

From: [REDACTED]
To: [Manston Airport](#); [Manston Airport](#)
Subject: Manston submission 8
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Hello

I have 3 questions which I would be grateful if you could add to your considerations please.

1. How can Manston warrant a DCO under a 'National need' if Heathrow's 3rd Runway is about to meet that national freight capacity need, especially in what is likely to be a far more environmentally friendly way, in this time of a climate emergency - freight in passenger hulls not dedicated planes, shorter lorry driving distance as don't have to drive Thanet way/ M2 from Heathrow. Existing infrastructure at Heathrow - connections, storage, services? If the Freight capacity is going to be provided by Heathrow, then it is no longer a DCO issue, its market forces and should be left to the private sector. shouldn't it?

2. I think RSP are trying to trick us all into getting Night flight. They use careful sentences like no 'scheduled' flights, but really they need those night flights and they are trying everything they can to get them. I am particularly concerned about this in the Deadline 8 submission, page 100,

"The Applicant has considered the night-time quota count of 3028 that it is proposing in the light of night-time flights now only consisting of late-arriving flights, plus emergency and humanitarian flights and departing flights between 0600 and 0700. It is unlikely that there would be more than five passenger flights departing during that hour and unlikely that any aircraft with a quota count of great than 1 would be used. The applicant is therefore willing to reduce the quota count to 2000 (365 x 5 being 1825) but this would be on that basis that late-arriving, emergency and humanitarian flights would be excluded from that total. If they are to be included as at present, then the Applicant would wish to keep the original figure of 3028."

This looks at first like RSP are being obliging and compromising, but I don't think this is the case.

It basically means that RSP can bring in as many freighters as it likes all night with no limit and no penalty. This would be catastrophic for the people of Ramsgate. Already the time allowance for sleeping is too short, less than being proposed for Heathrow or the recommended 8 hours, and what about the children, babies and older people? The freight hub isn't really economically viable if it doesn't have night flights. With at 3rd run way at Heathrow, it will definitely not be a 'REAL' national need. The 3rd runway at Heathrow means there will be considerably more freight capacity.. Why would any importer/exporter spend extra time and money to use Manston when the Lorries would probably have to pass Heathrow anyway and they already have arrangements in Heathrow? The only reason would be if the regulations and price at Manston were more favourable than at Heathrow. I.e., the planes can be noisier, more environmentally damaging or come in later at night. I think RSP are just trying to bamboozle us and the EXA.

2. I have tried to read the report. I am a well educated professional, qualified to postgraduate level, but still there is so much content and so many questions left unanswered and requesting more information from RSP, that it makes it very difficult to understand the true implications of what is being asked for and agreed. When this whole process started out, I was told there were strict guidelines and deadlines that had to be met. RSP have again, and again missed these deadlines and yet seem to be able to carry on with the process. Why is this? Surely there is too much uncertainty with regards to some significant aspects of the application, that interested parties will not have the opportunity to read, understand and comment in detail on any of this requested information. Surely (unless this is a done deal and going through whatever) if this can not be completed within the statutory examination period, it makes a mockery of the whole process and the ExA would have no choice but to recommend the application be refused

Kind regards
Ceri Diffley