

## **Kim Edgington – interested party 20014733 – February 2019**

### **Aizimuth reports prepared by Dr Sally Dixon**

I'd like the information that Dr Sally Dixon has used in in her Aizimuth reports, drawing on York Aviation's work as evidence, to be thoroughly examined. The reason being that at a joint presentation on 21st November 2017 to Kent County Council by RSP and SHP, the minutes show that Ms Congdon, a managing partner of York Aviation and an experienced aviation planner and strategist of some 27 years, stated that Dr Dixon had used York Aviation's data and findings out of context and misrepresented their overall position. She said that an air freight hub at Manston would not be a realistic prospect due to shippers preferring belly hold over dedicated freight movements since 2001 and forecasts show no further growth in freighter aircraft movements across the UK until 2050. Indeed the Government's figures show a considerable decline in pure freight movements since 2001 and as Ms Congdon stated, forecasts show no further growth in freighter aircraft movements across the UK until 2050.

The Isle of Thanet News (22/11/17) reported from this meeting that *'During the county council presentation Louise Congdon, managing partner for York Aviation, said RSP had taken the company's reports out of context.*

*She said: "That work was about assessing the case for a major new hub airport, passenger and freight traffic, to service London."*

*She said the work did not support the case for aviation at Manston, saying RSP had "plucked numbers out of the middle of the report" without reading to the end.*

*Ms Condon added: "The only quantitative evidence of demand for air freight are those figures plucked from the middle of our report.*

*"Our work in its entirety does not support the case for a freight airport at Manston."*

I would therefore seriously question Sally Dixon's use of York Aviation's work when they themselves categorically deny her economic argument and the evidence of government's own economic forecasts support York Aviation rather than Dr Dixon's optimistic forecasts. I would point out that there have been many other independent aviation expert reports which have pointed to the lack of viability of a cargo and/or passenger airport at Manston, they are: The Davis Report, The PWC (Price Waterhouse Coopers) Report, The Falcon Report, The Avia Report, The York Aviation Report and The Altitude Aviation Report.

### **Funding:**

Two different administrations at TDC (Labour and UKIP) were both willing to assist RSP (or RiverOak as they were then) to CPO the airport in recent years but RSP kept promising they had the money to proceed with the CPO but were never able to provide evidence of funds. Deadlines were given and extended many times over but RSP were never able to provide anything to prove they were to be believed. Indeed RSP kept pressurising the Council to go ahead and their funds would follow shortly after. Luckily both administrations were not prepared to take the gamble that RSP would come through with the funds as if they did the Thanet tax payers would, by now, inevitably be footing the bill.

I understand the Planning Inspectorate is still awaiting proof of funds to prove RSP are able to proceed should the DCO be approved. Experience shows that RSP will always have an answer why they have not been able to show "proof" or cleverly spin a line that the funds are available but not until the DCO is approved. I hope PINS will not entertain any of their claims. If the money is not forthcoming (and I very much doubt it will be) then the DCO should be closed down never to be considered again.

## **Night Flights**

I next want to turn to night flights. At each and every consultation, RSP insisted to myself and many others that they – quote ‘did not need or want night flights’. They claimed to me personally and many others that PINS had required them to put night flights into their application even though they didn’t need or want them. PINS have subsequently denied this. The application states that there will be night flights. I have personally experienced how night flights to Manston; even though Manston did not have scheduled night flights, the unscheduled ones that did occur were regularly between 80-100 decibels (as recorded in Kent International Airport Consultative Committee minutes) and were enough to alarm, disturb and distress me, always waking me with a shock, making my heart race and making it impossible at times to return to sleep. I live in a Grade II listed building of which there are many in Ramsgate and it is therefore illegal to fit double or triple glazing to attempt to block out the deafening and disturbing noise from the old polluting cargo planes that were used for freight delivery.

The application provides no detail on night flights. Where is their operational plan? Where is the detail about the reality of what is planned? If that isn’t explicitly outlined, how can any impact assessment by them, by local authorities, by me and others be realistically undertaken? I find it incredible that a company applying for a DCO has not, by this stage in the procedure, provided detail on how they actually intend to operate this airport, particularly in relation to night flights, the thing that is most damaging to people’s health and wellbeing.