

FOR: PINS, MANSTON CASE TEAM

WRITTEN SUMMARY OF ORAL SUBMISSION ON 18/3/2019

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I would like to put forward that there is no evidence a day cargo airport could succeed.

During its commercial life, Manston had on average 547 cargo ATMs a year. As a very rough average, we can tell from the minutes of the Airport Consultative Committee that the airport had about 60 unscheduled cargo night flights a year of QC4 and over – that's over 10%. There will have been more of a lower QC rating.

Infratil, the operator from 2005 to 2013, sought approval for an additional 2,810 scheduled night-time ATMs. About 770 of them would have been cargo flights. So, the airport was handling on average 487 day cargo flights plus 60 ad hoc night cargo flights; and it wanted permission for an additional 770 scheduled cargo night flights. That would have made a ratio of 487 day cargo flights to 830 night cargo flights.

In contrast, RSP is suggesting it will have little or no need for cargo night flights. Given previous experience at Manston and the operator's repeated cries that it must have night flights to survive; and given the experience of proper cargo airports at EMA and Stansted, RSP's forecasts about the number of cargo night flights that it says it will need simply don't stack up.

Air cargo relies heavily on the night (11pm to 7am, NOT 6am). While RSP continue to alter their application regarding night flights at Manston, there continues to be NO ban.

There is no evidence that a day cargo airport can succeed in the UK, let alone one here at the edge of the country.

I urge the ExA to challenge RSP firmly on its assertion that it can build a successful day cargo airport. It certainly hasn't worked here before.