

Public Safety Zones (PSZs)

RSP now says that it will cap ATMs at 26,468 for cargo and passenger ATMs, plus another 38,000 for General Aviation, plus night flights (which do not seem to be included in the above numbers). It's hard to say what the total ATM cap could be because RSP refuses to commit itself on how many night flights it will allow p.a. RSP has indicated that there might be around 7 flights a night on average, so we can assume at least 2,555 night ATMs. Roughly speaking, then, we have an ATM cap of at least 67,000 p.a. – or 5,583 ATMs per month.

RSP accepts that a PSZ should be established at those airports which average more than 1,500 ATMs a month and which are likely in due course to exceed 2,500 ATMs a month. On RSP's plans, it fully expects to top 1,500 ATMs in the early years of operation and RSP says that the airport will exceed 2,500 ATMs a month.

RSP says that it will sort a PSZ out later on, as and when it is needed. RSP is trying to have it both ways. Either its forecasts are good, in which case it is abundantly clear that PSZs will be needed within a few years. Or its forecasts are inflated, in which case the ExA needs to explore what actual ATM levels are expected to be and whether or not its cargo ATMs warrant a DCO.

RSP is trying to slide away from its responsibilities. If PSZs are not included as part of the DCO, then who knows whether RSP would be able to afford the compensation costs of installing them in the near future? And, without understanding what the PSZs will look like, the ExA cannot assess the dis-benefits of RSP's proposals and so cannot weigh up whether or not there is a compelling case in the public interest overall to award RSP a CPO for SHP's land. RSP needs to show the ExA:

- what the PSZs could look like on the ground;*
- how many properties will need to be CPOd and emptied or destroyed;*
- what the cost of doing this will be;*
- whether RSP can finance this in addition to all the other costs;*
- and what the additional planning blight will be – particularly at the eastern end of the runway - as a result of introducing PSZs.*

The ExA needs all this information if it is to be able to do its job properly. RSP needs this information if it is to assess accurately the costs of its proposals. Otherwise significant downsides of this proposal are not being taken into account and the ExA can have no comfort that RSP can pay for what will need to be done.

Also funding needs be looked into again where is the money coming from Belize or Panama. Is there any money in a RSP UK bank account? Has all the fees etc been paid through this account. Does RSP still owe the CAA money for a license that it applied for.

Kenneth Wraight