

\_Index\_Falcon Report.pdf

2014 SMAa comments on the Falcon Report, demonstrating that the 3 requirements stipulated in the Falcon Report for Manston Airport to be successful had all by then been satisfied. (And currently remain satisfied.)

A - Falcon - TDC - Madeline Homer - Brief - Doc5252739.pdf

B - Falcon - Manston Report 1.pdf

C - 2014-08-18 - SMAa Comments-on-Falcon-Report-1.pdf

D - Manston - Google Earth - Plan.jpg

\_Index Avia Report.pdf

There are two key points in Section 9 Appendix A of the Avia Report :

1) The dominant assumption in the report (Section 2.4: Manston as an Overflow Airport for London, P11) assumes that only £50m will be invested into the infrastructure of the airport. (Which of course would result in an unviable airport).

This ignores that in Section 9 Appendix A: Stakeholder Interviews, P49, they record that RiverOak intend to invest in the region of £300m in infrastructure.

2) There is a very interesting observation, Section 9 Appendix A: Stakeholder Interviews, P50, by Ms Kate Sherry, Deputy Director of Route Development, Ryanair, which appears to be at variance with the evidence written evidence to the Transport Select Committee by Manston Skyport Limited, and the oral evidence by their Pauline Bradley.

2016-08-04 - Avia - TDC Brief - Viability-of-Manston-Airport.pdf

2016-10-04 - Avia - Final-Report-for-TDC-Manston-Airport-Viability-Oct2017\_2.pdf

2016-10-06 - Avia Evidence re Ryan Air and Manston Airport.pdf

SMAa - Comments on the Avia Report.pdf