

## Residents Against Night Flights – Interested Party – REF 20014304

In the press and throughout the DCO process RSP have stated they do not want OR need night flights:

**George Yerrall (RSP):** “. . . there are no plans for night flights”.

[<https://www.theguardian.com/world/2018/oct/07/manston-airport-development-cargo-hub-housing-development>]

all sides about the motives of those involved.

Gloag is a controversial figure for airport backers. While Kent county council also decided that it was not a viable airport, reopening Manston became a key Ukip pledge, in its Brexit-backing heartland. Yet even the Ukip district council leader concluded, on scrutinising RiverOak plans, that it couldn't work - resigning in February and splitting the party. So why would this time be different for Manston?

Speaking from his Connecticut office, George Yerrall of RiverOak says they would change focus to ramp up freight operations, investing in 19 cargo stands. “Cargo is having a difficult time getting into the south-east of England, and the market would embrace this. Freighters either can't get a landing slot near London or have decided to land in Liège and truck it in.” **He says there are no plans for night flights.**

**Tony Freudmann:** “The old 106 restrictions meant there was no need for night flights apart from **exceptional cases** and we are not likely to need anything different.”

[<https://theisleofthanetnews.com/2018/09/10/hundreds-attend-no-night-flights-public-meeting-in-ramsgate/>]



RSP director Tony Freudmann (pictured) said: “We have to model the worst case scenario (in the documentation), which is what we did. We are looking for some flexibility but we are not looking at scheduled night flights.”

“The problem with cargo flights is they do sometimes run late and if you have a plane with flowers or fresh produce you can't tell them to go away, they need to land or they will lose their cargo.

“That is not a regular thing and we just need flexibility for that scenario. The old 106 restrictions meant there was no need for night flights apart from exceptional cases and we are not likely to need anything different.”

Save Manston Airport association (SMAa) and Kent Needs Manston Airport (KNMA) are also preparing submissions to comment on the DCO.

Members of these groups say a commercial airport of freight and passenger flights will bring investment for infrastructure, new jobs and regeneration.

Yet we are now nearly at the end of the DCO and we are being told that RSP still have a QC of 3028 for night flights. Given that **late arrivals should be the exception** (as Mr Freudmann stated above) and **not the norm** then there should be no reason for a QC of 3028.

In the most recent questions we note:

*“The Applicant has considered the night time quota count of 3028 that it is proposing in the light of night time flights 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 the quota. 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?***

**We strongly object to ANY night flights and to a reduction in QC that is tied to any suggestion that late-arriving flights should not be counted in the QC.**

If this happens RSP would be allowed to have an unlimited number of late arriving flights (which as we've stated above should be the exception not the norm). If the ExA grant this exclusion then the people of Ramsgate could be subjected to night flights with absolutely no cap imposed on the numbers allowed.

***Given that we've been repeatedly told RSP do not need or want night flights we would ask the ExA to reduce the QC to a much lower level than the 3028 RSP are currently asking for and if the QC is reduced to 2000 then late-arriving flights should be included.***