in the form of employee and employer taxes, air passenger duty and corporation tax.

Total UK economic impact of London Luton Airport, 2013



³ Hereafter referred to as 'contribution to GDP'. Prices are constant 2013 throughout the document unless otherwise stated.