

From: [Gido Nimis](#)
To: [Manston Airport](#)
Subject: Manston Airport Consultation
Date: 03 September 2023 20:07:00

Dear Sirs,

I live in Herne Bay and am a Chartered Engineer and completed my studies with a thesis in Applied Acoustics.

I am concerned that most people in favour of reopening Manston airport mainly for cargo use are motivated by financial or political gains. Many local people believe that the jobs benefits will be a good thing for Thanet and whilst that might be partially true the damage to the wellbeing of the people living in Ramsgate will be seriously affected by the noise generated by 10,000 + aircraft movement per year.

I am aware that some funds have been allocated for double glazing but this would only be of use if the houses, schools, retirement homes and other affected properties were air conditioned and able to maintain their windows closed at all times. We all know that opening windows for natural ventilation of all buildings is essential, imagine a school or public building with all windows shut!!!

In order to demonstrate the extent of the problem I have used actual Noise levels reading charts of Gatwick Airport and Geneva Airport and transposed the results on a map of Thanet. During my research I have also examined Noise levels measured at Frankfurt Airport and those are similar to the ones attached with this email. As one can see the densely populated town of Ramsgate situated 3 to 4 Km from the runway is directly in the flight path and unacceptable noise levels of 63 to 65 dBA would be inflicted for about 3 minutes every 10 minutes. In contrast Gatwick, Geneva and Frankfurt flight paths are over lightly populated areas.

Allowing the reopening would affect the mental health of thousands of people and yes, sadly create more jobs to deal with mental issues. I have personally had the (unfortunate) opportunity to stay at properties on either side of Geneva Airport and I must say that it was impossible to get to sleep before the last airplane had landed at 00:30, definitely not acceptable for children and most other people! During the day any conversation had to stop for several minutes every time a plane was landing or taking off.

I have heard people saying that many years ago it was not a problem having planes flying above their heads and I can only agree with that as it was fun to observe three planes a day but in this instance it will be one plane every 10 minutes.

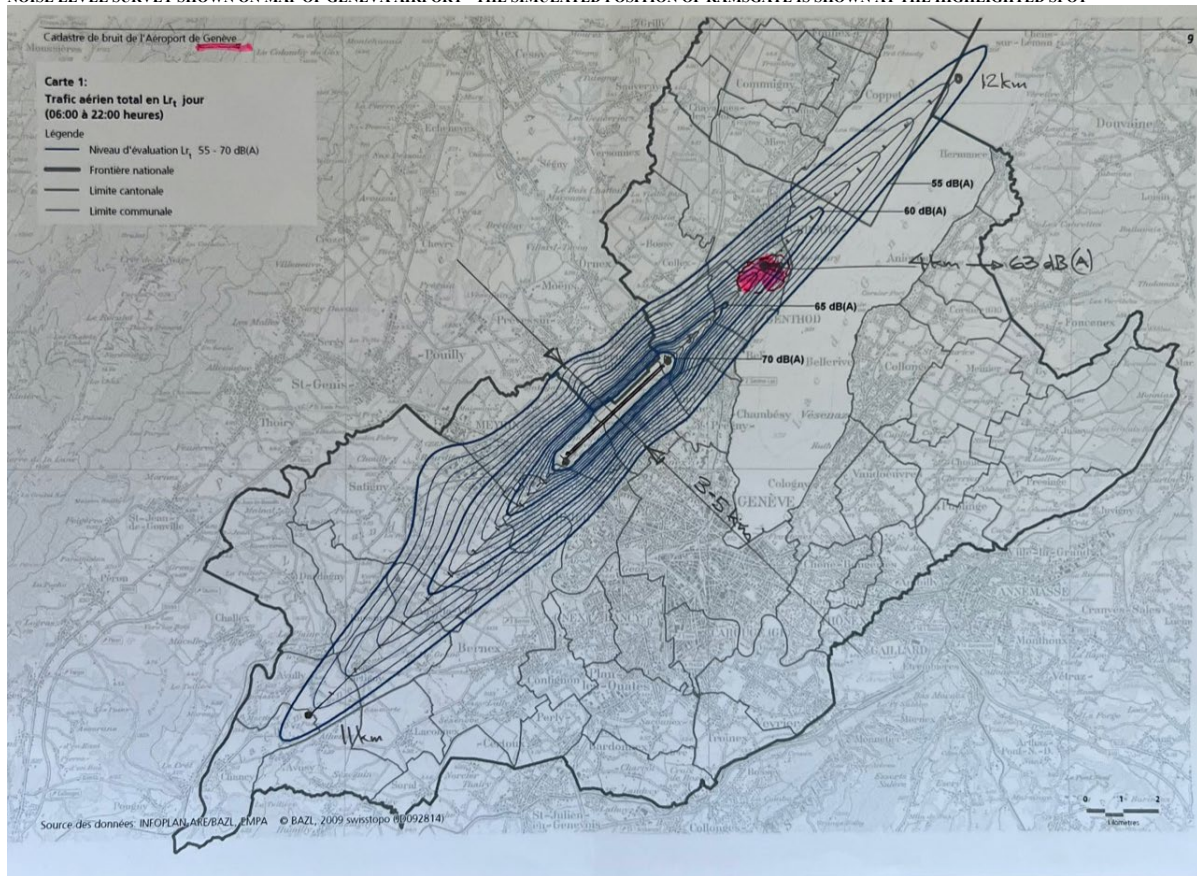
Please see below/attached for your information the results of actual noise surveys and the simulated effect on the town of Ramsgate. Using my 40 years experience I can assure you that it would be criminal towards the people of Ramsgate to allow the reopening of the airport for cargo use as proposed, for the reasons explained above, all mitigation proposals will not be effective and have been put forward to show goodwill and confuse the majority of people who have read the documents made available.

Finally, you will be responsible for the decision you make and I trust you will use your good sense to save the people of Ramsgate rather than listen to arguments purely financially orientated.

I would like to thank you for reading this message, however, should you need my assistance to explain "the truth", please do not hesitate to contact me.

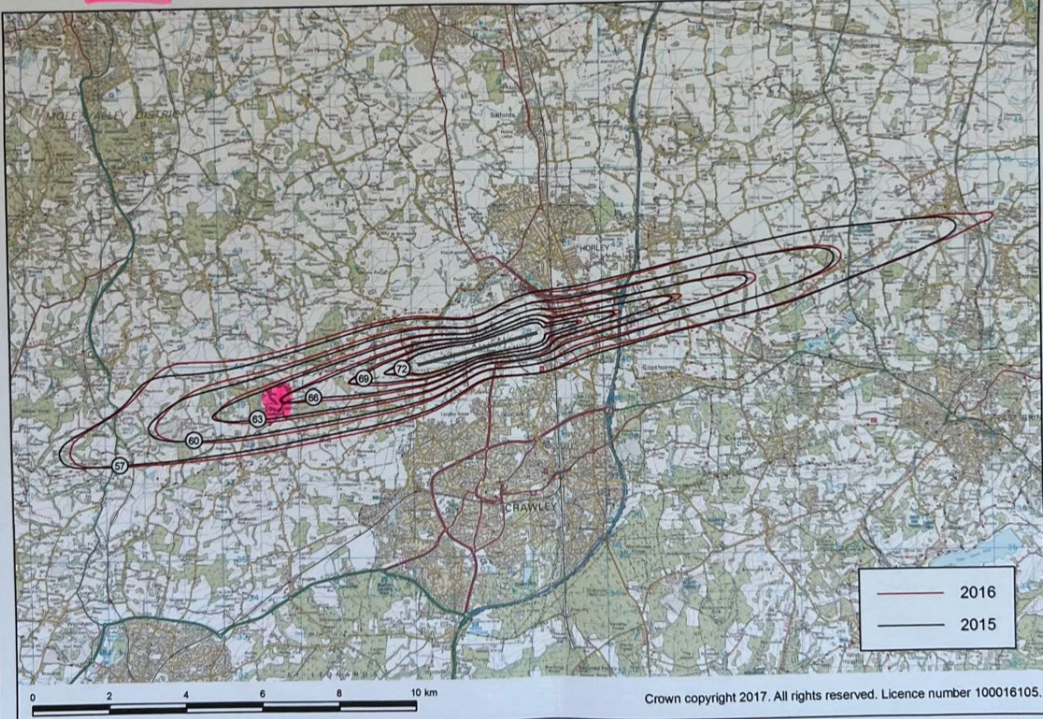
Many thanks

NOISE LEVEL SURVEY SHOWN ON MAP OF GENEVA AIRPORT - THE SIMULATED POSITION OF RAMSGATE IS SHOWN AT THE HIGHLIGHTED SPOT



NOISE LEVEL SURVEY SHOWN ON MAP OF GATWICK AIRPORT - THE SIMULATED POSITION OF RAMSGATE IS SHOWN AT THE HIGHLIGHTED SPOT

Figure B17 Gatwick summer day actual 2016 (85% W / 15% E) and 2015 (74% W / 26% E) Leq contours



ACTUAL NOISE LEVELS BASED ON THE ABOVE SURVEYS ARE SHOWN ON A MAP OF EAST KENT - RAMSGATE IS DIRECTLY UNDER THE FLIGHT PATH



Best regards

Ermene Gildo Nimis
CIBSE, ASHRAE, ASTECH