

**Response to Examiners DCO questions 4.**

I strongly believe there should be a complete ban on night flights – scheduled; chartered; late; whatever. It appears that what RSP are suggesting now would give them carte blanche for unlimited late arrival all through the night. This did happen when the airport was open previously.

*"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."*

**Will the Applicant secure this commitment in the dDCO?**

Why the need for a night time quota count if as previously said by RSP "we do not want nor need night flights"

Flights at 6am were a regular event previously.

Evening and night-time ATMs cause disproportionate detriment and distress to residents. It is to me beyond believe that a small disused airport that has previously failed on numerous occasions with Mr Freudman as an adviser can even be considered a Nationally Significant Infrastructure Project. A NSIP must above all else demonstrate a need. If there is no need, then the project is by definition not 'Nationally Significant'.

RSP indicated in their initial application that some schools would be "significantly adversely affected" some of these schools are further away from the disused airport than my property, so during the day [REDACTED] schooling will be affected and of course whichever way they dress it up RSP most definitely want night flight and it appears will do say whatever it takes to get them, if they really do not intend to have night time flights then obviously there would be no need for the high QC. If this DCO were to go through then I fear for my [REDACTED]'s education (not least lack of sleep therefore unable to concentrate) and also when not at school it would be nigh on impossible to play outside and enjoy the coast and countryside as we do at present, we have some lovely nature reserves nearby at present and I feel sure this will all change if a DCO is granted. I note that there has been a wealth of evidence submitted to the ExA on the negative impact on children's health, genitive development and overall wellbeing.

I now, along with everyone else, am faced with an application that is very different from the one originally presented by RSP. The consultation was deeply flawed, I only knew about this when speaking with a family member and when I purchased my property I was unaware of a pending DCO and only found out about it some months after my purchase.

I note that the Applicant refuses to accept recommendations from the ExA that 'residential properties with habitable rooms within the 60DB LAeq (16 hour) daytime contour will be eligible for noise insulation and ventilation detailed in Noise Mitigation Plan'. Whilst I appreciate that at present it is not current policy the aviation industry recognises that this is the way the policy is going, so to not act on a recommendation from the ExA is totally unacceptable. The following UK airports all offer compensation at 57dB: Bristol, Stansted, Heathrow and London City.

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