

From: [REDACTED]
To: manstonairport@pins.gsi.gov.uk
Cc: [Richard Price](#)
Subject: Manston Airport DCO - STATEMENT OF CONCERN
Date: 09 July 2019 14:00:56

Dear Planning Inspectorate,

I write as a local resident who remains deeply concerned about the Manston Airport DCO.

It has come to our attention that RiverOak Strategic Partners have introduced a seemingly innocuous clause into the Manston draft DCO which, if it is accepted as part of the DCO, will open the door for unlimited and unpoliced night flights into and out of Manston airport. It will permit "late" arrivals to land at whenever they choose. Those of us who remember the unpunished, ad hoc night flights happening under Infratil and Wiggins/Planestation will know what that was like. If this goes through, it will be much, much worse.

Specifically, I refer to the Applicant's Answers to Fourth Written Questions dated 29/06/19 (TR020002/D9/FWQ Examination Document).

At Ns 4.10, under the heading **Quota Count Night Time**, the Applicant says:

*"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."*

Applicant's Response: The NMP (at TR020002/D9/2.4) has been amended to reflect this, at paragraph 1.8.

If the Examining Authority allows this, it will be exposing the local residents to the threat of an unlimited number of night flights.

There would be nothing to stop the Applicant from allowing "late" arrivals to land at any time, at any noise level, between 2300 and 0600. This has never been consulted on, nor has it been modelled by the Applicant and presented for examination to the Examining Authority.

This has the potential to be extremely damaging to residents' health, well-being and the local economy. It is completely and utterly unacceptable.

I therefore wish object to the Examining Authority allowing the Applicant's suggestion at Ns.4.10 to remain in the Noise Mitigation Plan for the Manston Airport DCO.

The Applicant has consistently said to the public that it does not need night flights and that there will be no night flights. Let us hold the Applicant to that in the clearest possible terms in the Noise Mitigation Plan and in the draft DCO: no flights, scheduled, chartered, or otherwise labelled, late or on time, between 2300 and 0700.

Yours very concerned

Grant Duncan

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