

## NETHERCOURT ACTION GROUP REG 20013745

We have just seen the examiners DCO questions four. At 178 pages there is too much information being requested from many sources to be read, digested and understood in the very limited timescale left to run of the examination. With so much uncertainty with regards to some significant aspects of the application interested parties will not have the time to be able to take advice or be able to investigate in detail any of this requested information. There will be even less time to be able to take on board the answers in time to meet the final deadline. How can the examiners recommend the DCO be accepted in these circumstances?

We also notice RSP are asking to remove “late” flights at night from any quota but are still asking for a QC limit of 2,000 with no cap or noise limits on late flights at all. Emergency or humanitarian flights dont count in the QC. There is no legal definition of what constitutes a “late” flight in the DCO so any excuse whatsoever can be used with no consequences for the airport operators. It has been residents experience in the past that late flights happened at Manston with amazing regularity and formed a large percentage of overall flights at Manston; so much so you would be forgiven for thinking they were scheduled flights. In the end the company managing Manston never even paid the fines which were pitiful and were no deterrent anyway. RSP are doing everything in their power to add night flights to the DCO but trying to disguise them. If RSP truly don't want any flights at night the only way to ensure that is to have a quota count of zero between 11pm & 7am with no flights whatsoever chartered, scheduled or late. We hope the ExA will grasp the impact of RSP's latest ploy to include night flights and see it for what it is, RSP trying to get unlimited night flights with no noise limits on “late” flights via the backdoor.

In our opinion RSP have done everything they can to time out the examination period by delaying or not answering questions raised by the examiners & the many interested parties so now we are in a position that the people it affects cannot fully engage with the process because of time restraints. This is not acceptable and the examiners should recommend refusal of the application.

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Following our recent submission we have had the opportunity to read the Five10Twelve and NNF submissions which include the noise contours/reports drawn up by the CAA and paid for by local residents. There is a massive difference in the ones RSP have used during the DCO process. We were shocked to hear at the ISH that the ones drawn up by RSP were done by someone with no experience of producing noise contours and had never used the software before. This is from a company who have supposedly spent £15m on the DCO application. Sorry if that is incorrect but every time we see the amount spent it is different. They could have commissioned the CAA to do them or at least used CAA software. It seems to us they never expected anyone to question them. As TDC used the noise contours supplied by RSP to do a Local Impact Report (LIR) and they don't even show a worst case scenario nobody, including TDC & the ExA, can have any confidence that they show the true impact on the residents of Ramsgate. They are averages of averages anyway which are easily manipulated by very slight changes in any of the information input. The only real measure of noise blight is by taking contours of single ATMs as that is the way people hear them not an average. Four 90-100db 3-4 minute events (these decibel levels are on record as being registered over Ramsgate) an hour is far more damaging than what an average would be especially at night.

There is also the fact Ricardo the company used by TDC to create an LIR has links with Sally Dixon as it seems she set up their aviation operation which to us brings into question their true independence.

At the end of the day RSP want to run a 24/7/365 cargo hub with all the responsibilities and public safety concerns that involves and yet it seems they cannot even supply a basic requirement of the DCO application that has any validity. We really have to wonder where they have spent the large sums (£15m) on the DCO they claim to have. They certainly haven't spent it on informing Nethercourt residents of the true impact their proposals will have on us. In our opinion it seems more likely they have spent more money trying to hide it from us.