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To: [Manston Airport](#)
Subject: Manston Airport DCO
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Attn of Manston Airport Case Team

Airplanes crash - Fact

On 3rd July 2021 a Boeing 737 Cargo Plane crashed into the sea on taking off from Honolulu Airport, Hawaii following engine failure. The two crew members were seriously injured.

On 5th July 2021 an ex USAF Lockheed Hercules crashed on attempting to land at Jolo Island, Sulu Province, Philippines. Missed the runway and 45 military personnel killed.

On 6th July 2021 a twin engine turboprop crashes on the approach to Palana Airport, Russia. 28 killed.

22nd May 2020 a Pakistani Airbus A320 crashed into a residential area while attempting to land at Jinnah Airport, Karachi. 97 killed.

27th December 2019 12 killed in a Fokker 100 that crashed shortly after take off from Almaty Airport, Kazakhstan.

The entire fleet of Boeing 737 Max were grounded between March 2019 and December 2020 (387 planes) following a Lion Air flight crashing into the Java sea. This was followed by a second crash involving an Ethiopian Airways 737 en route to Nairobi Airport, Kenya. A total of 346 were killed. Currently 160 Max 8's remain grounded.

Concorde, the world's only supersonic passenger service, ended its commercial life following a fatal crash shortly after take off from Paris airport, 25th July 2000 killing all 109 passengers.

This is just a sample of the fatal incidents involving crashed aircraft. There are hundreds of other incidents reported daily around the world that include bird-strikes, tyre blowouts, near misses, etc.

As a resident of Ramsgate who lives in close proximity to the eastern end of the runway, on the Nethercourt Estate. I feel the granting of the applied for Development Consent Order (DCO) will impose Noise, Pollution and Safety hazards to the people of Ramsgate and surrounding areas.

If the DCO is granted I feel it will be equal to Ramsgate being awarded a ticket

to a rather macabre lottery as we ponder which will kill us first; Noise, Pollution, falling debris or crashed planes. We would hate to be remembered as another Lockerbie. (*Pan Am Flight 103. Less than 40 minutes into the flight, the plane exploded over the sky above Lockerbie, Scotland, killing 259 on board and 11 Scots on the ground 21 Dec 1988*).

If the number of ATM's proposed are achieved even partially there will be a significant increase in flights directly over Ramsgate's 40,000 residents compared to when the airport was previously operating.

"The operation of the airport is subject to

i) a total annual air transport movement limit of 26,468 atms; and ii) a total annual General Aviation movement limit of 38,000 atms." The Applicant [REP6- 012, response to OP.2.7] noted that the forecast is for 26,469 ATMs by Year 20 of operation and 5,840 GA movements by Year 20; cumulatively 32,309 movements pa.

Despite this increase the applicant denies there is a need for a Public Safety Zone (PSZ).

Public Safety Zones are based on the risk to an individual from an aircraft accident over a year. They comprise an outer boundary which is the 1 in 100,000 risk contour and an inner, higher risk zone, based on the 1 in 10,000 risk contour. (*Civil Aviation Authority*)

6.9.88. The Applicant considered that it was unlikely for PSZs to be required before Year 15 of operation but possible by Year 20, and notes that the decision does not rest with the Applicant. It also considered that regulations could change, Manston Airport actual data would be available and aviation safety in general would have improved and did not consider that:

"...there is any requirement for PSZs to be based on forecasts 15 years ahead." [REP7a-002, response to OP.3.10]

It has been stated over and over by numerous submissions, and confirmed by the Planning Authority examiners following an extensive examination of the evidence, the airport is not viable and is not needed.

I feel that history is in danger of repeating itself. In Ramsgate we have a ferry port built (1983) to make the town the Nation's "second largest sea gateway to Europe". Over the next ten years, the number of passengers using port Ramsgate each year increased by almost 200 per cent. to 3.5 million. The number of cars increased by more than 250 per cent. to 473,000. The number of freight lorries increased by nearly 240 per cent. to 261,000. The number of coaches increased by nearly 100 per cent. to 21,000. On average over 9,000 passengers and more than 2,000 vehicles, of which over 700 were heavy goods vehicles, passed

through port Ramsgate every day. In the peak month of August, passenger numbers reached 15,000 per day while motor vehicles averaged 3,200 per day.

During that time the residents who lived on or near the juggernaut route to Ramsgate had been dwelling in a veritable Dante's inferno of noise, pollution, disruption and danger. Particularly those who lived in the 250 homes along the route, 107 of which are listed buildings. Also pupils in the two schools on the route. They and many others cried out for relief which they got when the Ramsgate harbour access road got the go-ahead.

The Harbour Access Road tunnel approach cost in excess of £21 million (Completed 1996-7) on top of the £130 million paid for road improvements from the M2 to Lord of the Manor Roundabout, Ramsgate. Both schemes were championed by Sir Roger Gale MP for North Thanet and Johnathan Aitken then MP for South Thanet. <https://api.parliament.uk/historic-hansard/commons/1995/oct/18/ramsgate-harbour-access-road>

Sadly, the harbour now lies unused save for a few cement lorries and the occasional “Animal Live Export” ship. Despite Chris Graylings attempt to award Seabourne Freight a contract post Brexit the port is loosing Thanet Council thousands. It is predicted RIVEROak's plans for Manston will fail in similar fashion.

I strongly oppose the granting of this DCO for the above reasons, together with all my previous submissions already submitted.

James Hose

