

Registration No 20012450

DCO questions four obviously consists of a large number of pages and time restrains do not allow for me or others to digest and respond to the many questions directed to interested parties, therefore I will just respond to one of the sections that greatly concerns me.

Having lived under the flight path for more than 30 years I have experienced various scenarios for flights arriving "late", many of the "late" arrivals were same time, same day with regular occurrence. It appears that various complaints were sent to the operators but nothing ever changed.

If RSP do not want nor need night flights as they have claimed on numerous occasions then why the need for a night time Quota Count. It is my understanding that Emergency and humanitarian flights do not count in the Quota Count so why do they need them??

Previously there was a 106 agreement which did nothing to protect us at all – a report was produced by Bickerdike Allen for Infratil (who were the owners of the airport at the time) in 2011 which looked at ad-hoc, late arrivals during the night. This report showed between 365-730 a year meaning between 24.8% to 50% of all Manston's ATMS was late. In the time Infratil was the owner, a large percentage of cargo landed between 11pm and 7am despite the fact there was a night time ban.

RSP latest response would subject us to unlimited night flights that are "late" arrivals and an unlimited amount of noise per plane. In that situation no-one can predict the worst case figures as I suspect many planes would be "late" arrivals, as were previously.

With late arrivals being included in the QC as part of RSP's plans Ramsgate residents have no protection at all – it would leave them with a licence to operate the airport through the night.

Whatever RSP wish to call these flights – scheduled, chartered, timetabled. planned or whatever we are left with no control on the amount of noise, disruption etc. that we would be subjected to.

ExQ4	Question to:	Question:
		<p><i>"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 greater than 1 would be used. The applicant is therefore willing to reduce the quota count to 2000 (365*5 being 1825), but this would be on the 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."</i></p> <p>Will the Applicant secure this commitment in the dDCO?</p>

The above is no reassurance because it only says **unlikely** that any aircraft with a high quota would be used – **unlikely** that there would be more than five passenger flights departing between the hours of 06.00 and 07.00, this to me indicates night flights are actually planned – whether it is written in plain English or not I fear this is what will happen.

Ramsgate residents are left to their own devices to try to get to the whole truth of this sorry saga – even when asked a question about this DCO our MP's speak to RSP to get their answer.

RSP have failed at various stages to explain the need for such a high Quota Count.

Rita Burns