

Trevor Roper submission - Open Floor Meeting 18th March.

These are the full notes which I produced before I had to cut them down to fit the three-minute timing.

I am a retired teacher, and was the Head of Design & Technology, at Clarendon House School in Ramsgate for 18 years, I now invigilate exams. I am therefore fully aware of the disruption to lessons and exams that aircraft noise has.

We live in a house 500 meters south of the runway, so again had our lives disrupted by the noise both day and night when the airport was active.

I have attended four RSP events and have been disappointed at the miss-information about the airport – the number of jobs, claiming of no night flights, the exaggerated numbers of aircraft flights etc. I recorded one of the consultations, and made notes at others.

For example: -

On air pollution - “no significant impact from particulates”

“the effects of Nitrogen Oxides are not well documented, but more of a problem ... most of the impact on air quality is from road traffic”.

“the efficiency and cleanliness of current aircraft way more advanced than cars on the ground”

RSP’s documentation now shows Night Flights, but last year to quote - “There would be no night flights.”

“We are not planning Night Flights now, but can’t handcuff ourselves. Night Flights will be decided by the CAA.”

“There are going to be night flights, but not every night. Some nights there will be a maximum of 8 movements; other nights there may be none”.

To quote [REDACTED] (a Director) “we are not contemplating Night Flights for the 7 millionth time. A number of people in Ramsgate, specially a..h...s, distribute a lot of lies and conjecture. We are not considering. By instruction from the Inspectorate to outline a night flight policy. We have put a worst-case scenario in. We put in 8 night flights, from that, scale back what aircraft would be allowed at night, what is the QC count of the aircraft and does it meet it – all detailed there. The reason the PI is mandating in our application is because it’s because it’s going to come up for Heathrow, for Gatwick, Stanstead, using us as a guinea pig before larger applications come down the line. It doesn’t make commercial sense for night flights. Not our decision, all done by Government Agencies, it’s not us. I’m blue in the face saying this to people, blue in the face about people lying. It’s down to QC counts, noise contours – modern efficient engines are the only ones coming in – gone way beyond old aircraft.”.

However, PINs denied that they are mandating Night Flights.

Dr Sally Dixon confirmed that she stood by her predictions of 30,000 indirect plus 4,000 direct Jobs by 20 years’ time, as well as the 17,000 freight movements and 1.4 million passengers. I can only assume that these figures have been manipulated in order to try to persuade the Planning Inspectorate to approve their DCO and to gain local support. She also said that RSP not forecasting night flights. “Stanstead delays freight unloading by up to 9 hours – costing them. They therefore come in at night to get handled. No need to come in at night – do not expect it. Can’t say never will be Night Flights as there may be operational reasons – exceptions may include weather or aid flights”.

[REDACTED] – Business & Finance - “We are fully funded and also have limited partners, no comment on where it’s coming from, a lot of is my partners money as well, we are a UK company. No shady business going on. It’s going before PINs and the CAA, we are not giving it over to the Mafia”.

However, I believe we are still waiting for details about these investors.

[REDACTED] on housing – “Bunch of horse s..t, the leader of the council is a s..t, TDC leader burying sites, not allowing planning for houses to be built on them. Just conducted a £200,000 housing assessment study approved by the Department for Communities and Local Government which was given to the Council. This was very influential in stopping the attempt to ramrod Manston through. We are always the bad guys because we want to put an airport in.”.

[REDACTED] – Aviation “When aircraft come into land, they throttle back so the engines are on tick over – virtually gliding. New Rolls Royce engines are much quieter, they have petal like feathers which suppress noise.

An old airframe like the Boeing 747 could be re-engined. Old engines eat fuel, new engines are much more efficient. Cost of a new engine could be paid for by fuel savings over a year. Can't guarantee old aircraft won't be used. Aircraft can't take off over Pegwell Bay as it's an SSI. 70% of flights will depart and arrive from the west, only 30% over Ramsgate. If less than 5 knots then aircraft can still land with the wind. Flights were not managed properly years ago. Standard aircraft are the 747 and Airbus (didn't catch the model). May be true that a fully laden 747 may not be able to take off, but with 10% less fuel, no problem.

More quotes - "Cargo flights have flat-lined in the UK due to no additional capacity. It was said that Stanstead and East Midlands have spare capacity, but that's not the case, we have done our research."

"House prices are higher near an airport" - What with noise and pollution day and night?

To sum up – The information given at the various consultations were not consistent or honest. As RSP's documentation was so numerous and impenetrable, many local people relied on these consultations for clear accurate information, which they did not get. I also do not believe that the people who support the airport have fully understood the consequences of a 24/7 airport on the lives of thousands of people, with excessive noise, and air pollution from Particulate Matter and Nitrogen Oxides. I have particular concerns for the effects on children who live and go to school in the area. There has been a total lack of compassion sympathy and empathy for those effected. The airport has never made a profit and clearly never will. I therefore urgently request that the DCO be rejected.

Trevor Roper