

**Manston DCO – limited response to ExA’s Q4 from Broadstairs resident Alan Welcome.
Registration ID 20013166**

Good morning

I cannot attempt to adequately address all the questions raised in Q4 in the short time available. My main concern is with the human impact of the proposed cargo hub so I will limit my comments to the question of night flights, because night flights really do have the potential to make a great many people’s lives very unpleasant.

A number of good quality reports, already presented to the examiners, indicate that night flights will be essential if a revival of aviation at Manston is to have any chance at all of success. This has also been the experience of previous operators. Yet we have been assured many times by RSP that night flights are not needed for its plan. We were told that the Quota Count was only included on the advice of PINS. What should we make of this? Does RSP have a business plan that is so disruptive it can ignore the experience of previous operators and the wisdom of respected aviation experts? I think this is unlikely and my view is supported by the fact that RSP has not removed its QC request.

In fact RSP has, all along, been trying to ensure that it will be able to operate a large number of night flights without actually coming clean and saying so. Its latest attempt is very worrying and seems to be an insult to the intelligence of the examiners and the local populace.

At first glance **NS 4.10 (p 99-100) of ExA Q4** appears to offer a concession. It goes as follows;

“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 (365x5 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.”

It doesn’t take long to see why RSP has made this offer. Call me a cynic but this really is a case of having your cake and eating it! It is easy to imagine how simple it would be to engineer regular ‘late arrivals’ – in fact I think that is how we were subjected to night flights by previous operators – we were told that these were not scheduled night flights. So, with no limit at all on ‘late arrivals’ and retaining a substantial QC of 2000, RSP is attempting to position itself for extensive night-time operations.

No need for night flights must mean no night flights

If RSP has no need for night flights then the QC should be 0. There needs to be a complete ban on night flights between 2300 and 0700. (This as a minimum – it would still be detrimental to young children and others needing early nights.) That means no scheduled flights, chartered flights, ‘late flights’ or any other type of flights, whatever RSP may like to call them. Nothing arriving or departing except for genuine emergency or humanitarian flights.

No airport also means no night flights

Many people have now been working - individually and in groups - for nearly two decades to protect the area we love from night flights. My view is that for as long as there is someone trying to revive Manston as an airport there will always be the threat of night flights blighting Ramsgate and the wider area. I would like to see this chapter closed so that we can explore the best way to put the site to good use.

Thank you.