

**From:** [Jason Jones-Hall](#)  
**To:** [Manston Airport](#); [Manston Airport](#)  
**Subject:** DL5 Submission (part two) - Summary from ISH3: Noise  
**Date:** 25 March 2019 22:58:42  
**Attachments:** [DL5\\_ISH3\\_Noise\\_Five10Twelve\\_summary\\_Redacted.pdf](#)

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Dear Sirs

Please find attached written summary of my oral representation at the Issue Specific Hearing 3 (Noise) of 22/3/19. Please note this also includes appendix of the English translation and original German versions of the email I received from Dr Wolfgang Muller of Lahr Airport, Germany, in relation to Mr Freudmann and Wiggins/Planestation.

All the best

Jason

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Jason Jones-Hall

Director

Five10Twelve

  
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\*\*\*\* Email confidentiality notice \*\*\*\*

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# MANSTON AIRPORT DEVELOPMENT ORDER EXAMINATION

## SUBMISSION FOR DEADLINE 5 (Part Two) WRITTEN SUMMARY OF ORAL REPRESENTATION MADE AT ISSUE SPECIFIC HEARING 3: NOISE FROM LOCAL BUSINESS AND INTERESTED PART, FIVE10TWELVE LTD

If I may take this opportunity to clear up some confusion that arose yesterday as I believe this also has relevance to some of what we have heard here today and already seen.

I received an email this morning from Dr. Wolfgang Müller<sup>1</sup> - the Mayor of the town of Lahr in Germany, where - as we know - Mr Freudmann has had a long history of involvement with Black Forest Airport Lahr<sup>2</sup>, including two bankruptcies whilst the airport was owned by Wiggins/Planestation in 2005 and Integral in 2013<sup>3</sup>, just 9 months after Lahr airport opened under Mr Freudmann's watch and approximately one year before embarking on his current venture with RiverOak.

Mr Freudmann claimed yesterday to have only been a "*foot soldier*"<sup>4</sup> whilst at Wiggins with no knowledge of things going on at board level. This email from the Mayor of Lahr confirms that during the Wiggins ownership, Mr Freudmann - and I quote - "*appeared in the negotiations as Deputy Chairman of the Executive Board*".

The relevance here today is that Mr Freudmann - during previous operations at Manston under Wiggins and Planestation - was no "*foot soldier*".

It is also worth noting in connection with my other DL5 submission (part one) - written summary of oral representation at the second Issue Specific Hearing on Need and Operations and, in particular, the appendix submission of the Sorbonne Academic study of the Wiggins Business Model<sup>5</sup>. The final paragraph of Dr Müller's email of 22/3/19 suggests that the real estate development-based Wiggins business model described in the Sorbonne study is still live, it is still being pursued by Mr Freudmann and that his proposals have no more credibility or 'concreteness' in mainland Europe than they do in the UK, stating that in relation to operations at Lahr Airport:

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<sup>1</sup> Appendix ISH3-001: Email from Dr Wolfgang Müller, Stadt Lahr

<sup>2</sup> TR020002-003586 - DL4 submission, Five10Twelve comments on applicant's response to ExA's first written questions (funding and resources), Question F.1.1

<sup>3</sup> *ibid*

<sup>4</sup> ISH2: Need and Operations, 21/3/19, Tony Freudmann

<sup>5</sup> DL5 submission, Appendix ISH2-003: "*Wiggins/Planestation or the failure of speculative networking of airport wastelands*". Five10Twelve Ltd, written summary of oral representation, ISH2 - Need and Operations

*“Since 2013, Tony Freudmann has presented further concepts with different partners, but all of them did not reach a sufficient level of concreteness and therefore could not be realized”<sup>6</sup>.*

Evidence has been presented by No Night Flights, I believe, as to minutes during the Wiggins/Planestation era from consultative committee meetings, with Mr Freudmann present, and historical data has been provided that shows regular noise levels over central Ramsgate at 80db, 90db and up to 100db.

Discussions today appear to have been based on estimated noise contours that bear no relevance to any such historical noise data.

We heard from Mr Hilton yesterday<sup>7</sup> that they have been based instead on assumptions and forecasts in the Azimuth Report, which we also learned yesterday has no reference to viability<sup>8</sup>.

This includes a fleet mix comprised in part at least of passenger planes when Mr Freudmann confirmed at around 12:28 this afternoon that the louder QC4 planes - or louder - are more characteristic of freight planes<sup>9</sup>.

Mr Hilton claimed this afternoon that the revised NMP was created partly to improve “accessibility of the document”<sup>10</sup>.

Yet even with this apparently more accessible document than that which was consulted upon, at sometime around 12:38 this afternoon, the chair of the Examining Authority - with his considerable level of knowledge, experience and understanding - was moved to say - and, with respect to Mr McDonald, if I may quote directly, *“to me, there is still an amount of confusion”*<sup>11</sup>.

So I wonder how the Examining Authority can have any confidence at all that

- **The ES and noise modelling has been based on a worst case scenario when actual historical data is so very different to the scenarios produced and modelled on the Azimuth data**
- **Or that the public has been consulted in a manner in which the ExA might feel assured they have been properly informed?**

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<sup>6</sup> Appendix ISH3-001: Email from Dr Wolfgang Müller, Stadt Lahr

<sup>7</sup> ISH2: Need and Operations, 21/3/19, Nick Hilton, Wood

<sup>8</sup> ISH2: Need and Operations, 21/3/19, Dr Sally Dixon questioning by SHP, at or around 15:10hrs - 15:30hrs

<sup>9</sup> ISH3: Noise, 22/3/19, Tony Freudmann, at or around 12:28hrs

<sup>10</sup> ISH3: Noise, 22/3/19, Nick Hilton, at or around 14:18hrs

<sup>11</sup> ISH3: Noise, 22/3/19, Kelvin Macdonald, at or around 12:38hrs

# ISH3-001

Letter from Dr Wolfgang Müller  
English translation (Google translate)  
And original German version



Jason Jones-Hall [REDACTED]

## Black Forest Airport, Tony Freudmann

1 message

Sabine Kurz / Lahr / DE [REDACTED]

Fri, Mar 22, 2019 at 9:41 AM

To: [REDACTED]

Cc: [REDACTED]

Dear Mr Jones-Hall,

I attached the following to you on behalf of Lord Mayor. Müller an answer to your e-mail of 16 March next.

Dear Mr. Jones-Hall,

We can answer your questions as follows:

Mr. Tony Freudmann has been known in Lahr for about 20 years.

He acted as a representative or consultant or managing director of the companies Wiggins Group, Babcock & Brown and Integral, which were the carrier companies of Lahr Airport from 2001-2013.

In 2001, the Wiggins Group took over the shares of Flughafen Lahr GmbH, which changed its name to Black Forest Airport Lahr GmbH. Tony Freudmann appeared in the negotiations as Deputy Chairman of the Board Inv. Managing Directors were Ann Reynolds and later Axel Grossmann. In 2005, Babcock & Brown acquired the shares of the Wiggins Group (now renamed PlaneStation Group) and in June 2012 Integral. Tony Freudmann was managing director of Integral.

From 2001 to 2013, the city itself had no direct influence on the activities of these airport operators and / or their carrier companies. The city of Lahr, however, has always sought to develop Lahr Airport politically, working with the respective airport operators, their owners or consultants. This included Tony Freudmann.

The development of Lahr Airport was unsuccessful from 2001 to 2013 for various reasons. A major reason was probably the refusal of the state government of Baden-Wuerttemberg to grant the passenger plane license applied for in 2001, which certainly had no positive effect on the earnings situation of the airport operators.

Overall, the city of Lahr, however, or from the actions of Tony Freudmann - as far as we know - no own or direct financial damage.

At the end of 2012, the city of Lahr acquired the approximately 200 ha of the airport site from the Federal Republic of Germany (in a public, formal procedure).

At the end of January 2013, Black Forest Airport Lahr GmbH filed for bankruptcy after the carrier Integral refused further payments to the company.

From the insolvency estate, the city of Lahr acquired all assets and liabilities, including the flight licenses, in September 2013. The latter then presented the city of Lahr to the new operator of the airport, Lahr Flugbetriebs GmbH, whose managing director, Dr. Ing. Herrenknecht is available.

Since 2013, Tony Freudmann has presented further concepts with different partners, but all of them did not reach a sufficient level of concreteness and therefore could not be realized.

Sincerely

Dr. Wolfgang G. Müller

Beginning of the forwarded message:

From: "Jason Jones-Hall" &lt;[REDACTED]&gt;

Date: [REDACTED] 59 CET

To: [REDACTED]

Subject: Black Forest Airport, Tony Freudmann

Dear Mr. Müller, First

Once I have to apologize if the German in this email is not translated well or poorly - I have to admit that I do not speak German, so I used Google Translate. Sorry for any errors. I have attached the original English version of the letter if there is a problem. I understand that you have earlier with **Tony Freudmann**, formerly Integral, in when they were already at **Lahr airport** and 2012/13 have failed a restart of the airport.

I'm writing to you from Ramsgate in the UK, where Tony Freudmann has managed to gain a lot of local support for a new airport under very similar circumstances - a former military airport in Manston, Kent, which he wants to make a cargo airport and promises tens of thousands of jobs and investment into a deprived area. There are many problems on the ground and many inhabitants are against the plans, but there is also a lot of local political support because so many jobs and renewal are promised. I am aware that things have not developed so well among Integral's owners of Schwarzwald Airport Lahr and have read some reports, but it is difficult to find further information.

Ich möchte nicht, dass unsere lokale Stadt Fehler macht, und die geplante Flughafenentwicklung wird derzeit von der britischen Planungsbehörde untersucht. Es besteht die reale Gefahr, dass Tony Freudmann das Land, das er benötigt, und das Eigentum an dem Flughafen hier erwerben kann.

Ich weiß, dass Sie ein sehr beschäftigter Mann sein müssen, aber ich würde es sehr schätzen, wenn Sie sich vielleicht ein paar Augenblicke Zeit nehmen würden, um einige Kommentare zu Ihren Erfahrungen mit Tony Freudmann in Lahr zu schreiben und vielleicht einige der folgenden Fragen zu beantworten, um Großbritannien zu helfen Die Regierung entscheidet, ob dieser Vorschlag umgesetzt werden soll:

1. Welche Versprechen hat Tony Freudmann gemacht, als Integral den Schwarzwaldflughafen Lahr zum ersten Mal übernommen hat?
2. Hat Tony Freudmann eine Bestätigung von Investoren oder Investitionen angeboten?
3. Ich verstehe, dass viele Mitarbeiter nicht im Eigentum von Integral bezahlt wurden. Ist dies richtig und haben der Flughafen und seine Mitarbeiter jemals das von Integral geschuldete Geld erhalten?
4. Was war Tony Freudmanns Engagement und wie haben Sie vor der Eröffnung und nach dem Ende der Dinge mit ihm zusammengearbeitet? Halten Sie ihn für eine verantwortungsbewusste und vertrauenswürdige Person?
5. Ich verstehe, dass Integral kurz nach der Übernahme von Lahr das Geschäft aufgegeben hat. Ist das richtig? Was hat das bewirkt und was bedeutete das für die Stadt Lahr? Gab es einen finanziellen Verlust für die Stadt oder ihre Bewohner?
6. Welchen Rat haben Sie für die Stadträte in Großbritannien, die sich für Gony Freudmanns neuen Flughafen in Manston interessieren, und für die britische Regierung, die dies genehmigen muss?

Ich freue mich darauf bald von Ihnen zu hören.

Herzliche Grüße

Jason Jones-Hall

## ENGLISH VERSION

Dear Mr Muller,

First of all, I must apologise if the German in this email is not good or badly translated - I must admit that I do not speak German so I have used Google Translate. Apologies for any errors. I have attached the original English version of the letter underneath in case there is a problem.

I understand that you have had previous dealings with **Tony Freudmann**, formerly of Integral, during their previous ownership of **Lahr Airport** and failed attempts to relaunch the airport in 2012/13.

I am writing to you from Ramsgate in the UK, where Tony Freudmann has succeeded in winning much local political support for a new airport venture in very similar circumstances - a former military airport at Manston, Kent, which he wants to turn into a cargo airport and is promising tens of thousands of jobs and inward investment in a deprived area.

There are a lot of problems with this locally and many residents are against the plans, but there is also a lot of local political support because of the promise of so many jobs and regeneration.

I am aware that things did not turn out so well under Integral's ownership of Black Forest Airport Lahr and have read some reports about this, but it is difficult to find more information.

I do not want to see our local town make any mistakes and the proposed airport development here is currently being investigated by the UK government planning department. There is a very real risk that Tony Freudmann might be successful in gaining the land he needs and ownership of the airport here.

I realise you must be a very busy man but I would very much appreciate it if you could perhaps take a few moments to write back with some comments

on your experiences at Lahr with Tony Freudmann and perhaps answer some of the following questions to help the UK government decide if this proposal should go ahead:

1. What promises did Tony Freudmann make when Integral first took ownership of Black Forest Airport Lahr?
2. Did Tony Freudmann offer any confirmation of investors or investment?
3. I understand that many employees did not get paid under Integral's ownership. Is this correct and did the airport and its employees ever receive the money owed by Integral?
4. What was Tony Freudmann's involvement and what was your experience of working with him before opening and after things turned bad? Do you consider him to be a responsible and trustworthy person?
5. I understand that Integral went out of business shortly after taking over Lahr. Is this correct? What was the impact of this and what did this mean for the city of Lahr? Was there any financial loss for the city or its people?
6. What advice do you have for the town councillors here in the UK who are considering Gony Freudmann's new airport venture at Manston and for the UK government who must approve it?

I look forward to hearing from you soon.

Kind Regards

Jason Jones-Hall

Mit freundlichen Grüßen  
Sabine Kurz



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(E-mail address for the time being only for informal messages without electronic signature)



Jason Jones-Hall [REDACTED]

**Black Forest Airport, Tony Freudmann**

1 message

Sabine Kurz/Lahr/DE [REDACTED]

Fri, Mar 22, 2019 at 9:41 AM

To: [REDACTED]

Cc: [REDACTED]

Sehr geehrter Herr Jones-Hall,

anbei leite ich Ihnen im Auftrag von Oberbürgermeister Dr. Müller eine Antwort zu Ihrer E-Mail vom 16. März weiter.

Sehr geehrter Herr Jones-Hall,

auf Ihre Fragen können wir wie folgt antworten:

Herr Tony Freudmann ist seit ca. 20 Jahren in Lahr bekannt.

Er trat auf als Vertreter bzw. Berater bzw. Geschäftsführer der Firmen Wiggins Group, Babcock & Brown und Integral, die von 2001-2013 die Trägergesellschaften des Lahrer Flughafens waren.

Im Jahr 2001 übernahm die Wiggins Group die Anteile der Flughafen Lahr GmbH, welche ab diesem Zeitpunkt als Black Forest Airport Lahr GmbH firmierte. Tony Freudmann trat bei den Verhandlungen als Stellvertreter des Vorstandsvorsitzenden Iny auf. Geschäftsführer waren Ann Reynolds und später Axel Grossmann. Im Jahr 2005 übernahm Babcock & Brown die Anteile der Wiggins Group (die mittlerweile in PlaneStation Group umfirmierte) und ab Juni 2012 Integral. Tony Freudmann war Geschäftsführer von Integral.

Die Stadt selbst hatte von 2001 bis 2013 keinen direkten Einfluss auf das Agieren dieser Flughafenbetreiber und/oder deren Trägergesellschaften. Die Stadt Lahr war jedoch stets auf politischem Wege bestrebt, den Flughafen Lahr fortzuentwickeln und hat hierbei mit den jeweiligen Flughafenbetreibern, deren Eignern bzw. Beratern zusammengearbeitet. Dazu zählte auch Tony Freudmann.

Die Entwicklung des Flughafens Lahr verlief von 2001 bis 2013 aus verschiedenen Gründen wenig erfolgreich. Ein wesentlicher Grund war wohl die Verweigerung der Landesregierung Baden-Württembergs, die 2001 beantragte Passagierfluglizenz zu erteilen, was sich auf die Ertragslage der Flughafenbetreiber sicher nicht günstig ausgewirkt hat.

Insgesamt ist der Stadt Lahr jedoch daraus oder aus dem Agieren von Tony Freudmann -soweit uns bekannt- kein eigener oder direkter finanzieller Schaden entstanden.

Ende 2012 hat die Stadt Lahr das rund 200 ha umfassende Flughafengelände vom Eigentümer Bundesrepublik Deutschland (in einem öffentlichen, formalen Verfahren) erworben.

Ende Januar 2013 hat die Black Forest Airport Lahr GmbH Insolvenz angemeldet nachdem die Trägergesellschaft Integral weitere Zahlungen an die Gesellschaft verweigerte.

Aus der Insolvenzmasse hat die Stadt Lahr im September 2013 sämtliche Aktive und Passiva, darunter auch die Fluglizenzen erworben. Diese stellte die Stadt Lahr dann dem neuen Betreiber des Flughafens, der Lahrer Flugbetriebs GmbH, deren Geschäftsführer Herr Dr. Herrenknecht ist, zur Verfügung.

Seit 2013 hat Tony Freudmann mit unterschiedlichen Partnern weitere Konzepte vorgetragen, die jedoch alle keinen ausreichenden Konkretisierungsgrad erreichten und deshalb auch nicht zur Realisierung kamen.

Mit freundlichen Grüßen

Dr. Wolfgang G. Müller

Anfang der weitergeleiteten Nachricht:

Von: "Jason Jones-Hall" [REDACTED]

Datum: [REDACTED] :59 MEZ

An: [REDACTED]

Betreff: **Black Forest Airport, Tony Freudmann**

Sehr geehrter Herr Müller, zunächst

einmal muss ich mich entschuldigen, wenn das Deutsche in dieser E-Mail nicht gut oder schlecht übersetzt ist - ich muss zugeben, dass ich kein Deutsch spreche, also habe ich Google Translate verwendet. Entschuldigung für eventuelle Fehler. Ich habe die englische Originalversion des Buchstabens beigefügt, falls ein Problem vorliegt.

Ich verstehe, dass Sie bereits früher mit **Tony Freudmann**, ehemals Integral, in, als sie bereits am **Flughafen Lahr** waren und 2012/13 einen Neustart des Flughafens gescheitert haben.

Ich schreibe Ihnen aus Ramsgate in Großbritannien, wo es Tony Freudmann gelungen ist, unter sehr ähnlichen Umständen viel lokale Unterstützung für einen neuen Flughafen zu gewinnen - einen ehemaligen Militärflughafen in Manston, Kent, den er zu einem Frachtflughafen machen möchte und verspricht Zehntausende Arbeitsplätze und Investitionen in ein benachteiligtes Gebiet.

Damit gibt es viele Probleme vor Ort, und viele Einwohner sind gegen die Pläne, aber es gibt auch viel lokale politische Unterstützung, weil so viele Arbeitsplätze und Erneuerung versprochen werden.

Ich bin mir bewusst, dass sich die Dinge unter Integrals Eigentümer von Schwarzwald Airport Lahr nicht so gut entwickelten und einige Berichte darüber



gelesen haben, aber es ist schwierig, weitere Informationen zu finden.

Ich möchte nicht, dass unsere lokale Stadt Fehler macht, und die geplante Flughafenentwicklung wird derzeit von der britischen Planungsbehörde untersucht. Es besteht die reale Gefahr, dass Tony Freudmann das Land, das er benötigt, und das Eigentum an dem Flughafen hier erwerben kann.

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Kind Regards

Jason Jones-Hall

Mit freundlichen Grüßen  
Sabine Kurz

  
Stadt **Lahr** L

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