Five10Twelve Limited

Submission Deadline 6

Comment in Response to Applicant Cover Letter REP5-001

At Enclosure 2, B8, Page 9 of REP5-001:

The Applicant references expanded airports such as Southend, Southhampton and Bournemouth as a comparison airport(s) to Manston to assert no impact on tourism. As detailed in **REP2-013** the orientation of the runway at Manston and its close proximity to Ramsgate town centre, leisure and tourist attractions, beaches, heritage attractions means that low flying planes at heights of between 400-600feet will be visible and heard over the town centre, leisure and tourist attractions, beaches, heritage attractions.

These issues are unique to the geography of Manston given the proximity to Ramsgate and the orientation of the runway. Since these issues do not exist at Southend, Southhampton or Bournemouth and the runways at these airport are sufficient distance and orientation to avoid flying over the towns, beaches, tourist attractions etc **no comparisons can be made** and **we totally reject the Applicant's assertions**.

At Enclosure 2, I1, Page 10 of REP5-001:

The Applicant asserts that "every single DCO application has received more representations against it than for it; this one has a figure much closer to 50/50 than usual". At REP3-223 we provided a Statistical Analysis of Aggregated Relevant Representations and evidenced that a majority of 52%, were strongly opposed to the DCO, 45%, were supportive and 3% were neutral. Further, 75% of Relevant Representations from Community Groups and 93% of Relevant Representations from local Residents Associations were against the DCO application.

On the 28 April 2019 we were made aware of a statement made online via Save Manston Airport association (SMAa) that appears to **strongly confirm** that members of SMAa are being **paid to make representations** to the Examining Authority please see evidence attached below.

