

This submission is has been compiled by Rita Burns, Ian and Hilary Scott, David and Elizabeth Green on behalf of 250 residents of the Nethercourt Ward in Ramsgate.

These 250 Nethercourt in Ramsgate residents have joined NAG to oppose RSP's plans for a freight hub. They met at short notice to express their concerns.



Residents are pleased that the inspectors are also concerned to establish precisely the likely impact of RSP's plans whether it is 18,000 or 83,000 movements a year, night flights or no night flights, preferred flight paths, QC count of planes. ***RSP's documentation is far from clear on these points.***

## **Lack of Consultation**

As Thanet District Council has informed you, there were severe deficiencies in RSP's consultation process. As the nearest community to the airport we were not informed directly of the only consultation meeting in Ramsgate at The San Clu and only one or two attended. Those that did attend were shocked by the aggression and bad language they were met with from RSP principles. Since the consultation the proposal has become even more confusing, with the documentation changing and increasing in volume.

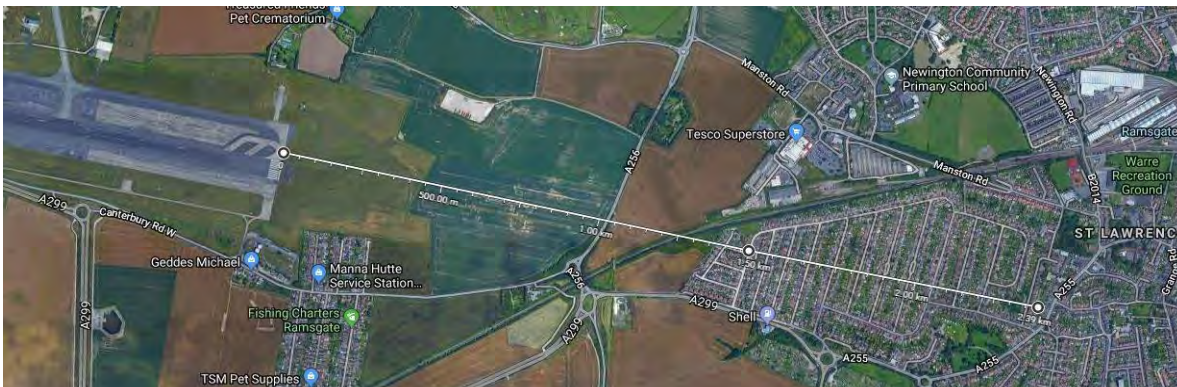
We are very worried that pro-airport TDC councillors will put pressure on officers to play down the impact of RSP's proposals on Ramsgate residents in their local impact report. This is borne out by Mr Bayford's letter to RSP telling them to ignore TDC's Statement of Statutory Consultation which was highly critical of RSP's consultation saying it was flawed & unrepresentative but not explaining how, Mr Bayford had no standing to do this and unfortunately RSP took notice of his letter which they shouldn't have.

There is also the effect that removing Manston, a brown-field site, from possible house building will have on the local plan. Pro-airport councillors have gone against officer's advice and voted for a local plan that puts a moratorium on house building on Manston for two years. This will put pressure to build on Greenfield sites such as farmland & local greens. The removal of these open places further erodes the quality of life for local people.

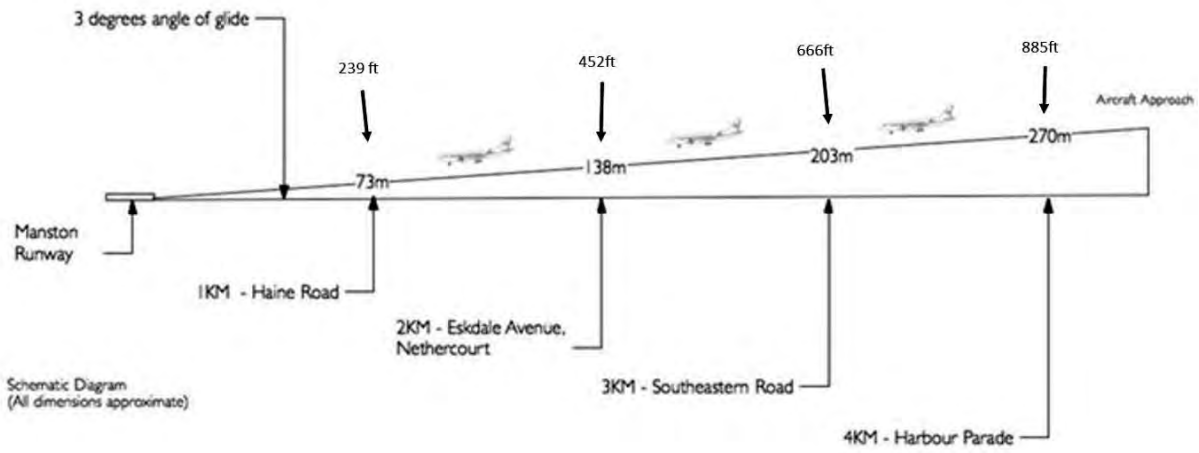
**As RSP seem to have gone out of their way not to inform people in Ramsgate who live under the flight path of their plans we are still meeting many people who have no idea of the massive scale of RSP's proposal.**

## Topography

We want to emphasise that the Nethercourt estate and its 800 properties is the nearest community on the old airport's flight path. It is between 1.5 and 2.5 kilometres from the end of the runway, built on a steep rising slope away from the runway.



Our experience is that due to prevailing wind conditions 80% of landings were over our properties at a height typically of 80 to 150 metres over the whole estate, often much lower



We believe our homes are uniquely vulnerable to low flying freight aircraft making Manston highly unsuitable for the proposed use.

Superimposing Ramsgate's footprint on maps of the flight path of other functioning airports illustrates this. .





**It can be seen that in all cases the major landing flight path is largely over open fields.**

## **Noise**

RSP's suggestion that few residents will be affected by noise is in contradiction to the wealth of factual material available which sets out the real noise nuisance that was experienced by local residents when Manston was operational as a commercial cargo airport. The reports commissioned by TDC from Bureau Veritas in 2010 and Parsons Brinkerhoff in 2012, to assess how many residents would be affected by noise if scheduled night flights were to be introduced, make it clear that noise nuisance is not confined to a small area within 2km of the airport. Indeed, Bureau Veritas predicted that the population within the 85 dB (A) SEL contour affected by a flight departure to the east over the centre of residential Ramsgate would be "up to 30,903 [people] for the Boeing747-400".<sup>185</sup>, this is the runway that has been – and will be – used over 70% of the time. It seems RSP are trying to hide unacceptable noise levels behind averages. We wonder how RSP could create any meaningful noise contours without an accurate ATM count. It is also very doubtful an accurate Local Impact Report could be produced with the conflicting and incomplete information in the DCO application.

Direct evidence exists of the noise impacts of aircraft operating at Manston before it closed 4 years ago. The relevant noise monitor was situated in Chapel Place (Clarendon House Grammar School) in the centre of Ramsgate where the preferred flight path had landing aircraft at 200m above ground as compared to 150m on average for Nethercourt. We attach some of the results

from this monitor as reported to KIAAC (Kent International Airport Advisory Committee). 90db was typical, 100db not uncommon.

We have produced a table of some those results:- **See Appendix A**

**Noise Measured at the Station at Clarendon House Grammar School, Central Ramsgate, Extracted from the minutes of KIAAC, Kent International Airport Consultative Committee**

**Readings taken at Clarendon School roughly in the centre of Ramsgate 3.5km from the end of runway.**



<b>Year</b>	<b>Average SEL Lmax dB(A)</b>
<b>2003</b>	<b>100.7</b>
<b>2004</b>	<b>96.80</b>
<b>2005</b>	<b>97.34</b>

**We understand and agree with more recent thinking that with noise above a given threshold it is the number of incidents day and night that matter rather than average noise levels.**

## Public Safety Zones

RSP should have considered whether Manston Airport needs a PSZ because they state that the potential number of ATM's is 83220 by capacity and they also state they do not want limits or a cap on the number of flights.

Riveroak's Major Accidents and Disaster Assessment and Mitigation Plan (TR020002/APP/5.2-3) fails to address the following risk factors adequately –

- (i) the proximity of Ramsgate (population 40,000) to the runway
- (ii) the number of schools under the flight path
- (iii) the height of the aircraft over Ramsgate
- (iv) the safety record of cargo aircraft at Manston Airport
- (v) the lack of capacity at local A&E for dealing with a major incident

A proper risk analysis would conclude that Manston should not be given planning permission as an airport let alone accorded a DCO.

Ramsgate is not 4km from the runway as Riveroak contends. (para 6.6, Statement of Reasons TR20002/App/3.1) The built-up area currently begins 1.3km from the runway and directly under the flight path. It is 4.5km across Ramsgate from the outer edge of the Marina to the runway. The planes line up over the Grade 2 star listed Clock Tower and descend across the town. There are 4 schools directly under the flight path.

The Manston Green development has planning permission for 785 homes, is 500m from the end of the runway and directly under the flight path. It was awarded £2.5 million from the Housing Infrastructure Fund this year. Some homes and the proposed fuel farm in Cliffsend are within 150m of the end of the runway.

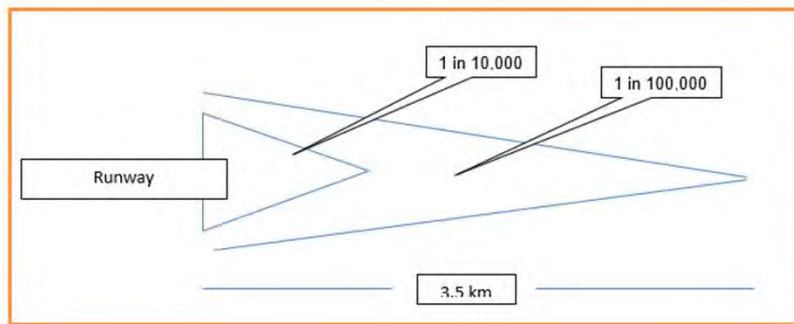
“Aircraft will finally descent (sic) at 52m for each kilometre travelled, such that at the Marina, aircraft would be 235m above the aerodrome level (54m), or 289m above sea level.” (p14, London Manston Airport, Aircraft Noise Assessment and Mitigation Report, June 2003)

Schools on Flightpath	Number of Pupils	Distance to Runway	Height of Aircraft Overhead
Chilton Primary School	422	1.8km	117m
Ellington Infant School	204	2.5km	135m
Christ Church Primary	253	2.75km	153m
Chatham & Clarendon	1372	3.5km	212m

Grammar

SEL readings from the noise monitor 3.5km from the runway consistently recorded levels well in excess of 90dB and up to 100dB .

The area of a Public Safety Zone corresponds to the 1 in 100,000 individual risk contour for an airport. These tend to be two triangular shapes extending out for 3-4 kilometers from either end of the runway. The landing PSZ tends to be a longer triangle than the take-off triangle.



The last Masterplan done for Manston in 2010 acknowledged that its PSZ should have been done in 2006. It was not. But by looking at other airports and knowing the pattern of aircraft take off and landings at Manston it is possible to gauge the likely shape of the PSZ that would affect Ramsgate.

The number of variables to be taken into consideration when determining the risk contours is:

- Annual traffic movements
- Maximum Take-off Weight Authorized (MTWA)
- The crash consequence model includes population density
- The number of crashes per million movements done by using crash rates for each aircraft class
- The crash location model for large and light aircraft

The 1 in 10,000 contour would most likely be a triangle extending a 1-1.5 km beyond the end of the runway. It would include a number of residential streets in Nethercourt including Kirkstone, Whinfell, Drybeck, Kentmere Avenues and part of Windermere Avenue. “The Secretary of State wishes to see the emptying of all occupied residential properties, and of all commercial and industrial properties occupied as normal all-day workplaces, within the 1 in 10,000 individual risk contour.” These residents would need to be moved.

The 1 in 100,000 contour, and thus the PSZ, would extend approximately 3.5-4km from the end of the runway. It would cover the whole of the Nethercourt Estate, and a substantial area of Ramsgate right down to the harbour and including part of the town Centre. Three schools, Clarendon House Grammar School, Christ Church Primary School and Ellington Infant School, are within the 1 in 100,000 risk contour.



Nethercourt residents are extremely anxious with RSP's vagueness regarding aircraft movements and the likely consequences of the 83,000 pa capacity no limits or caps with a big night time quota.

The 1 in 10, 000 area would also include the, as yet unbuilt, estate to be named **Manston Green**. This new estate of some 900 dwelling, given planning permission prior to the consultations, isn't even mention in the 10500 pages of the DCO submission and has not even been considered for compensation purposes but lies well within the PSZ for a busy airport.

Theoretical calculations regarding Noise and Safety Zones point to the devastation a freight hub would impose on Nethercourt residents. I'm sure other representations you will have received will quote other calculations regarding health and environmental impacts.

## **Safety Record**

When Manston was the UK's sixth largest cargo hub, it had only 435 flights a year and yet we had incidents that very nearly resulted in major loss of life.

Examples include:

1. In August 2010, a KAM Air plane "struck its tail on the runway and the grass surface beyond the runway before becoming airborne during take-off from Manston Airport (United Kingdom). Investigations of this serious incident by the United Kingdom concluded that there were serious deficiencies with the operational control of the DC8 fleet of Kam Air." (para 14, COMMISSION REGULATION (EU) No 1071/2010). Riveroak proposes 70% of flights will take off over Ramsgate.
2. In 2012, in a vortex incident in Southwood Gardens (2.5km to runway), the entire roof fell into a neighbour's garden narrowly missing her. Had this happened at nearby Ellington Infant School during playtime, significant loss of life would have resulted?

Riveroak's proposal of an airport capable of 83,000 ATM's per year with no limits or caps will make teaching impossible in our schools and poses a major risk to public safety and public health in Ramsgate. Not to mention students having disturbed sleep due to night flights

## Complaints

Given this level of noisy events it is unsurprising that the airport received many complaints. The minutes of KIACC document the extent of these.

Unsurprisingly, these complaints came from those living under the flight paths, with the majority coming from Ramsgate.

In Manston's case, we do not need to rely on theoretical calculations, we have resident's actual experience of living under the low flying aircraft. As the noise monitor shows, generating 95-100db. Bear in mind that previous usage at Manston was very much less than that predicted by RSP.

**Table of Complaints received by KIACC, due to Manston's previous operations**

	June- August 2000	Dec 2000 - Feb 2001	June- August 2001	Dec2001 - Feb 2002	March - May 2002	June - August 2002	March - May 2003	June - August 2003	
Herne Bay	7	37	68	123	79	19	89	27	
Ramsgate	222	412	289	573	226	186	101	66	
St Nicholas at Wade	35	8	12	3	2	2	6	10	
Westgate		32	62	28	1	40	33	67	
<b>Total</b>	<b>264</b>	<b>489</b>	<b>431</b>	<b>727</b>	<b>308</b>	<b>247</b>	<b>229</b>	<b>170</b>	
	Dec 2002 - Feb 2003	June -July 2003	Dec 2003 - Feb 2004	Feb - April 2004	June - July 2004	Nov - 2004 - Jan 2005	Feb - April 2005	Nov 2005 - Jan 2006	Oct - Dec 2006
Herne Bay	2	17	7	20	10	10	8	4	3
Ramsgate	167	28	130	140	139	187	227	1	32
St Nicholas at Wade	1	6	3	1	5	6	5	3	4
Westgate	51	44	60	51	63	82	164	9	56
<b>Total</b>	<b>221</b>	<b>95</b>	<b>200</b>	<b>212</b>	<b>217</b>	<b>285</b>	<b>404</b>	<b>17</b>	<b>95</b>

## **Nethercourt Residents Experience under the Manston Flight Path**

I will quote some of Nethercourt resident's experience of living with flights from Manston when it was operational.

**Mr & Mrs H** said, "When flights were running our house is no longer a nice place to live - . Even with windows and doors closed it is impossible to hold a conversation, watch tv, make a phone call etc. when planes go over. Our children were so scared of them they used to run indoors screaming as soon as one approached. The garden was a complete no-go zone during times when the pilot training took place."

"Vortexes are common and the house next door but one to us had the roof damaged."

**Mrs B** said, "Cannot have a telephone conversation - planes so loud, Cannot hear the television, Stops all activities in the garden because of the noise, Car alarms constantly going off from the vibrations."

**Mr M** said, "and the planes were so low and loud that you had to stop a conversation because the noise drowned out any sort of conversation or telephone call. There were always droplets of fuel exhaust visible on washing so you can imagine how much invisible pollution we were inhaling. Then there were these constant vortexes from the back throttle of the breaking system that were so strong that they would set off car alarms."

**Mr L** said, "There is nothing more disturbing than waking from deep sleep to the sound of a screaming engine, or engines 200 feet above your bed in the pitch black of night It's not fun living with unexpected 100 db noise at any time of the day...or the night. It scares our dog, the birds, and it scares our visitors. It shakes the plates hanging on the walls. It brings fear into my heart as it approaches, and fear as it passes, for another one will fly over at a time of its choosing, maybe I'll be sliding into unconscious sleep, or in the middle of a dream, any time is the wrong time, night, or day. To even contemplate night flights for Thanet at Manston is inhumane."

**Mrs L** said "I remember before the planes stopped after the last effort to revive the badly positioned airport. It was horrendous. The noise was such you could not be outside without covering your ears, the planes screamed overhead, so very close. I heard the whoosh after they had past and felt sometimes a light dusting of spray of what I can only assume was spent fuel. My parents vegetable garden had produce that when washed left a greasy film on the water. The windows were never clean. It was not pleasant at all and got us all down sometimes. However the worst part was if one came roaring over the house in the night."

**Mr P** said "Planes were horribly noisy when they passed over our house. When it became a passenger airport, noise remained a problem (even with more modern planes): halting conversation, drowning out tv, regularly setting off car alarms and frightening my young children. I was regularly woken up every night for months between 11pm-1am by a late arriving plane. Night waking and lack of sleep takes a toll on our health and wellbeing."

**The M Family** said "When the airport was operational the noise from the freight planes was horrendous causing the windows and furniture to vibrate violently even though we had fitted triple glazing and extra insulation in the attic, and all this was worse at night. Sitting and eating in the garden was impossible, the vegetables were covered in aviation fuel and the water in the birdbath turned red."

**Mrs P** said “when the airport was open it had a noticeable impact on my health. I live immediately under the flight path, the house would shake and conversation had to stop, not just for a brief moment but during the slow build up as the plane approached and then the sound of it landing. Despite limitations imposed on the airport planes often flew at night, being woken in the night, resulted in several hours of lost sleep, not just a few minutes. This left me tired and lethargic throughout the following day. In the final weeks of the airport night flights became frequent and I found it seriously impacted my health and wellbeing, dreading the sound of an approaching plane.”

**Ms C** said “I remember when I was younger the horrific noise, pollution and damage to properties (roof tiles flying off houses directly under the flight path) cargo flights would cause, especially at night. The planes were huge, and quite frightening to suddenly be awoken in the middle of the night by one, or several throughout the night. I strongly believe that as a direct result of these frequent occurrences, I am much more sensitive to loud noises and have suffered with [Redacted] from a young age too. This is not good for health, valuable childhood education or mental wellbeing.”

**Mr and Ms N** said “During the time that the airport was operational I was diagnosed with [Redacted] which I’d never suffered from previously. After the closure of the airport my [Redacted] has disappeared completely, so I no longer need any medication for it.

Our quality of life diminished after the RAF left Manston and it became a commercial airport. We were no longer able to enjoy our garden with our children and grandchildren because the noise was unbearable. The noise of the vortex after a plane went over was extremely frightening to our grandchildren who couldn’t understand it. We felt unable to invite friends around because of the noise.

The noise wasn’t just awful outside; indoors it was just as bad even with windows and doors closed. We were always turning the television up and down, which was the only way to hear it.

Telephone conversations caused the same problem.

Night time flights were unacceptable, we were constantly being woken and then unable to sleep.

This caused a problem with work as I could not concentrate properly due to a lack of sleep.

There was very often a sickly smell of aviation fuel. This also left a film on our pond and bird bath and therefore was not doing wildlife any good. Washing was also prone to dirty marks from pollution from planes.

I dread to think of the pollutants we were ingesting from the vegetables grown in our garden, we were able to wash the outside, but just what was inside them!”

**Mr & Mrs D** said “Concerning Manston Airport, being on the flight path we would find it very unsettling for the airport to reopen and be used on the scale of 24-7 a year.

There would be no peace. The last time Manston was operational we began to notice a change in health, this was due to the effects of fumes in the air. We were unable to sit in our garden due to the smell of fuel and the noise. The vibration was bad and we felt our bungalow shake when a plane came over. We were worried a chimney pot would shake loose and crash through the roof. Watching television or trying to listen to the radio was intolerable. To have flights come back on the scale proposed would be nerve racking.

**Ms P** said “How on earth can I give any concrete “evidence” of the earth shaking, the spent aviation fuel dirt on my window frames, sleepless nights, etc. etc. I can only re-submit the original objections but what good is that likely to do if it was ignored before.”

**Mr H** said “When Infratil tried to introduce night flights I was horrified and attended meetings to oppose their plans. While the airport was open I never had an objection to its existence at its then level of operation as a regional airport supporting general aviation and limited commercial traffic. I am however totally opposed to the plans proposed by RSP to turn it into a Cargo Hub. Since its closure we have enjoyed nights of uninterrupted sleep and days free of noise and air pollution.

We have a bird bath in our garden which my wife keeps topped up with fresh water for the birds. While the airport was operational we frequently noticed a red tinge to the water with a greasy film on top. Since its closure the water remains clear with no such problem.”

**Mr P** said “When the planes came over my whole bungalow vibrated & the roof rattled. You could not hear the TV, hold a conversation or make a phone call. The pollution from the planes turned my plants brown, windows & doors would be covered in black residue. It made me feel sick. If it reopens it will be 100’s of times worse. It is making me ill just thinking it may re-open.

**Ms G** said “I live on the Nethercourt Estate and directly under the flight path. When Manston was previously in operation the noise and air pollution were unacceptable then and that was when the number of flights were minimal. I live at the west end of the estate nearest the runway and the planes were so low and loud that you had to stop a conversation because the noise drowned out any sort of conversation or telephone call. There were always droplets of fuel exhaust visible on washing so you can imagine how much invisible pollution we were inhaling. Then there were these constant vortex from the back throttle of the breaking system that were so strong that they would set off car alarms. Although there was supposed to be NO NIGHT FLIGHTS the owners still broke the section 106 rule and supposedly paid a fine to the council but the fine was obviously not a big enough deterrent and they continued whilst the residence bore the brunt of the inconvenience so there was no real incentive for the owners to uphold 106 agreement. These new proposed owners would increase all these issues simply by the number of flights they intend to run and our sleep would be constantly interrupted nightly and our health suffer measurably. There has always been a safety issue as there is no safety zone around the airport and no safety regulations for the residents should there be an emergency situation. The estate is the closest to any runway where a cargo hub is in operation in the UK. There have been safety issues in the past where I have witnessed a very low flying aircraft fractionally missing the tower block of flats known as Staner Court because it was off course and although this was reported and photographed in the local paper I cannot find any reference to it now possibly as the local paper owners are in favour of the cargo hub. Something that should be researched.

I am in constant concern that should this awful arrangement be allowed to proceed then the risk to the residents will be greatly increased with no real strategy in place for any emergency with the likelihood of the estate being wiped out if a plane overshot the runway. WE ARE THAT CLOSE.”

**Mr & Mrs M** said “We have lived in Nethercourt Farm Rd in Ramsgate for 28 years so were residents when the airport was open for civilian use. Even with the very small amount of flights it caused a major disturbance to us. We are in line with the runway & planes flew directly over us. Because of the geography planes were still very low over our house & the noise and vibration was horrendous. The noise of an aircraft flying over just after take-off meant that, even in the house, you could not hear the television, talk on the phone or hold a conversation. Our house is an older property & the vibration from the planes was so bad it literally rattled the slates on the roof & we

were constantly worried about structural damage to our property. There were times we felt like the planes would crash on our house.

If you were sitting in the garden it was even worse. As well as the noise, which was even louder in the open, there was the pollution that you could smell, taste and feel an oily residue on your skin. We were breathing this in so there is an obvious health issue. The oily residue also covered anything left in the open. Many times planes would be left on the runway with engines running for hours & this all added to the pollution & noise nuisance.

There were occasions when flights would arrive late at night & these woke everybody up. My wife works & has to get up at 5.00am and if her sleep is disturbed she will not get a good night sleep which will make work very difficult for her.

If the ExA & PINS recommend this proposal by RSP it will stop anyone in Ramsgate enjoying their gardens, local parks & beaches. This is without the health problems such a project so close to a town would cause. In short residents will not be able to live normal lives any more.

**Mr H** said "I wonder how many people remember when debris from a plane crashed through the roof of a property in Nethercourt, it happened, but was quietly dealt with by the powers that be. No mention of the incident since, it's as if it has been deleted from popular memory.

When the R.A.F. were stationed at Manston the bulk of the flying time was finished by 21:00hrs. With only the occasional "Night Flight".

I have lived in several areas of Ramsgate over the years and I must say that whenever there were flights from Manston there was no missing them. Windows have been known to rattle. The larger planes you could physically feel them when they passed overhead.

The flights at night either frequent or not would act as impromptu wake up calls, whether or not you needed one, creating broken sleep patterns. In the daytime you would have to pause, mid conversation, while a plane passed overhead. If you took a telephone call, and then a flight came over, you would be drowned out by the noise; my son has often asked "what was that". When he would come to visit with my grandchildren they could not believe how low the planes flew and that you could clearly read the plane I.D. number and see the landing gear.

Whenever there was a pilot training programme, the Bump & Jump flights were relentless, round & round they would go, I suppose it was giving us a feel for how busy the airport could be, and to be honest, it was not at all pleasant. The larger the plane the greater the nuisance, only the small "Fokker 100" planes that operated for a short period were anywhere near acceptable.

Apparently back in 1993 the D.O.T. examined runway capacity in the South East and found Manston unsuitable for development due to its proximity to the town of Ramsgate. What has changed, neither the Airport nor the Town have moved.

This whole situation is like having the "Sword of Damocles" hanging precariously over our heads.

**Mr & Mrs C** said "We live DIRECTLY under the flight path, we have experienced the deafening sounds of these very large Cargo Planes, it is bad enough in the day when you cannot hear yourself speak, but when you are woken up by the noise at night and you cannot get back to sleep this becomes very stressful and over time results in ill health.

The smell of the aviation fuel when these planes fly over and other particles that come down is very strong and can last for a few hours even when the plane lands the smell of the fuel is very strong which is a health hazard to people with breathing problems,

I have had soot like particles on my washing and the garden plants.( Not good for the environment.) The vibration that is given off shakes the bungalow.

These planes fly dangerously low over this residential area".

**Mr & Mrs M** said "We have lived on the Nethercourt Estate for 32 years, the airport was then RAF Manston. We had no issues with the RAF until the 1990's when began a gradual running down of the RAF base and the increase of commercial cargo, in 1998 the base was sold in its entirety for

commercial use to the Wiggins Group. No planning permission was ever obtained and it operated on a 106 agreement (of uninterrupted use).

During that time until the closure of the airport in 2014, our whole family (5 adults) had endured cargo planes (that were banned from all UK airports), emergency landings, pilot training (constant taking off and landing all day from British Airways and KLM), unbearable noise, keeping windows closed (in the height of summer months), pollution causing migraines and sleep deprivation, planes landing at unscheduled times (usually in the early hours of the morning, for example 3am). As we were now under the flight path for landings and take offs and at the end of the planes' descent before it hit the runway, from the upstairs windows you could wave to the pilot in the cockpit, they were that low over our houses.

What RSP are proposing would be a total devastation to our lives, our homes, our health and the area that we live in, Ramsgate. This proposal if granted, compared to what we've endured over the years, would be catastrophic.

## **CONCLUSION**

RSP seem to be manipulating ATMs in their DCO application to suit their own agenda, keeping them high to justify an NSIP but then later keeping them low to avoid having to produce an accurate environmental report based on the true capacity of their plans for Manston, avoiding creation of public safety zones and having to pay blight and compensation claims.

Looking at all the information and reports commissioned over the years they all state there is very little possibility Manston will ever be viable in the long term. There is no doubt that if it had not already been a military airport no one in their right mind would suggest building an airport so close to a big town. Is it worth subjecting 40,000 residents to the noise and pollution such a project proposed by RSP would cause and the effect it would have on their lives and health for what, at best, is a highly speculative proposal with no real evidence to support need or viability. The effects of noise & pollution from airports and aircraft is well documented and we understand other groups are sending in reports so we have not duplicated them here.

An NSIP is meant to be a balancing act of the public need and effects on local residents. We have tried to show the negative impact of what was a very small operation at Manston (during the time it was operational as a commercial airfield) on local people's lives. These are real facts from people whose lives were affected in the real world.

Full names have not been included purely for Data Protection reasons.

**We have names & address of all residents whose comments are in this submission & if they are needed we can forward them to the ExA on request**

**APPENDIX A**

2003			2004			2005		
Date	Time	SEL Lmax dB(A)	Date	Time	SEL Lmax dB(A)	Date	Time	SEL Lmax dB(A)
23.12.03	21.46	101.9	07.01.04	11.50	102.6	02.02.05	18.04	104.40
12.12.03	18.21	101.9	24.01.04	12.41	102.7	27.04.05	21.46	102.10
15.12.03	19.05	101.5	06.01.04	13.08	101.5	14.05.05	8.19	101.80
27.12.03	11.2	101.0	16.01.04	21.32	101.6	17.03.05	7.45	101.80
25.12.03	12.57	101.4	20.01.04	18.52	100.4	06.03.05	7.10	100.40
22.12.03	11.18	101.2	09.01.04	20.34	102.9	16.05.05	19.50	100.20
28.12.03	8.54	101.6	13.01.04	16.53	100.9	16.05.05	8.50	98.00
20.12.03	11.57	100.4	17.01.04	17.22	99.8	01.04.05	12.35	97.80
26.12.03	12.06	101.7	05.01.04	13.12	99.7	18.03.05	7.37	97.60
22.12.03	21.37	100.6	19.01.04	13.39	99.6	18.05.05	8.53	97.40
13.12.03	19.59	100.9	28.01.04	11.27	99.2	30.03.05	14.03	96.50
11.12.03	17.09	99.9	12.01.04	15.56	99.6	01.04.05	19.52	96.20
22.12.03	11.59	100.1	27.01.04	14.29	98.9	30.03.05	21.40	95.60
10.12.03	11.59	99.3	01.01.04	10.52	99.7	31.05.05	14.54	95.40
31.12.03	13.06	98.7	21.01.04	12.02	98.1	06.03.05	19.16	94.50
21.12.03	11.59	99.6	13.01.04	12.58	98.9	23.05.05	15.02	93.80
		1611.7	27.01.04	17.13	98.8	03.04.05	21.42	93.70
Average		100.7	15.01.04	11.31	98.9	07.05.05	17.57	93.40
			11.01.04	9.20	99.10	01.04.05	12.15	93.30
			07.01.04	20.19	107.10	30.03.05	20.57	92.80
			25.01.04	20.14	105.50			
			07.01.04	18.35	105.90			1946.70
			20.01.04	20.34	100.30	Average		97.34
			23.01.04	15.51	98.40			
			02.01.04	15.47	98.60			
			26.01.04	13.09	96.60			
			17.01.04	20.45	96.00			
			14.01.04	12.34	96.50			
			31.10.04	17.09	102.10			
			03.10.04	7.2	97.10			
			30.10.04	20.08	95.80			
			28.10.04	20.44	95.00			
			21.11.04	9.19	95.00			
			16.11.04	16.55	93.60			
			18.11.04	13.45	93.20			
			07.09.04	12.56	92.60			
			30.09.04	10.23	92.40			
			01.09.04	20.04	91.70			
			16.10.04	15.41	91.40			
			29.11.04	10.59	90.50			
			19.09.04	21.34	90.10			
			17.09.04	14.57	90.10			
					4743.30			
			Average		96.80			



MANSTON AIRPORT CONSULTATIVE COMMITTEE  
MINUTES OF THE FIRST MEETING  
HELD AT 2.30pm MONDAY 29 MARCH 1999  
AT THE AIRPORT PASSENGER TERMINAL

Present:

Chairman  
Secretary  
Wiggins Group plc  
Managing Director -Manston Airport  
Director of Operations -Manston Airport  
Kent County Council  
Thanet District Council  
Thanet District Council  
Acol Parish Council  
Birchington Parish Council  
Manston Parish Council  
Minster Parish Council  
Monkton Parish Council  
St Nicholas Parish Council  
Ramsgate  
Canterbury  
Manston Airport Group  
Thanet Chamber of Commerce  
Thanet Chamber of Commerce

Apologies:

Apologies for absence were received from [REDACTED], Kent County Council.

**1 *Opening Statement by the Chairman Attached***

**2 *Constitution of the Consultative Committee***

The draft Constitution was discussed and various amendments were agreed.

A further draft will be tabled at the next Committee Meeting for approval.

The following items were agreed:

Membership of the Committee

The Committee shall consist of representatives of bodies from the following four groups, in balanced proportion

- owners and operators of the Airport
- users of the Airport
- regional planning authorities
- the local communities adjacent to the Airport

The Committee will be increased in number to include some of those groups which are not yet fully represented, including possibly a representative of the South East of England Development Agency. However there shall not be more than 25 bodies represented on the Committee at any one time.

Room could not be found within this number for special interest groups ( except for the

Manston Airport Group, whose special interest was the airport) or for residents' associations ( since the local community was fully represented by parish councils etc. )

### **Committee Meetings**

The Committee shall meet four times a year .

Public Meetings with the Press in attendance be held at least once a year.

The Meetings (except possibly the Public Meetings) will be held on weekday afternoons for the time being.

### **Publicity**

A press release be issued after the first Committee Meeting to the Kent Messenger Group of Newspapers, and local Radio Stations.

Notice and Minutes of Committee Meetings be circulated to public libraries.

The name and business address of the Secretary to the Committee be publicised through the above channels.

### **Appointment of Chairman and Secretary**

The following appointments were approved

Chairman Sir Alistair Hunter

Secretary Mrs Tessa Sherriff

Both appointments to be for a period of three years.

It is understood that both Chairman and Secretary will be remunerated for their duties by the Airport developers.

### **Voting rights**

Each member shall have one vote

The Chairman shall not normally vote, but shall in cases of equality exercise a casting vote

The Secretary shall not be a member of the Committee and shall have no voting right.

### **Creation of Sub-Committees/Working Groups**

Decisions on the formation of working groups should be taken at the next meeting.

Terms of reference for working groups/sub-committees should be produced and agreed

A working group on environmental questions should be among the first established.

It might consist of eight persons as follows:

- Two from the Airport operating company.
- Two from the Regional Planning Authority.
- Four representatives of the local community with appropriate knowledge of the subject.

Members of working groups need not necessarily all be drawn from membership of the main Committee.

### **3 *Statement by the Airport Managing Director***

Tony Freudmann said that Wednesday 31 March was a historic date for RAF Manston and

that the Company would be all events on that day and would be making a contribution.

For reasons beyond the Company's control there had been an unexpected delay in granting a Civil Licence to operate. The granting by the CAA of an Aerodrome Licence was now expected on 31 May at the earliest. The initial licence would be for visual approach and would be replaced by a full instrument landing licence as soon as testing of the instrument landing equipment was complete. Until issue of the Aerodrome Licence, the Airport would continue to be operated by Thomsons on behalf of the MoD.

The timetable imposed by the MoD for obtaining a CAA licence had been the shortest ever required of a UK airport, and Mr Freudmann expressed his delight at the achievements of Alastair Robertson [Director of Operations] and his team in difficult circumstances.

Public meetings in Ramsgate and Margate had been attended, as well as and Parish meetings in areas affected by the development of the Airport, There had been some hostility and there would be a few who do not want the Airport at any price. Nevertheless, these meetings had been constructive and some of the suggestions made would be very useful. There would be more public meetings in the future.

There had been suggestions of secret agendas, and suspicion by some sections of the public that Wiggins was not being open. Wiggins could assure the Committee that this was not the case, and they would be keeping the Committee up to date with all developments.

The Airport had huge potential, dependant upon budgets, noise and pollution. The Company hoped that working with the Committee would enable these issues to be monitored and controlled, Results of such monitoring would be made public. Some form of code/terms of reference needed to be introduced.

## **Discussion**

The following items were discussed:

- Noise and pollution monitoring.
- The Committee being advised -in advance -of the local press -of any plans and/or developments in hand

It was proposed to and agreed by the Developers

that The Airport Developers inform the Committee of any

- developments, plans, contracts etc. that are in hand
- anticipated movement of aircraft, cargo etc.

Tony Freudmann confirmed that Air Atlanta Icelandic would be bringing a maintenance and leasing operation for passenger aircraft to Manston Airport. Air Atlanta might develop their own passenger flights. These aircraft would not be flying at night.

Alastair Robertson [Director of Operations Manston Airport] informed the Committee that consultants from Manchester Airport were to visit Manston Airport in order to make an evaluation on monitoring noise and pollution. The results of this evaluation would be made

public.

Cllr Coppock [Leader TDC] advised that Thanet District Council collates complaints and offered they be made available to the Committee. Agreed.

Cllr Hart asked whether Wiggins would be prepared to agree a Code of Conduct regarding operation of the Airport on the lines of TDC's draft document on Environmental Safeguards, which was tabled by the Leader of the Council.

The Chairman suggested this item be tabled as a basis to start discussion once the Manchester study had been published.

#### **4 *Any Other Business***

John Elliott [Thanet Chamber of Commerce] felt that Committee members should declare their interests. This suggestion received some support. Thanet District Council agreed to provide guidance.

#### **5 *Next Meeting***

As it was felt important to get the business of the Consultative Committee on the road, it was decided that the next meeting should be sooner than three months hence. In view of impending council elections, it was agreed that the Chairman suggest two possible convenient dates for consideration and members be advised accordingly.

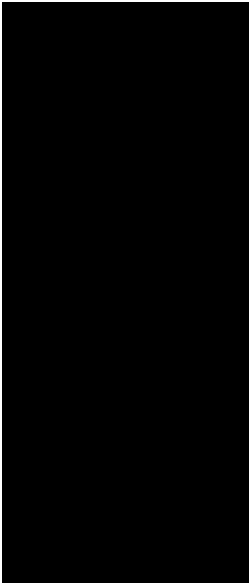
There being no further business the meeting closed at 5.15pm.

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
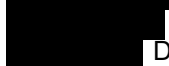
**MANSTON AIRPORT CONSULTATIVE COMMITTEE  
MINUTES of the MEETING held on 29 JUNE 1999 at 2.30pm  
at the Airport Passenger Terminal.**

**PRESENT**



Chairman  
Secretary  
Managing Director -Manston Airport  
Director of Operations -Manston Airport  
Kent County Council.  
Kent County Council  
Thanet District Council.  
Thanet District Council  
Acol Parish Council  
Birchington Parish Council  
Manston Parish Council  
Monkton Parish Council  
St Nicholas Parish Council  
Ramsgate  
Canterbury City Council  
Manston Airport Group  
Thanet Chamber of Commerce  
Pfizer Ltd  
S E England Dev. Agency

**Observers:**

 ar Environment Officer Thanet District Council  
 Planning Officer Thanet District Council  
alternate to Sam Hodgson  
 Dover City Council ([see item 2.2](#))

**Apologies**

Apologies for absence were received from Oliver Iny, Ray Razzell and Mike Evans .

The Chairman welcomed Members who had not been present at the last meeting; also (as observers) Trevor Herron and Brian Lear from Thanet District Council, and Alan Melrose, Management Consultant from Manchester Airport plc.

**1. MINUTES**

The Minutes of the meeting held on 29 March 1999 having been previously circulated, were approved and signed by the Chairman as a true record.

**2. MATTERS ARISING**

**2.1 Publicity:** The Chairman confirmed that publicity arrangements agreed at the last meeting were in place. The Secretary's letter informing the public of the Committee's contact details had been published in two local newspapers.

**2.2 Membership:**

a) It was AGREED that Dover City Council be represented on the Committee. Cllr John Bragg was welcomed as their representative to full membership.

b) It was agreed that airlines using the Airport needed urgently to be involved in the Committee's deliberations. There was debate over whether several of the current users (e.g. MK, Dasair, Air Atlanta Icelandic) could be invited to join the Committee, even on an interim basis, without setting an awkward

precedent vis-à-vis future users. Alastair Robertson announced that an airport users' group would shortly be formed, and that its chairman would be an airline representative. It was decided to invite the chairman of that group to join the Committee.

c) Cllr Dennis Hart said that fire service employees and ground personnel would need to be represented on the Committee. It was AGREED to explore this.

d) The CPRE (Council for the Protection of Rural England) had again sought representation on MACC. Members recalled their decision that, to prevent the Committee getting too large, no special interest groups should be invited to join it except the Manston Airport Group (whose special interest was the airport). They decided to adhere to this line, and the Secretary was asked to write to CPRE accordingly.

### 3. **PRESENTATION BY ALAN MELROSE, Management Consultant, Manchester Airport PLC.**

Mr Melrose presented the first draft of his report: ***London Manston Airport Aircraft Noise Monitoring, Complaints Handling and Air Quality Monitoring Review.***

Mr Melrose emphasised that the report was very much in draft form. It was not an answer, more of a shopping list, and a map for the next 3-5 years. As far as he could he had taken the location of Manston into consideration, but his suggestions would need to be interpreted in a way that related to the locality. What was right for Manchester would not necessarily be right for Manston. He asked members to take the report away for study, and within the next 10 days make representations to him. Mr Melrose hoped that the Report would be finalised by the end of July.

The Committee then questioned Mr Melrose about various aspects of the draft.

### 4. **RESPONSE BY TONY FREUDMANN**

Mr Freudmann, for the Wiggins Group, stated that the draft report was the culmination of comments he had made at public meetings. Wiggins had said they would commission a report, would pay (or it and would show the final results to the public. Wiggins were content with the recommendations that were likely to emerge, and were keen to implement measures to reassure the local community. They must form a partnership with the local community. Mr Freudmann confirmed that the company would enter into a Section 106 agreement but (as Mr Melrose had explained) the specifics to which the agreement would relate needed to be made a little clearer. They planned to talk with Thanet District Council on this matter.

The Chairman thanked Alan Melrose for a realistic report. A Working Group was to be formed to ensure that the recommendations would be taken forward. (see item 8)

### 5. **UPDATE ON AIRPORT DEVELOPMENT**

Tony Freudmann reported that unforeseen late difficulties had arisen but would not hold up the timetable for conversion from a military aerodrome. There was now a full complement of staff, but more work needed to be done on ground transport, rail links, etc.

He hoped by the next Meeting to have the first draft of the Manston masterplan. EU funding was being sought to support the Plan, and the issues would be brought back to the Committee.

Discussions with passenger airlines were taking place, and a facelift to the Airport was planned.

Leigh Herington, KCC, stated that Kent County Council would like to be involved with TDC and Wiggins on the Master Plan as they have to develop the Kent Transport Plan, to be completed by Summer 2000.

At this point, Mr Freudmann handed over to Alastair Robertson who reported on the current stages of development as follows:-

- The conversion phase had sidelined running operations. Day to day jobs such as maintenance of

- grounds and repairs to structures had been delayed.
- Perimeter security fencing should be completed by the end of June. (In response to Mr Binding, he confirmed that this meant the first phase: the two further phases would be completed over the next two years, possibly sooner)
- New Traffic Control Tower ready for operation first week July, with all staff in place. By the end of October operations will be from 0800 -2200 seven days per week. MoD were still responsible for fire and rescue but approval of Manston's own system was expected mid July.
- Runway lighting was expected to be fully operational by end July.
- Navigational aids ILS, NDB etc. were installed, flight-checked and approved, ready for operation when airport fully certified.
- Runway surface had unexpectedly had to be renewed at great cost. Work would start 15 July evenings through to 0800 for seven days. Depending on availability of equipment and aggregate, completion should be around 22 July. The Civil Aviation Authority Licence would not be granted until this work had been done.

Cllr Dennis Hart asked about pollution from aircraft standing on grass seeping into the water table. Mr Robertson stated that there were plans to move the maintenance area and increase apron size, with drainage upgrade to be included.

## 6. COMPLAINTS PROCEDURE

Lists of complaints logged by Thanet District Council and Manston Airport Group had been circulated.

Alastair Robertson explained the current procedure at the Airport for responding to complaints, of which there had been six in two months. Mr Robertson apologised for not replying to some letters, but hoped to redress this in future.

The Chairman reminded Members that both DETR guidance and the Alan Melrose report stated the necessity for the establishment of a dedicated complaints telephone facility and said this should be a priority for the Working Group.

There was discussion as to whether Thanet District Council should be involved in responding to complaints, as well as the Airport management. It was agreed that usually only the Airport had the knowledge to respond, But it was politically necessary for TDC to be kept informed and to be able to intervene when needed. Brian Lear said the Council had been happy to register complaints and would continue to do so.

**It was AGREED** that the setting up of a Complaints Procedure be considered further when the Melrose report had been studied.

## 7. CONSTITUTION OF THE COMMITTEE

The amended [Constitution](#) of Manston Airport Consultative Committee having been previously circulated, was accepted.

## 8. FORMATION OF ENVIRONMENTAL WORKING GROUP

Terms of Reference were agreed as follows:

- "The Working Group shall be appointed, and its membership decided, by the Consultative Committee in accordance with para 4.6 of the Committee's constitution.
- "The Group will consider issues referred to it by the Committee regarding noise, pollution and any other environmental matters related to, the development of Manston Airport. Its function will be to devise, and to propose to the Committee for decision, practicable and feasible solutions to outstanding problems.
- "The chairman of the Working Group will have discretion to co-opt onto the group, for discussion of specific issues, experts on those issues.
- "If the measures proposed are straightforward are uncontroversial, the working Group may seek

Committee approval by mail in order not to delay implementation. More complex issues must be referred to the next meeting of the Committee. If the Working Group is unable to reach agreement on a proposed solution, it may put alternative proposals to the Committee."

The Chairman suggested that the Working Group should be kept small, and its members appointed mainly for the knowledge and experience they could contribute. He suggested as members:

1. the Planning and Environmental Health Officers of TDC.
2. one representative of the Airport owner.
3. one representative of the Airport operator.
4. John Garland -Birchington Parish Council.
5. Peter Binding -Manston Airport Group.

The Chairman and Secretary of the Committee offered to perform the same services for the Working Group.

This membership **was AGREED**. Mr Fisher suggested that Canterbury CC be represented, and Cllr Coppock recommended Cllr Jillings who had relevant expertise. It **was AGREED** that Mr Fisher and Cllr Jillings should receive Working Group papers and be co-opted to meetings as required. Other technical experts (including from KCC) could also be co-opted at the Chairman's discretion.

#### 9. **DECLARATION OF MEMBERS' INTERESTS**

After discussion it was AGREED that no formal procedure was required at present, but the matter could be raised again by any Member at a later date if so desired.

#### 10. **ANY OTHER BUSINESS**

10.1 **Transport:** John Elliott, Pfizer Ltd, briefly outlined the East Kent Access plan for the A256 north of Pfizer which was to be submitted to Government. Trevor Herron stated that TDC had been advising Wiggins re consultants to produce a Transport Plan covering public transport, rail access etc. and this needed to be addressed in the next two months. Parties agreed to discuss this.

10.2 **Publicity:** Wiggins Group had offered the services of Phb Public Relations, consultants to the Wiggins Group, to issue a press release after the meeting. It was pointed out that Phb had good access to the media, and Mr Freudmann said Wiggins would not seek to influence the contents of the release. It **was AGREED** the offer be gratefully accepted in view of difficulty experienced in getting news items published.

#### 11. **DATE OF NEXT MEETING**

The next full Committee Meeting would be held in late September, the precise date to be advised. The December meeting would be open to Press and public.

There being no further business, the meeting closed at 5.30pm.

MINUTES.6.99

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## **MANSTON AIRPORT CONSULTATIVE COMMITTEE**

### **CONSTITUTION OF THE MANSTON AIRPORT CONSULTATIVE COMMITTEE**

#### **Principal Objects:**

The Principal Objects for which the Committee is established are:

to provide a forum for the discussion of all matters concerning the development or operation of Manston Airport which have or may have an impact on the users of Manston Airport and on the people living and working in the surrounding area

to promote the efficient operation of Manston Airport while monitoring its impact on local communities

to keep all interested parties reasonably informed of matters that affect or may affect them

to provide an opportunity to reconcile any differences of opinion that may arise and for resolving difficulties that may have arisen through agreed voluntary action

The Committee shall not be entitled to enter into any legally binding agreements.

It is intended that throughout the existence of this Committee the Airport Operator shall provide the Committee with suitable administrative and office facilities

#### **Constitution:**

##### **1. Interpretation and Construction**

1.1 In this Constitution:

"the Airport Operator" means in the first instance KIA or otherwise the owner of Manston Airport from time to time;

"a body" means any corporate or unincorporated body which can evidence to the Committee that it is sufficiently representative of the people it seeks to represent in the development or operation of Manston Airport and "bodies" shall be construed accordingly;

"the Chairman" shall mean the chairman of the Committee from time to time;

"clear days" means in relation to the period of a notice that period excluding the day when the notice is given or deemed to be given and the day for which it is given or on which it is to take effect;

"the Committee" means the Committee of the Manston Airport Consultative Committee made up of the Members;

"KIA" means Kent International Airport plc whose registered office is situate at

"Manston Airport" means Manston Airport Manston Ramsgate Kent CT12 5BP;

"Member" means a member of the Committee appointed pursuant to clause 2.2 and "Members" shall be construed accordingly;

"the Officers" means the Chairman and the Secretary of the Committee from time to time;

"Principal Objects" means the principal objects of the Committee as stated above

"the Secretary" means the secretary to the Committee from time to time ;

"Special Meeting" means a meeting called of the Committee pursuant to clause 4.2

1.2 The clause and paragraph headings in this Constitution are for ease of reference only and shall not be taken into account in the interpretation or construction of the clause or paragraph to which they refer.

1.3 Words importing the singular meaning include the plural meaning and vice versa unless the context requires otherwise.

1.4 Words of one gender include both other genders and words denoting natural persons include corporations firms and other bodies and all such words shall be construed interchangeably in that manner.

## **2. Membership**

2.1 The Committee shall consist of:

2.1.1 the Chairman

2.1.2. representatives of bodies from the following four groups, in balanced proportion:

- owners and operators of the Airport
- users of the Airport
- regional planning authorities
- the local communities adjacent to the Airport.

2.1.3 The Committee will be increased in number to include some of those groups which are not yet fully represented, including possibly a representative of the South East of England Development Agency. However there shall not be more than 25 bodies represented on the Committee at any one time.

Room could not be found within this number for special interest groups (except for the Manston Airport Group, whose special interest was the airport) or for residents'

associations (since the local community was fully represented by parish councils etc.)

2.2 The Committee may decide that a body shall no longer be represented on the Committee if, in the opinion of the Committee, the interest in the development and operation of the Airport which that body represents can be better represented by another body or in another manner.

### **3. Officers**

3.1 The Airport Operator may nominate the Officers from time to time provided that appointment of the Officers shall only be effective if first approved by the Committee.

3.2 The Committee shall at all times act only through the Officers

3.3 The Officers shall not enter into any legally binding agreements on behalf of the Committee

3.4 The Secretary shall:

3.4.1. keep and maintain minutes of the meetings of the Committee

3.4.2 distribute to the Members the minutes of meetings

3.4.3 keep Members informed of proposed meetings and proposed resolutions

3.4.4 not be a Member of the Committee and shall have no voting right

### **4. Meetings of the Committee**

4.1 The Committee shall:

4.1.1 (subject to 4.2) meet four times a year

4.1.2 at least once a year hold public meetings with the Press in attendance

4.1.3 only pass such resolutions as are in furtherance of its Principal Objects

4.2 A Special Meeting of the Committee may be called if not less than 75% of the Members make a written request for the same to be held

4.3 The quorum for a Meeting shall consist of not less than 50% of Members being present at any time

4.4 Each Member:

4.4.1 shall have one vote and the Committee shall at all times act by a simple majority of the Members present and voting. The Chairman shall not normally vote, but shall in cases of equality exercise a casting vote

4.4.2 shall be entitled to nominate in writing to the Chairman one

alternate to attend and vote in their stead at a Meeting but so that an alternate may not attend nor vote if the Member so attends

4.5 The Committee may:

- 4.5.1 adopt such rules as it thinks fit to regulate its own proceedings; and
- 4.5.2 alter vary or revoke such rules

4.6 The Committee may form such working groups (which shall be deemed to form part of the Committee) as it thinks fit to advise it as it may consider necessary and which may meet so often as they think fit subject to agreed terms of reference. Members of working groups need not necessarily all be drawn from membership of the main Committee.

4.7 Subject to clause 4.8 the Committee may by a special resolution passed by at least 75% of the Members present and voting in support of the resolution:

- 1. alter vary or revoke this Constitution; or
- 2. resolve to wind-up the Committee

4.8 A resolution under clause 4.7 shall only be considered and deemed to have been passed if and only if the then nominees of the Airport Operator are present and vote in support of such the resolution

**5. Notices**

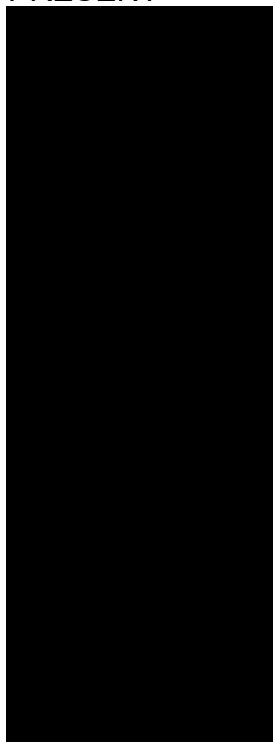
5.1 Any notice served by or on the Committee or any Member may be served either personally or by sending it by pre-paid letter addressed to him at his last known address or by facsimile or by electronic mail.

5.2 Any notice if served by post shall be deemed to have been served at the time when the letter containing the notice would be delivered in the ordinary course of post.

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**MANSTON AIRPORT CONSULTATIVE COMMITTEE  
MINUTES of the MEETING held on 27 September 1999  
at the Airport Passenger Terminal**

**PRESENT**



Chairman  
Secretary  
Managing Director -Manston Airport  
Director of Operations -Manston Airport  
Kent County Council  
Kent County Council  
Thanet District Council  
Thanet District Council  
TDC -representing Ramsgate  
Acol Parish Council  
Birchington Parish Council  
Manston Parish Council  
St Nicholas Parish Council  
Monkton Parish Council  
Thanet Chamber of Commerce  
Pfizer Ltd  
Manston Airport Group  
Canterbury City Council  
S E England Development Agency  
Dover District Council

**1. APOLOGIES**

Apologies for absence were received from:



Wiggins Group  
Thanet District Council  
Monkton Parish Council  
Minster Parish Council

The Chairman welcomed those attending as alternates to members unable to be present.

**2. MINUTES**

The Minutes of the meeting held on 29 June 1999 having been previously circulated. were approved and signed by the Chairman as a true record.

**3. MATTERS ARISING**

There were no matters arising from the June Minutes that would not be covered under specific items on the Agenda.

**4. FUTURE PLANS AND UPDATE**

Tony Freudmann reported as follows:-

1. Mr Freudmann confirmed that the CAA licence had been granted, and the official handover of the Manston Airport estate had taken place.
2. Recommendations made in the Melrose report were high on the company's agenda.
3. Immediate future plans included:-  
the creation of further apron space -some 20 acres being required; and refurbishment of the terminal, including new technology.
4. Considerable interest was being shown in low-cost scheduled passenger flights but these could not commence until certain procedures and refurbishment had taken place. The Passenger Terminal required a "facelift" which was expected to take place in Spring 2000, and during the interim period there would be an increase in cargo flights.
5. Wiggins had a contract with MEPC to develop Manston Park. Plans for new hangars and other buildings would be submitted later this year.
6. Air Atlanta Icelandic had been told that they could not use Manston Airport as a "glorified aircraft scrapyards", as appeared to be their intention. It had been suggested that they take a lease on a new hangar as an alternative to breaking up aircraft on open ground. Discussions were continuing.
7. Consultants had been appointed to develop a Master Plan. It was anticipated that a scoping plan would be completed by end 1999, and the full Plan by around March 2000. Wiggins would expect to enter into a Section 106 agreement with Thanet District Council six months thereafter .

Invited to add his comments, Alastair Robertson stated:

1. There would be no more breaking up of aircraft on the Northern Grass. Another Air Atlanta aircraft would be arriving soon on long term maintenance project. In order to lessen the likelihood of disrupting the running of a licensed airport, this would be parked on the Northern grass.
2. The CAA licence was a public document and copies were available from AR on request. The licence was for daylight VFR only. Some navigational systems were not yet complete, there being technical work required on lighting; also ILS equipment had not been approved by the CM although this approval was expected early October at the latest.

In discussion, the following points were raised: -

1. Asked if they would like a guided tour of the Airport, a majority of members said yes. Agreed this be arranged sometime in November, in two groups, between AR, the secretary and interested members.
2. In response to a query from Peter Binding (MAG), AR confirmed that the Airport's everyday Fire Category was 4, which restricted operations to small and medium sized aircraft and cargo flights. The Airport could however increase to Category 7 within its own resources, as necessary. For Concorde flights, which required Category 9, equipment was borrowed to achieve the required category.
3. There was no truth in the allegation (which had been made in a Press article) that French Air Traffic Control had jurisdiction over Manston airspace.

## 5. MELROSE REPORT

1. Tony Freudmann confirmed that the Airport Owners would adopt all recommendations contained in the Report.
2. It **was agreed** that as this was a privately commissioned report for the Wiggins Group, MACC should not attempt to endorse the report. Instead it should note it as a basis for further work, should look at individual issues and monitor progress.
3. Martin Tapp (St Nicholas PC) asked whether the Environment Agency were being consulted at all times since. Manston was a groundwater aquifer protected area. AR said Environment Agency would have to be consulted concerning increased apron space.
4. The airport management was proceeding with installation of noise and air pollution monitoring equipment as recommended by Melrose. The noise monitors would be stationed at each end of the runway, 6.5km from start of roll, as required by regulations.  
There was some discussion concerning the accuracy and positioning of noise monitoring equipment, e.g. whether this would give comprehensive readings of disturbance levels to neighbourhoods. It **was agreed** that the proposed installation should proceed as planned, and the efficiency of the new

equipment be tested in operation, before the adequacy of coverage could be considered. AR stated that after first findings, further noise monitoring equipment would be installed at local "hotspots", with a view to routes being adjusted to safely avoid habitation and thereby limit noise. ) , If the data produced was used to take out the noisiest aircraft, then a benefit would be seen.

5. In response to various detailed factual questions raised by Martin Tapp on references in the Report, the Chairman suggested that MT raise these technical questions directly with Alan Melrose.
6. Responding to MT's query on the precise situation regarding phasing out of Chapter 2 aircraft and exemptions, Tony Freudmann explained that this was outside the Airport Owners' control, regulations being set down by the EU and UK. TF understood that the date 'to be set for this phasing out was the subject of heated debate.
7. MT had received reports of oil in water butts suspected to be the result of fuel emissions. Alastair Robertson confirmed that air pollution monitoring was being put into operation in conjunction with Thanet District Council. Results would be made known to MACC.
8. Leigh Herington (KCC) requested that KCC be included with TDC in the air quality monitoring programme, in addition to the suggested ground transport study. But Dennis Hart (TDC) said air quality monitoring was rightly a partnership between TDC and Wiggins, not the whole of Kent. LH asked that intelligence raised from any monitoring be made available. John Elliott reported Pfizer Ltd's wish to be involved.
9. In response to an enquiry from the Chairman, Tony Freudmann confirmed his expectation that, in accordance with the Melrose recommendations, **the Master Plan would be followed by an Environmental Impact Assessment, and then a Section 106 agreement with TDC.** He indicated that a Section 106 agreement would be entered into within a year.
10. Peter Binding (MAG) asked what would happen if a major operator of a new type, e.g. Fedex, wanted to operate from Manston before this process was complete. Would it not prejudice the terms of the agreement? TF said that, because infrastructure would be involved, such a development would involve collective consultation and agreement.
11. At the request of the Chairman, TDC representatives confirmed details of their Policy Committee's recent decisions on consultation. Main consultation of the local community on planning applications would take place through MACC, but in addition, advertisements would be placed in the local press, and parish councils invited to study the plans at TDC and make comments. It **was agreed** that, because of the infrequency of MACC meetings, the mechanics of consultation with MACC would require further consideration.
12. There was discussion about what proposed developments required consultation if there was a General Permitted Development Order.

## 6. MEETING of Environmental Working Group

The first EWG meeting held 23 September had agreed the following starting points regarding establishment of a complaints line:

- a dedicated telephone line be installed immediately.
- for practicability this be an answer-phone asking complainants to leave their name and address to which a complaints form could be sent.
- the answer-phone message be sympathetic, and advise complainant what information would be asked for on the complaints form.
- a target to be set that messages be monitored, and be responded to by sending forms within 36 hours.
- complaints forms be available also from TDC and possibly other sites around Thanet.
- fact sheets should be produced on appropriate issues, for distribution to complainants.
- extensive publicity of the complaints line would be needed

Alastair Robertson confirmed that the recommendations were being put into operation.

## 7. REPRESENTATION on COMMITTEE

1. TUC had requested representation and had been invited some weeks ago to nominate a representative, who might attend the present meeting. (Attendance would initially be as an observer,

subject to Committee approval). No reply had been received. Dennis Hart, a TUC regional member, suspected that the TUC had to go through its own process of electing a representative. He would remind TUC at their regional meeting next week.

2. MK had been invited to attend as observer, with a view to representing Airlines on MACC but no MK employee had appeared. AR would investigate.

## 8. **ANY OTHER BUSINESS**

There were no items submitted.

## 9. **DATE OF NEXT MEETING**

There was discussion as to whether the proposed public meeting should be postponed until the Master Plan was available for discussion. It was agreed that the commitment to hold a public meeting once a year should be honoured by holding one in December (in the evening). Date to be advised. Next year's public meeting might take place earlier, in a season when people would be more inclined to come to evening events. The December meeting would take place at the Airport -if this proved unsatisfactory, an alternative venue could be considered for next year.

The public would be admitted as observers only: since the purpose of the meeting was to progress ongoing business, participation and/or questions from the public would not be appropriate.

There being no further business, the meeting closed at 4.30pm.

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**MANSTON AIRPORT CONSULTATIVE COMMITTEE  
MINUTES of the MEETING held on 6 DECEMBER 1999 7.30pm  
at MANSTON AIRPORT**

Present:

Chairman  
Secretary  
Wiggins Group plc  
Wiggins Group plc  
Airport Managing Director  
Kent County Council  
Thanet District Council  
Thanet District Council  
Thanet District Council  
Acol Parish Council  
Birchington Parish Council  
Manston Parish Council  
Minster Parish Council  
St Nicholas-at-Wade Parish Council  
Monkton Parish Council  
Thanet Chamber of Commerce  
Pfizer Ltd  
Manston Airport Group  
Canterbury City Council  
Dover District Council  
MK Airlines  
MK Airlines

### 1. Apologies and Welcome

1. Apologies for absence were received from [REDACTED] Transport & General Workers Union. [REDACTED] South East England Development Agency
2. The Chairman began by welcoming the airline representatives, [REDACTED], both from MK Airlines, who were attending for the first time. Also welcomed were over 100 members of the public who had come to listen.
3. At the Chairman's invitation, Committee members introduced themselves, indicating which body they represented.

### 2. Minutes

The Minutes of the Meeting held on 27 September 1999, having previously been circulated, were accented and signed by the Chairman as a true record.

### 3. Matters Arising

There were no matters arising that would not be covered as separate items on the Agenda.

### 4. Keeping the Community Informed

1. i. The Chairman reported that he and the Secretary had received a few complaints from members of

the public that they were not being kept adequately in touch with the Committee's proceedings. In all such cases, they had told the Committee member representing the locality in question. This served as a reminder to all members that they were on the Committee to represent the interests of certain groups whom they needed to keep informed, as best they could.

2. Many members of the public did not know who their local representative on the Committee was. Both the Chairman and Secretary had made strenuous attempts to get publicity for the Committee and would continue to do so, despite disappointing results to date. Cllr Dennis Hart suggested the Council Offices be contacted with a view to publicity being given in the publication "*Thanet Matters*" that was distributed with free local newspapers. **AGREED** the Secretary make enquiries. However, Sam Hodgson pointed out that Acol village does not receive either of the two free local publications.
3. There was also discussion of those localities where representation was still unclear. In response to a query from the Chairman, Cllr Barry Coppock said he was more than satisfied that Broadstairs and Margate, as well as Ramsgate, were adequately represented by TDC representatives, and in these early stages of the Committee, he was quite content with current attempts to inform the public.
4. However, Cllr John Fullarton, (representing KCC, also resident and Mayor of Broadstairs) felt that a member of their Town Council would better represent Broadstairs residents. **AGREED** that the Chairman would discuss further with Cllr Fullarton and with TDC whether representation of Broadstairs and Margate was adequate, or whether further representatives should be invited to join the Committee.
5. As regards feedback to communities, Cllr John Bragg stated that he reported back- to Sandwich and Dover District Council and that the Director of Economic Development was kept informed. John Fisher pointed out that he was not an elected representative of Canterbury City Council and therefore had no link with the parish councils. The Chairman asked him to consider with the City Council how their parish councils could be kept informed.
6. The Chairman requested that committee representatives should report back to the bodies they represented and publicise the existence of MACC.

## 5. Situation Report

1. Tony Freudmann reported that Manchester Airport consultants had been appointed to advise on putting into operation the recommendations made in the Melrose Report. The two key parts of this work were noise and air pollution monitoring. The Manchester group was to supervise the installation and monitoring of such equipment, and analyse the results. Alan Melrose would be meeting the Wiggins team on 10 December to present proposals. In addition to fixed monitoring points as required by regulations (at each end of the runway, 6.5km from start of roll), there would be mobile equipment to take readings in sensitive areas.
2. Regarding the publicised requirement of 20 acres of new apron space, Mr Freudmann said various procedures had to be followed before the work could be carried out, but subject to that; he expected the work to begin in February, 2000. Twenty acres in respect of an airport was a relatively small area, and it was required at Manston as the existing apron space was scattered around the airfield in accordance with military requirements and was inappropriate for civilian use. Though the new apron space was mainly needed for the more efficient operation of existing flights, it would provide some capacity for additional flights.
3. Construction of a 30,000sq.ft hangar for MK Airlines was also proposed. This would enable MK to service their aircraft at Manston rather than having to fly elsewhere for servicing, thereby reducing the number of flights in and out of Manston.
4. Plans for upgrading the Passenger Terminal on the existing site were continuing.
5. Tony Freudmann said that, as was public knowledge, MEPC planned to construct hangars on the Northern Grass for support services and the maintenance of aircraft. The effect of these developments on the number of aircraft movements would be minimal.
6. Alastair Robertson informed the meeting that a Complaints Line had been installed that day using the original Airport number (01843 823333). Callers would hear an answer-phone message asking them to leave their name and address, in response to which a complaints form would be reach them within 48hrs. Responses to completed forms would be made within 14 days. The Airport management was arranging for details of the complaints procedure to be advertised in the local press. The complaints form had been varied slightly, and copies were available from Thanet District Council. Supplies would be available to Parish Councils and local areas within the next few weeks. Complaints would be recorded and analysed on a month by month basis in co-operation with Thanet District Council. Posters advertising the Complaints Line were being printed, and would be made available to

Committee members to use in their areas.

7. Martin Tapp requested that MACC should receive at each meeting a list and analysis of complaints Alastair Robertson agreed to supply this.
8. Cllr Nicholas Cole thought that 14 days for answering complaints was too long Alastair Robertson said this was the maximum, but would sometimes be needed if a comprehensive reply was to be provided.
9. The Chairman said the important thing was that the complaints line was up and running He hoped the speed and quality of replies would gradually be improved eg as noise monitoring equipment started to produce useful data.
10. Cllr Barry Coppock read a statement from TDC concerning the proposed 20 acres of concrete apron This stated that when the Council received the submission it would have to decide whether the proposal could be treated as permitted development or if a planning application was required The decision would be based on an assessment of the likely environmental effects of the proposed development. It did not follow automatically that an Environmental Impact Assessment was required simply because the development involved a large area of concrete. It was for the Council to consider the case put by the developer and to assess whether there would be direct environmental consequences **and**, if there were, whether they would be of such significance as to warrant an EIA. If the Council concluded that there were any significant consequences, then an EIA would be required for the development and automatically a planning application would also be required If the Council concluded there were no significant consequences, an EIA would not be required and the developer would only have to consult with the Council, but not seek a formal planning permission The need or otherwise for an EIA would be assessed in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 and the advice given in the DETR Circular 02/99)
11. Martin Tapp referred to Tony Freudmann's statement in the September Minutes ([page 4 item ix](#)) that the Master Plan would be followed by an Environmental Impact Assessment, and then a Section 106 agreement with TDC What would now happen to this timetable?  
Tony Freudmann responded by stating that, on adoption of the Master Plan, Wiggins would be commissioning a series of reports on different environmental issues which, taken together, would give an assessment of the environmental impact of the main proposals In his statement referred to, **he had not meant an Environmental Impact Assessment within the strict definition of 1999 Regulations.**
12. Peter Binding said the impression had been given that a full EIA on the whole airport development would be carried out, not a series of smaller items. Was there going to be a full EIA on the whole airport, and if so when? Tony Freudmann said he had been referring to the creation of a dossier of assessments relating to separate areas such as traffic flow, drainage, rail connection etc. and which would in effect in due course constitute full environmental impact assessment.
13. In response to a question from John Garland, Wiggins and TDC representatives confirmed that the EIA would be an ongoing document, to be reviewed regularly in the light of new airport developments. Cllr Barry Coppock felt people should have confidence in the fact that Wiggins were on record as having pledged an ongoing EIA.
14. Peter Binding expressed concern that, if TDC were to authorise the concreting and hangar projects without a full consultation process on the grounds that it fell within the terms of the General Permitted Development Order, the projects could nevertheless lead to an increased throughput of aircraft, possibly even including night flights. Tony Freudmann, in reply, pointed out that Wiggins were required to tell TDC, in making their application, what the purpose of the proposed developments was. If, to take an extreme example, they were to say that it "was for a continuous 24hr operation, they would expect the Council to" require an EIA. Cllr Barry Coppock pointed out that the Section 106 Agreement would be concluded after a decision on the concreting had been taken, and therefore would take that into account.
15. Cllr John Bragg said he hoped that the Section 106 Agreement would deal with the measurement of noise, which was what most concerned residents, as well as other consequences of the airport's continuing development. The Chairman suggested that discussion of this subject be continued under Item 7 of the Agenda.
16. Alastair Robertson, continuing his report, said that the Airport management was trying to divert flight-paths away from St Nicholas over less inhabited areas to the north, and south to Dover. (Martin Tapp commented, however, that they were now going over his house, and it would be better if misery could be shared by varying flight-paths).
17. Alastair Robertson confirmed that the ILS (instrument landing system) was in operation, and hoped

that a second ILS to control landings in an easterly direction, would shortly be in place.

18. In answer to a question from Cllr Dennis Hart, Tony Freudmann confirmed that discussions regarding possible passenger flights were continuing, but flights could not be introduced until the additional concreting was complete, enabling passengers to be kept separate from cargo areas.

## 6. Environmental Working Group Minutes

1. Alastair Robertson explained to members of the public present the situation regarding breaking of aircraft on Northern Grass. (as in EWG minutes). Asked by Peter Binding whether the ban on further breaking would affect Air Atlanta's business at its Nethercourt premises, Mr Robertson said he did not know. The Chairman pointed out that this subject was outside the Committee's remit, but he assumed that TDC representatives had taken note of Mr Binding's question.
2. Peter Binding asked about hush-kitting of DC8's using the airport. Mike Kruger said that hush kits would be fitted by February 2000. He confirmed that hush-kitted aircraft would more than comply with regulations that Chapter 2 aircraft be phased out by 2002. It was not true that old aircraft were noisier or smellier than newer ones: all aircraft had to achieve the same standards to be certificated. In answer to a question, he explained the difference between Stage 2 and Chapter 2.
3. Mike Kruger also confirmed, in answer to a question, that no UK airports banned Chapter 2 aircraft. Tony Freudmann added that it would be illegal for any airport to ban them before 2002. Mr Kruger said that any aircraft, whether Chapter 2 or Chapter 3, could be fined if they exceeded noise limits. Asked why aircraft were noisier at some times than others, he said that noise was affected by factors such as wind and temperature.

## 7. Section 106 agreement

1. Cllr Barry Coppock read a statement from the Leader of TDC, as follows:  
 "Wiggins have submitted a 1st draft for progress towards a 106 agreement. This arrived at TDC on 19th November as per the agreed timetable.  
 "TDC will begin responding and negotiating with Wiggins. TDC have appointed Alan Stratford & Associates (ASA) (aviation specialists) to give specialist advice to TDC to ensure our responses are correct and a suitable 106 is drafted, then MACC will be invited to input into the consultation. The 106 will then be finalised and signed. The target is for the end of February 2000, but the 4 week period will govern the actual final date though both sides will endeavour to complete by the end of February.
2. The Chairman said he had hoped it might have been possible for a draft to be discussed at the meeting. But there would have been no point in discussing a draft from one side before the other side had confirmed that it was content with the broad outline. The Committee would not normally be meeting again until March, but in view of the timetable outlined by TDC it would be necessary to hold a special meeting to discuss the draft, probably in the second half of January .
3. Cllr Coppock said that although he hoped that the timetable he had outlined could be adhered to, some delay could not be ruled out.
4. **AGREED** that the Secretary would circulate with the minutes proposed dates for a special meeting; and that TDC would meanwhile keep the Chairman informed of developments over the timetable.

## 8. Any Other Business

1. Asked by Peter Binding what insurance was in place in the event of an accident, Tony Freudmann confirmed that the airport was insured for £500m.
2. Alastair Robertson apologised that pressure of business had prevented him from arranging a tour of the airport for members, promised for November. He would arrange it as soon as possible.
3. The Chairman thanked members of the public for coming to the meeting, and for accepting that this was a meeting for conducting business and not involving public participation.

## 9. Date of Next Meeting

To be announced, depending on progress with the Section 106 agreement.

There being no further business, the meeting closed at 9.10pm approx.

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**REVISED DRAFT**

**MANSTON AIRPORT CONSULTATIVE COMMITTEE  
MINUTES of the MEETING held on 17 MARCH 2000  
11.00am at MANSTON AIRPORT**

**PRESENT:**



Chairman  
Secretary  
Wiggins Group plc  
Wiggins Group plc  
Airport Managing Director  
Thanet District Council  
Thanet District Council  
Thanet District Council  
Canterbury City Council  
Kent County Council  
Kent County Council  
Acol Parish Council  
Broadstairs Town Council  
Birchington Parish Council  
Manston Parish Council  
Minster Parish Council  
St Nicholas-at-Wade Parish Council  
Monkton Parish Council  
Thanet Chamber of Commerce  
Manston Airport Group  
Dover District Council  
MK Airlines  
T&GWU  
Director of Planning Services -TDC  
Director of Environmental Services -TDC

The Chairman welcomed to the Committee Cllr Mrs Zita Wiltshire for Broadstairs Town Council, and Cllr Mrs Gillian Reuby as one of the three alternating representatives of Canterbury City Council.

**1 APOLOGIES**

Apologies for absence were received from John Elliott, John Bragg, Martin Tapp, Mike Kruger, Stephen Sadler, Nicholas Cole, Ray Razzell, Oliver Iny, and Dennis Hart. The Chairman welcomed Nadeem Aziz (for John Bragg), Michael Baxter (for Martin Tapp), Rex Upham-Hill (for Mike Kruger), Robin Tapsell (for Nicholas Cole), Philip Sackett (for Ray Razzell), Derek Lawrence (for Oliver Iny), and Alan Poole (for Dennis Hart).

The Committee was sorry to hear that the absence of Ray Razzell was due to the ill health of his wife, and best wishes were extended to them both.

## 2 MINUTES

The Minutes of the previous meeting having been circulated were agreed with the following two amendments:

Andrew Baker, Manston Parish Council had not been present as stated.

Page 7 Item 9.1. under Any Other Business. John Elliott had reported that proposed road improvements passed by KCC had been deferred, not rejected as stated, for consideration later in the year.

These amendments having been noted, the Minutes were signed as a true record by the Chairman

## 3 MATTERS ARISING

1. Cargo movements: David Tyson queried cargo movement figures quoted in papers circulated with last Minutes. The Chairman said that the paper had not been a part of the minutes. {NOTE: This was not challenged at the time, but was incorrect] Alastair Robertson did not have figures to hand to answer the queries. The Chairman suggested that he should provide an answer at the next meeting.

## 4 SITUATION REPORT on AIRPORT DEVELOPMENTS

- 4.1 Alastair Robertson reported:
  - 4.1.1 that Oxfam relief flights to Mozambique had moved some 250 tonnes of aid, without the need for night flights.
  - 4.1.2 that there had been an increase in training flights, mainly by British Airways for crew familiarisation, which also assisted in the training/qualification of Manston Air Traffic Control staff.
- 4.2. Tony Freudmann reported:
  - 4.2.1 That at the last meeting, MACC had considered the application for the laying of concrete. Wiggins were to submit this to TDC by 16 February, but the application was delayed by the receipt of a letter from Richard Buxton -lawyer for Manston Airport Group -which letter had not been shown to the Committee at its meeting. TDC had deferred a decision. Wiggins' lawyers had responded to TDC from whom a decision was now awaited.
  - 4.2.2 Mr Freudmann continued that Wiggins found that some of the comments made in a letter from MAG to members of TDC Planning Committee amounted to personal abuse. Such comments were unhelpful and of no benefit to either party. If matters were raised outside Committee, Wiggins would not respond.
- 4.3. David Tyson explained that MAG had not received Mr Buxton's letter by the date of the last meeting. He asked Mr Freudmann to substantiate his accusation. It was odd that Wiggins should complain about MAG acting out of Committee when they had announced their concreting plans in the press well before informing MACC. The Chairman suggested that the issue of "personal abuse" should be cleared up out of Committee.
- 4.4. Barry Coppock said members should be proud of the use of Manston for relief flights to Mozambique. He thanked Airport staff and applauded their effort. David Tyson seconded.

## 5 SECTION 106 AGREEMENT

- 5.1. Section 52 Agreement 1988

5.1.1 The Chairman, referring to the Minutes of the previous meeting, drew attention to the fact that Trevor Herron had, in response to a query, stated that the existing Section 52 Agreement had nothing to do with the proposed Section 106 Agreement. There had been a considerable number of queries on this statement, and it had been pointed out that the draft Section 106 Agreement states that "the Council releases the Owner from the covenants contained within the 1988 Agreement.

5.1.2 Trevor Herron apologised for the misunderstanding. At the time of making that statement, only Heads of Terms were under consideration (what is now Schedule 2), And up till then no mention had been made of Section 52 in the context of 106 Agreement negotiations.

5.1.3 Tony Freudmann said that Wiggins had been pleased to pay for the publication of the full Section 106 in the local press so that every member of the community could read it in full. Negotiations with TDC had been vigorous and Wiggins believed they had made important concessions. They would be following up the Agreement with a number of studies, which would be published, and brought to MACC for consultation.

- 5.2. General Comments on the Agreement: The Chairman suggested that discussion should concentrate on the Second Schedule of the draft. The preamble consisted mainly of technicalities, and the First Schedule (which had not yet been drafted) would merely consist of a detailed description of the Wiggins site.

5.2.1 John Garland said there was an item in the preamble that needed discussion, namely the 3-year term of the agreement. Trevor Herron explained that changes were quite likely to be made within that period, e.g. because airport developments required planning authority.

5.2.2 The Chairman asked community representatives in turn to give their communities' general reactions to the draft.

5.2.3 All community representatives except one reported concern at the possibility of night flights. Several felt that Quota Count 4 aircraft were unacceptably noisy and that the threshold of 63dB was too high. Some doubt was expressed about the reliability of the 1996 noise contour map.

5.2.4 Alan Poole, Michael Baxter and David Tyson questioned the removal of the 1988 Section 52 Agreement which had been perceived as a ban on night flying, and Zita Wiltshire claimed that both Tony Freudmann and Barry Coppock had stated in early 1999 that there would be no night flying at Manston.

5.2.5 Michael Baxter said it should not be for the operator to submit a night flying noise policy to Thanet District Council, but rather the reverse.

5.2.6 Several members wanted more restriction on engine testing and a dedicated testing bay constructed.

5.2.7 Robin Tapsell (for Monkton) and Gillian Reuby (Canterbury) reported concerns regarding route and frequency of training flights.

5.2.8 John Garland, David Tyson and Nadeem Aziz (Dover) said that a Masterplan and EIA should precede a Section 106 Agreement and should be based on the findings of the EIA.

5.2.9 There was support for Gillian Reuby's view that more information/explanation would have been welcomed, the draft document being difficult to understand, particularly as plans and maps referred to in the agreement had not been included

5.2.10 Michael Baxter and Nadeem Aziz had found the consultation period too short.



5.2.11 It was generally felt that the level of fines was not sufficient deterrent and operators would simply treat these as normal operating costs. It was suggested that figures should be indexed for inflation, and that an escalating scale might be introduced to penalise frequent offenders. Nadeem Aziz said the use of fines for community benefit should not be confined to Thanet, but spread to include other similarly affected areas in Dover and Canterbury .

5.2.12 KCC TUC and Thanet Chamber of Commerce all welcomed the agreement and the fact that environmental issues were being addressed., but Tony Gould (TUC) said that the Masterplan and EIA should precede a Section 106.

5.2.13 Other issues raised were: Sunday flying; Transportation of livestock; Flightpaths; possible height restriction of flights.

- 5.3. Term of Agreement: The Chairman said that the original time table put forward by Wiggins had been for a Masterplan followed by environmental assessment, followed by a Section 106 Agreement. TDC then decided it wanted a Section 106 Agreement earlier. It would be useful to know what kind of criteria had been used in setting the terms of this agreement without use of a Masterplan or Environmental Impact Assessment. Also whether, if a Masterplan and EIA were completed (as provided for) within 12 months, consideration , would be given to amending the Agreement in the light of their findings.

5.3.1 Barry Coppock said that like most businesses, Wiggins could not forecast how much business there would be. The Committee must accept that there had to be give and take on both sides. The first draft Section 106 was for a 3-year term. But, should Wiggins undertake something fundamental, TDC could go back and ask for the agreement to be revised, and this was expected to happen. In 18 months or two years the Council would have a much better idea.

5.3.2 Leigh Herington, KCC, said that the Masterplan and EIA would bring in other matters that would need control, but the proposed Section 106 did not prohibit such consideration.

5.3.3 David Tyson pointed out that General Permitted Development Rights granted to Wiggins were under contention, and Trevor Herron confirmed that TDC were also seeking legal opinion on this.

- 5.4. Section 2 -Noise Contour Map

5.4.1 David Tyson stated that the contour was out of date. Noise levels had increased since 1996. A Consultation Paper recently produced by DETR had given 57dBLeq as the level at which significant community annoyance began. He also considered that the amount of fines was insufficient and did not constitute biting sanction.

5.4.2 There followed some discussion on agreed acceptable noise levels, both Trevor Herron and Brian Lear (TDC) stating that the noise contour shown in Plan 2 measured average noise over 16 hours. The threshold of 63dBLeq had been set by analogy with other UK airports. Trevor Herron said £10,000 was the industry norm for fines for aircraft exceeding statutory noise levels.

5.4.3 Replying to questions, Trevor Herron said the noise contour chosen for 1996 was a defensible position for the Council, as it reflected the known noise situation prior to Wiggins taking over the airfield.

5.4.4 Michael Baxter asked who would carry out the noise monitoring once the required equipment had been installed. Alastair Robertson said Airport staff would do this, but TDC would be consulted on the readings. "

5.4.5 David Tyson suggested mobile monitoring. David Jillings recalled that at a previous meeting it had been agreed that there would be mobile monitoring. Alastair

Robertson stated that fixed monitors must be used to comply with international standards, the company would also carry out checks using mobile monitors. The Chairman pointed out that this was not specified in the 106 Agreement. Alastair Robertson said it could not be included because a consultancy report was awaited, but it was Wiggins' intention to do some mobile monitoring.

5.4.6 David Jillings and David Tyson felt that if a 57dB level was accepted in due course by DETR as being the norm, then that should be the figure used at Manston.

- 5.5. Dwelling Insulation Scheme - No substantial comments were made on this section.

- 5.6. Preferred Departure Runway/Noise Abatement Routes

5.6.1 In response to concerns expressed earlier, Alastair Robertson said the proposals in the draft were carefully designed to avoid major centres of population. But runway use had to depend on the weather. It was not possible to raise the height of the flightpath over Ramsgate.

- 5.7. Noise / Pollution Monitoring

5.7.1 Cllrs Jillings and Baker (for Cliffsend and Manston resp. ) said residents of those areas experienced intensive gasoline smells over short periods, caused by aircraft fuel emissions. Monitored readings averaged over a period of time would not show the degree of such pollution, and instant readings were required. Brian Lear (TDC) said all possibilities were being considered. It was suggested that more than three tubes might be needed, and that in locating them, priority should be given to locations which had problems.

5.7.2 Barry Coppock thought that MACC might like to utilise funds accumulated from fines for such equipment in the future, but the Chairman said this was an current problem. Zita Wiltshire and others thought the polluter should pay. John Garland said an Environmental Impact Assessment would pinpoint such items and pointed out that a huge investment would be required.

- 5.8. Engine Testing

5.8.1 John Garland and David Tyson asked whether there were plans to build a dedicated engine-testing bay. Alastair Robertson said there were no plans for an engine testing facility and that such facilities had not proved very successful in limiting noise.

5.8.2 Zita Wiltshire asked why engines needed to be tested at 11 pm- Alastair Robertson responded that they were only tested at this time in exceptional circumstances- Trevor Herron pointed out that the draft Agreement limited engine testing to 9pm unless circumstances were exceptional.

- 5.9. Night Flying

5.9.1 Trevor Herron explained that the Section 52 Agreement 1988 that prohibited night flying by civil aircraft within the civil enclave was not enforceable. The agreement did not affect movements outside of the civil enclave. Before Wiggins decided to operate night flights, however, they would be obliged to produce a night flying noise policy.

5.9.2 Tony Freudmann confirmed that Wiggins could not start regular night flights without submitting a night flying noise policy to roC at least six months before the commencement of regular night flights. At present there was no demand for, therefore no intention to start, regular night flights. If such a demand materialised, then the company would prepare such a policy.

5.9.3 In response to queries, Alastair Robertson said it would not be viable, in any event, to operate occasional night flights. David Tyson felt this should be put into the Agreement to avoid confusion.

5.9.4 David Jillings asked for an explanation of "The Owner agrees to prepare a night flying noise control policy, in consultation with the Council", to which Tony Freudmann replied that there would be genuine consultation but that Wiggins would not agree to, TDC giving a veto. If, after due consultation, TDC, did not agree, Wiggins could still theoretically go ahead. Mr Jillings suggested that the wording "enter consultation with the intention of reaching agreement" would display intent, but Wiggins and TDC said that, as such words were not binding, it would not be appropriate to include them in the Agreement.

5.9.5 There was discussion about the acceptability of Quota Count 4 aircraft, and the level of noise they produced. In view of Members' concerns, Brian Lear agreed to circulate to members copies of DETR's latest information and findings on this subject.

5.9.6 David Tyson stated that according to the Melrose Report, all DC8s (such as those operated by MK Airlines) were Quota Count 4 on landing. In his view, the DC8s were unacceptably loud. In response Alastair Robertson stated that the acceptance of the Melrose findings was in broad principle.

5.9.7 John Garland asked if 63dB was best practice, was Quota Count 4 also best practice? Trevor Herron said that acceptable noise levels differed between airports. TDC had tried to strike a balance. Brian Lear said the set limit was not unreasonable using information from other airports.

5.9.8 Michael Baxter asked if Members could have sight of TDC's legal advice. Trevor Herron said no.

5.9.9 David Tyson said there should, at least, be a ban on aircraft with a QC in excess of 4, in line with other London Airports. Fines were insufficient compensation for the disturbance that would be caused.

- 5.10. Green Travel Strategy

5.10.1 Tony Freudmann said the production of this document was a commitment in the Agreement that Wiggins took very seriously. It was important that in the future as many people as possible travelled to the airport by means other than private car.

- 5.11. Masterplan

5.11.1 Tony Freudmann said the Masterplan would show projected development at the airport over 5, 10 and 15 years, including new road, and rail infrastructure. The Masterplan would be published as quickly as possible and MACC would be invited to discuss it.

- 5.12. Environmental Impact Assessment

5.12.1 John Garland asked whether health and safety issues would be included in discussions regarding an Environmental Impact Assessment, as an EIA would throw up areas of risk. Trevor Herron said this was not usual, but Leigh Herington said that in such consultation processes a section regarding areas of risk to the public was often included.

- 5.10. Payments

5.13.1 The Chairman said that it would be necessary to create a separate charitable trust to administer payments received from fines.

- 5.14. In response to a question from David Tyson, Trevor Herron said the next step was for a meeting to be held between Wiggins and TDC. Once comments from the public had been received and considered, progress was a matter for TDC Policy Committee, not open to further public consultation.

- 5.15. David Tyson proposed that: the Section 106 Agreement permitting night flying using Quota Count 4 aircraft should not be signed as it did not protect the people of Thanet. After some discussion, members were not in favour of putting the proposal to

the vote, but it was agreed that it should be recorded that most community representatives had, on behalf of the bodies they represented, expressed concern regarding night flying policy contained in the draft Section 106 Agreement.

- 5.16. The Chairman encouraged members to independently send the views and comments of the bodies they represented to TDC, in addition to the letter he would be forwarding on behalf of MACC.

## **6 ANY OTHER BUSINESS**

1. Representation on the Committee IT WAS AGREED that seats on MACC be offered to local branches of the Association of Parish Councils to cover those areas affected by Airport development that at present had no representation.

**7 DATE of NEXT MEETING** To be advised.

There being no further business, the meeting closed at 2. 15pm-

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## ***MACC Chairmans letter to TDC Planning officer.***

Chairman: Sir Alistair Hunter. Secretary: Mrs Tessa Sherriff **Manston Airport Consultative Committee**

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Broadstairs

Kent CT10 2GW

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26 March 2000

Mr R T Herron

Thanet District Council

PO Box 9

Cecil Street

Margate CT9 1XZ

### LONDON MANSTON AIRPORT: DRAFT SECTION 106 AGREEMENT

The Manston Airport Consultative Committee met on 17 March to consider the draft Section 106 Agreement which you sent us, on behalf of TDC and Wiggins, and put out to public consultation.

You were present at the discussion, and will no doubt have made note of the points raised. They were many and varied, and though I attempt in this letter to summarise them, it is not easy to do so comprehensively. This is why I urged community representatives present at the meeting to send their organisations' own comments to you separately.

Some unease was expressed that the Council were pushing through a Section 106 Agreement so quickly, before the master plan and environmental impact assessment had been completed. The latter would have provided expert advice on which parameters set out in the 106 Agreement could have been based. Your assurance was noted that the Agreement could, and probably would, be updated before expiry of the 3 years for which the initial version is declared to run, as new developments and new information required.

The following comments were made on the Second Schedule (numbers correspond to sections in the Schedule):

#### 1.Night Flying Noise Policy

Night flying is without question the issue which most disturbs the local community and all but one of the community representatives expressed their concern at the possibility of regular night flights. Some of those present wher comforted by Tony Freudmann's assurance that no night flights were currently in prospect, and by his drawing attention to the fact that a night flying noise control policy, embodying principles of best practice and appropriate to the porntial level of disturbance, would be prepared at least six months before any regular night flying policy commenced. Nevertheless, the concern has not disappeared. I suggest, in the light of our discussion, that what is most needed to reassure the community on this point is a detailed expert advice on the level of disturbance which different types and levels of night

flying would cause in this locality, and comparison with practices of other airports with similar configurations of surrounding population. Hopefully, this can be provided, eg as part of the planned environmental impact assessment, before the issue becomes an actual one.

The principle of financial penalties was welcomed, but the figures mentioned 1.3 (and in 8.2 and 9.1) were thought by some participants to be so low as to not provide significant deterrent to operators. Others thought the figures should be index linked, and that an escalator scheme ought to be introduced for persistent offenders.

## 2 General Noise Limitation

Most participants seemed to accept that the proposed threshold of 63 dB Leq is an acceptable starting point, on the basis of comparison with other airports. It was noted, however, that the Government's recent consultation paper on airports in the South-East claims there is research which shows that 57 dB Leq represents "the onset of significant community annoyance". Some participants expressed the hope that a progressive reduction in the threshold would materialise, either because technical developments made it possible, or because of changes in government policy, or both.

Some doubt was expressed about the reliability of the 1996 contour chart. The provision in 2.2, for an updated contour chart to be produced within 12 months by an independent consultant, was welcomed.

## 3. Dwelling Insulation Scheme

The proposal to submit a scheme for noise insulation of dwellings was welcomed, though it was noted that no mention is made of who will pay what proportion of the cost.

## 4. Preferred Departure Runway

## 5. Noise Abatement Routes

Wiggins' reassurances were welcomed that the routes concerned were devised to avoid Herne Bay and other major centres of population.

## 7. Pollution Monitoring

## 8. Noise Monitoring

The proposed measures were welcomed. It was thought that more than three pollution monitoring tubes might turn out to be needed, and that their locations should include those population centres whose representatives complained at the meeting of fuel smells (Manston village, Cliffsend). The meeting was reminded that Wiggins had spoken at an earlier meeting of possibly using mobile noise monitoring equipment. Some of those present thought that this might be needed in addition to the fixed terminals provided for in the Agreement, so as to ensure that readings were taken in the areas of chief disturbance.

## 9. Engine Testing

The draft section was supported, after Wiggins had explained why engine testing occasionally had to happen during unsocial hours, eg after a technical fault was discovered before take-off.

## 10. Green Travel Strategy

No significant comment was made by community representatives.

## 11. Environmental Impact Assessment.

This commitment was welcomed, for reasons given above.

## 12 Payments

This provision, too, was welcomed, as a way in which the Airport could give back to the community. I undertook to provide you with advice on how the proposed Fund might be set up.

My information is that at Gatwick, the Fund is administered by the airport owners (BAA Gatwick) but monitored by the Consultative Committee. Grants are made for environmental improvements, school projects and community support, applications being judged by a panel consisting of the Chairmen of the Consultative Committee and the Airline Operators' Committee and the BAA Gatwick Managing Director. At Manchester, too, the fund is administered by the Airport and the grants made mainly for environmental and recreational projects. Five of the Trustees are local authority representatives who are also on the Consultative Committee, and the sixth is a member of the airport company.

You may like to draft Section 12 flexibly, so as to give us scope to decide the precise form of the Fund when we have done further research. I do not think it feasible to "constitute MACC as a trust" and suggest that this reference should be deleted. The Fund will have to be constituted as a separate organisation, as happens elsewhere. In our circumstances, MACC may have to administer the Fund; but before I agree to this we would need to look at workload against resources. NB that the Airport does the administration at both Gatwick and Manchester. The alternative, as you say, is for payments to be expended by Thanet District Council; but might this solution not run into objection from Canterbury, several of whose parishes are more affected by airport noise and pollution than some parts of Thanet? Also from Dover, whose representative made the point at our meeting. I suggest deletion of this reference too, at least for the time being.

Sir Alistair Hunter  
Chairman

copy: Mr Tony Freudmann  
Wiggins Group plc

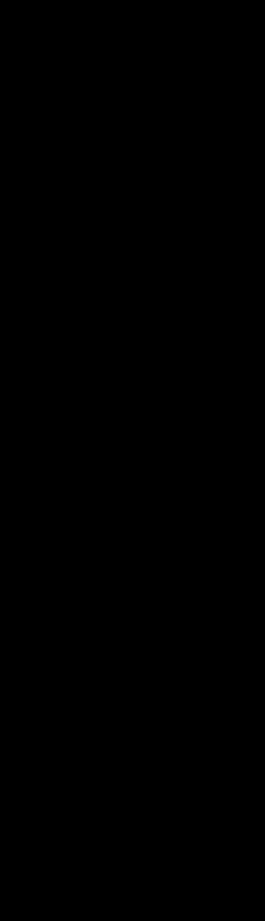
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# ***MANSTON AIRPORT CONSULTATIVE COMMITTEE***

**MINUTES of the MEETING held on 6 JUNE 2000  
10.00am at MANSTON AIRPORT**

## **PRESENT:**



Chairman  
Secretary  
Wiggins Group plc  
Airport Managing Director  
Thanet District Council  
Thanet District Council  
Thanet District Council  
Canterbury City Council  
Kent County Council  
Kent County Council  
Acol Parish Council  
Birchington Parish Council  
Manston Parish Council  
Minster Parish Council  
St Nicholas-at-Wade Parish Council  
Monkton Parish Council  
Thanet Chamber of Commerce  
Manston Airport Group  
Dover District Council  
MK Airlines  
T & GWU  
KAPC Dover Area Committee  
KAPC Canterbury Area Committee  
Pfizer Ltd

The Chairman welcomed to the Committee Cllr Ron Flaherty , one of the three alternating representatives of Canterbury City Council; Nigel Whitburn for Kent Assn of Parish Councils (Dover); Tony Austin for KAPC (Canterbury); and Judith Singleton for Minster PC (who arrived later).

## **1 APOLOGIES**

Apologies for absence were received from John Bragg, Mike Kruger, Nicholas Cole, Oliver Iny, Tony Gould. The Chairman welcomed Nadeem Aziz (for John Bragg), Rex Upham-Hill (for Mike Kruger), Robin Tapsell (for Nicholas Cole) and Mike Ede (for Tony Gourd).

## **2 MINUTES**

- 2.1 A revised draft of the Minutes of the previous meeting with several amendments had been circulated. Two further amendments been requested by David Tyson had not been included. Firstly, Mr Tyson wished it recorded that, contrary to Cllr Coppock's understanding, under the present draft Section 106 Agreement occasional non-scheduled night flights would be permitted before a night flying policy had been



introduced. Both Tony Freudmann and David Tyson had corrected Cllr Coppock at the March meeting.

- 2.2 Secondly, Mr Tyson said that according to the Melrose Report, all DC8s operated by MK Airlines were auota Count 4 on landing, but that Mr Robertson had disagreed. Chairman proposed Minutes remain as amended and Quota Counts be discussed later in the Meeting.
- 2.3 Alastair Robertso'.' did not accept that The Melrose Report stated that auota Count 4 was too loud He denied having said {as recorded) that acceptance of the Melrose Report did not mean it would be followed in every detail. Whilst as Airport Director he had some personal reservations about some of the details contained in the Melrose Report, its recommendations had been accepted and would be implemented.
- 2.4 David Jillings referred to 5.9.4 Mr Tyson suggested that the wording... ..." should read "Cltr Jillings suggested... .."
- 2.5 The Committee accepted the Minutes subject to the amendments. and once these had been made, the Minutes would be signed by the Chairman as a true record.

### 3 MATTERS ARISING

- 3.1 Night Flying: Responding, to a query from Cllr Flaherty, Mr Freudmann confirmed that there would be no night flights apart from occasional ones unless or until a night flying policy had been agreed with TDC. The small exception to this was to cover inbound flights from the USA between 6 and 7am and outgoing Rights during that hour going to Europe, subject to those aircraft being ac4 or below.
- 3.1.1 Cllr Flaherty then requested that Canterbury City Council be included in negotiations concerning any night flying policy, but Cllr Coppock, speaking for TDC, stated it was not TDC's intention to invite other Councils to take part in negotiations. Amendments made to the draft document had taken into account views expressed in submissions following public consultation. Mr Freudmann stated that if a night flying policy were required in the future, although as a company Wiggins' legal obligation was to TDC, in practice Canterbury City Council, Dover District Council as well as MACC would be consulted.
- 3.2 Martin Tapp asked about Trevor Herron's statement under para 5.2.1 concerning the 3-year term of the Agreement. The Chairman's understanding of this was that changes were likely within that period as any major development project, i.e. a new terminal building, would require planning authority, and issues may arise which would lead to a revision of the 106 Agreement.
- 3.3 Martin Tapp queried noise monitoring (item 5.4.5) asking whether the monitor at the Western end would be down the flight path rather than 65km in a straight line from the end of the runway. Alastair Robertson referred to his previous statement that use of monitors had to comply with international regulations, but the mobile monitor could be used to measure noise directly under the flight path. It was noted that a flight path on takeoff may differ from that on landing. Although, as reported by David Tyson, other airports use two monitors in such circumstances, the Chairman pointed out the need to balance efficiency against cost. Could Mr Tapp's point be met by means of the mobile monitor? Mr Robertson said it could be considered, but must wait until consultancy report received.
- 3.31 After some criticism that Martin Tapp's concern was personal, Mr Tapp pointed out that he represented a far wider area than his home territory David Jillings felt that it was a worthwhile point and such local problems should not in any event be

overlooked There were localised problems, and LMA should ensure that mobile monitoring should be conducted where it was needed.

- 3.3.2 Martin Tapp queried noise monitoring (item 5,4.5) asking whether the monitor at the Western end would be down the flight path rather than 6.5km in a straight line from the end of the runway. Alastair Robertson referred to his previous statement that use of monitors had to comply with international regulations, but the mobile monitor could be used to measure noise directly under the flight path. It was noted that a flight path on takeoff may differ from that on landing. Although, as reported by David Tyson, other airports use two monitors in such circumstances, the Chairman pointed out the need to balance efficiency against cost. Could Mr Tapp's point be met by means of the mobile monitor? Mr Robertson said it could be considered, but must wait until consultancy report received.
- 3.3.3 After some criticism that Martin Tapp's concern was personal. Mr Tapp pointed out that he represented a far wider area than his home territory. David Jillings felt that it was a worthwhile point and such local problems should not in any event be overlooked. There were localised problems, and LMA should ensure that mobile monitoring should be conducted where it was needed.

#### **4 PROGRESS REPORT by MANAGING DIRECTOR. LMA**

Tony Freudmann reported:

- 4.1 Concreting: Thanet District Council had last week granted planning permission for the concrete aprons. Work would commence early next month and would hopefully be completed early Autumn.
- 4.2 Section 106 Agreement: There had been further discussions to take into account the 300+ responses received to the public consultation and the Agreement had been amended accordingly. A further draft had been sent to TDC's lawyers last week and signing was imminent. Mr Freudmann reminded members that MEPC had last year purchased various sites, including a parcel of the land on the airport itself where they intended to build cargo warehousing. MEPC had agreed to discuss with TDC joining in the Section 106 Agreement. There was nothing MEPC could do to undermine anything in the Agreement, and it was not thought that the recent take over of MEPC would delay matters unduly. Cllr Coppock, for TDC, apologised for the delay. TDC felt that all land at Manston should be covered by any Section 106 Agreement, and there should be a 106 Agreement with any landowner. Mr Freudmann said a meeting had been held at which dates for signing were discussed, nothing in the draft agreement had been contravened.
  - 4.2.1 The Chairman asked whether the clock had started on items such as installation of monitoring equipment. Mr Freudmann replied that work had not yet begun, but the time limits set by the 106 would be met as from now.
  - 4.2.2 Cllr Coppock said TDC would not declare that it had signed a 106 Agreement until it was satisfied that all landowners were aware of the contents of the Agreement and were willing to sign to it, or at least give assurance that any changes would be advised or at least reported. Until such time as contact had been made with MEPC or whoever now owned that company. TDC would not announce that it had signed an agreement.
  - 4.2.3 The Chairman stated that the original timetable forecast last Autumn envisaged the 106 as the end of a process which would begin with a Master-Plan and an Environmental Impact Assessment. with the 106 Agreement being concluded by

November 2000. forecast TDC for good reasons had wanted to get a 100 in advance of that timetable, but it appeared now to be slipping back to the original timing. It was important that this should not delay completion of the Master-plan.

- 4.2.4 Cllr Coppock said the production of the Master-plan had not been put on hold, and TDC expected to see a draft within weeks. Environmental Impact Assessment had not been delayed either. It was possible that a draft Master-plan would be available before the signing of the Section 106.
- 4.3 Master-plan: Mr Freudmann confirmed that the Master-plan was almost complete, and suggested that Wiggins would be in a position to issue a draft for consultation next month. He confirmed to the Chairman that this would be presented to MACC as a draft. People had a right to know what was being planned, and Wiggins wanted feedback. Formal planning processes existed into which this must be fed -Structure plan procedure, Regional Development Plan procedure - and it would be fed into all these, leading to public consultation. Wiggins were subject to District, regional and, ultimately, national DETR policies concerning airport development.
- 4.3.1 Leigh Herington reported that KCC was about to publish a draft Local Transport Plan due for submission to the Government by 31 July. Mr Herington was aware that the text concerning Manston Airport service access could be improved, and, as final consideration by KCC would take place mid-July, he sought an early discussion between KCC and the airport owners to run through appropriate text Local transport plans were an important statement of public policy had financial implications. Mr Freudmann noted these remarks.
  - 4.3.2 David Tyson asked when the Masterplan might be published, in view of the fact that the Section 106 requires an Environmental Impact Assessment within a set time after publication. Tony Freudmann said the Masterplan on which the EIA would be commissioned would undoubtedly be ready by September. One function of the Masterplan was to set terms of reference for Environmental Impact work.
  - 4.3.3 Ron Flaherty asked whether Canterbury CC's request for urgent installation of ILS beam to alleviate noise over Herne Bay, which was to have been installed in January, had been acted upon. Alastair Robertson confirmed that TDC had passed the application subject to completion of the consultation period.
  - 4.3.4 Cllr Flaherty further expressed the hope that Canterbury City Council, together with Dover District Council, would be included in discussions regarding the Masterplan.
  - 4.3.5 John Garland asked whether the "concreting" work included construction of the hangar Tony Freudmann confirmed that it did, adding that work relating to freight traffic should be completed by November, and that relating to passenger traffic by January 2001.
- 4.4 New Business:
- 4.4.1 Tony Freudmann reported that Wiggins had completed agreements with other airports -Smyrna, (Tennessee), Odense (Denmark) and Pilsen (Czech Republic). These would be followed by others in Portugal, Spain, Italy, Hungary and Scandinavia, developing cargo and passenger business resulting from these airports effectively being twinned with Manston. Wiggins were keen to encourage links between the communities concerned.
  - 4.4.2 Alastair Robertson reported that flights to Jersey were currently operational every Saturday until 30 September, and
  - 4.4.3 An agreement had recently been negotiated with World Airways to bring cruise passengers from JFK Airport, New York, to Manston from where they would

continue to Dover. The provisional programme involved 20 flight movements in total, involving 6,600 passengers.

## **5 SITUATION REPORT by DIRECTOR OF OPERATIONS. LMA**

- 5.1 Cargo movements: Alastair Robertson apologised for the inaccuracy in the figures previously issued which had been caused by columns being transposed.
- 5.2 Mr Robertson then proceeded-with a presentation of [latest figures](#) -copies attached hereto.
- 5.3 Complaints update: After Mr Robertson had shown detailed lists of complaints received -copies attached hereto -several matters arose.
  - 5.3.1 Andrew Baker and David Tyson having pointed out that all complaints were shown as "noise", and complaints concerning fuel emissions were not detailed, Mr Robertson agreed to amend the complaints form accordingly.
  - 5.3.2 Mr Robertson also acceded to Ron Flaherty's request that supplies of forms be distributed for regional offices in Dover and Canterbury.
  - 5.3.3 David Tyson pointed out that figures provided by LMA and TDC for total number of complaints for 1999 differed. TDC quoted 313, whereas LMA quoted 208. Mr Tyson suggested the Airport and Council get together to provide authorised cumulative figures.
  - 5.3.4 David Tyson suggested that some complaints from MAG members, having been sent to TDC, had not been passed on to the Airport. Cllr Coppock hoped that TDC was not acting as a barrier. At the Chairman's suggestion, David Tyson agreed to pass copies of these complaints to Cllr Coppock for investigation.
  - 5.3.5 In response to Cllr Coppock's query on MACC's role regarding complaints, the Chairman confirmed that under DETR guidelines, MACC should be informed in order to form a picture of the number and pattern of incidents giving rise to complaints.
  - 5.3.6 There had been an incidence of a training flight on a bank holiday that had caused considerable disturbance, but the complaints line had failed and no messages were able to be taken. Alastair Robertson reported that the cause of this failure was never discovered but could have been due to work on internal telephone systems. The fault had now been repaired. The line was checked each morning, but this could be done more frequently.
  - 5.3.7 David Tyson enquired about a DC10 reported as dumping fuel and bursting a tyre. Mr Robertson said there had been no fuel dumping. This was a training flight that despite bursting a tyre had not constituted any danger.
  - 5.3.8 The Chairman felt there it would be helpful to have details of those incidents which gave rise to more complaints.
  - 5.3.9 David Jillings asked for identification of areas giving rise to complaints. whilst others felt that advance warning of intense activity would be appreciated. Several members requested that data be analysed in greater detail before presentation.
  - 5.3.10 Mr Robertson responded by saying there was the ability to provide as detailed information as anyone required, but insufficient resources to collect the data. John Garland asked whether any action had yet been taken in response to complaints. Mr Robertson said a flightpath had been moved and it should be remembered that by 2002 all noisy aircraft would have been hush kitted.
  - 5.3.11 John Garland asked whether training flights would continue. Mr Robertson replied that delays in laying the additional concrete required to increase business, meant that training flights remained important financially. So long as the Airport

needed training flights, Mr Robertson would have to continue to operate them. The number of training flights would diminish as other business increased.

- 5.3.12 Referring to previous minutes, David Tyson recalled a statement that all DC8's operated by MK Airlines would be hush kitted to Chapter 3 standard by February 2000. Had this happened? Rex Upham-Hill for MK Airlines stated that to his knowledge, the hush kits were still under test and the aircraft had therefore not been fitted with them.
- 5.3.13 Mr Robertson's figures showed that Runway 28 was used, on average, 75% of the time. In certain wind conditions, Runway 10 had to be used. However, some members pointed out that even on windless days, aircraft sometimes departed from the eastern end, and some days from both ends. Mr Robertson explained that the final decision rested with the captain of the aircraft, and conflicting traffic had to be considered.
- 5.4 Alastair Robertson then offered committee members an escorted tour of the Airport in parties of up to 8, during the period 10-14 July. The visit would start at 8.30am and finish around 11.00am. Forms would be distributed for completion by those interested.

## **6 QUESTIONS from DAVID TYSON. MAG**

- 6.1 Aerodrome Manual: Mr Tyson pointed out that the Aerodrome Manual states, regarding noise mitigation, " aircraft on approach should not intercept the glide path. as described by the ILS, below 2,000 feet". This meant they should approach in a straight line on reaching the sands at Ramsgate and not turn over the town. Had a record been kept of how many times the Manual has been breached since installation of the ILS and publication of the Manual?
- 6.1.1 Alastair Robertson did not consider such approaches constituted a breach. The Aerodrome Manual contained guidelines for use by pilots and air traffic controllers, but there would be circumstances under which it would not be possible, for one reason or another, for a direct approach to be made. For example, some Air Traffic Controllers were as yet not fully trained to use ILS. Mr Robertson was very conscious of the fact that the residents of Ramsgate had been subjected to extreme disturbance over the top of the town, at what were reputed to be low levels, and had recently reinforced the need by Air Traffic Controllers that, if they were not able to follow the ILS for any reason, pilots should turn over the bay and not over the town. He apologised for the disturbance that had been caused.
- 6.1.2 Mr Tyson explained that the reason he had asked the question was that according to the minutes of an Environmental Working Group meeting held in November 1999, it was established that persistent offenders who failed to conform to the Aerodrome Manual could be fined. ' How were persistent offenders identified if no record was being kept?
- 6.1.3 Mr Robertson said the precise reason for the offence would have to be established. Sometimes the situation would not have been entirely of the pilot's making. In the past there had been occasions when the duty Air Traffic Controller had not had a rating which allowed the use of ILS, and in doing so would break his CAA licence. This problem should reduce as controllers became fully trained. Mr Robertson agreed to investigate the reported incident of DC8 aircraft turning 1.5 miles short of the runway.
- 6.2 Quota Counts: The Quota Count system, discussed at the last meeting, formed an essential part of the Section 106 Agreement, but there appeared to be some

discrepancy regarding the precise Quota Count of the aircraft currently using Manston. The public had a right to know the exact Quota Count relating to aircraft that they could expect to be using Manston at night.

- 6.2.1 Alastair Robertson disputed any discrepancy about the QC range applicable to DC8 range aircraft. As published, it was QC4 on landing and QC8-16 on take-off. Any aircraft wanting to use Manston between the hours of 23.00 and 07.00 on an occasional basis would be required to produce its noise certification issued by its State of registration. If this did not conform to QC4 (or less) permission would not be granted.
- 6.2.2 Mr Tyson quoted the latest Heathrow and Gatwick sound notice, which showed that DC8 54 series aircraft were Quota Count 8 on landing. This, he said, showed an instant discrepancy in the Melrose Report as that report stated that the DC8's operating from Manston are QC4 on landing. This was important in that the Report was the only access the public had to such information. He confirmed his request for publication of the Quota Count rating for every aircraft using Manston. Mr Freudmann said that, as specified in the draft 106 Agreement, no aircraft would be permitted to land at night, even occasionally, should its QC exceed 4. That made the request irrelevant. He wondered how the Airport could be expected to provide this information. Mr Tyson said that other airports did so, and the working equation was available.
- 6.2.3 Mr Tyson asked Wiggins and LMA to confirm that they were not prepared to provide this information. Tony Freudmann said such information was irrelevant, and Alastair Robertson asked what use such information was to the people who Mr Tyson represented. Mr Tyson replied that people had a right to know what they were expected to tolerate.
- 6.2.4 David Jillings pointed out that the QC of any aircraft could vary considerably, depending on the weight of its load.
- 6.2.5 After further discussion, the Chairman felt that the sense of the meeting was that it was enough to accept the assurance given in the Section 106 Agreement that aircraft would not take off with a Quota Count in excess of 4.

## 7 ANY OTHER BUSINESS

- 7.1 David Jillings raised questions put to him by residents of Cliffsend.
- 7.1.1 Residents in streets abutting the airport were experiencing major problems from noise and smell from fuel emissions caused by aircraft awaiting take-off with engines revving. Was there any way of alleviating this? Alastair Robertson agreed to try to remedy the problem.
- 7.1.2 Development of Manston could be a major intrusion into people's lives. Mr Jillings' own windows shook when certain aircraft took off. ! This was an unacceptable intrusion to most people. Although it was understood that aircraft were due to be hush kitted in the near future, people's fears are based on what was happening now. Did the Airport Operators think it was acceptable for people to have their windows shaken by aircraft taking off, or could people expect something better? It was important to convey the message that best practice would be followed, and that there would be an end to windows shaking, rather than it becoming the norm 4-5 times per hour, 16 hours a day.
- 7.2 Gary Newborough, Thanet Chamber of Commerce, reported that the London Chamber of Commerce had just produced a report on the capacity of London airports, which suggested that by 2010 runway capacity would be exhausted. The London

Chamber was lobbying Government very hard about the Government producing a 30 year strategy for airports. The London Chamber's Report gave no mention at all of Manston Airport or any contribution LMA would make towards alleviating the congestion.

- 7.2.1 Cllr Dennis Hart, TDC representative on Strategic Aviation Special Interest Group (a sub-committee of the LGA), confirmed that there was a 30 year plan being developed by Government based on its current aviation policy. Two regions of the country were being piloted, but not the South East of England. The LGA was encouraging Government to involve the SE region and TDC representatives would take the issues further. The plan was expected to take several years to complete.
- 7.3 Night flying noise restrictions: David Tyson stated that DETR consultation papers supplied by Brian Lear (TDC) circulated with the minutes of the previous meeting, were now out of date. More up to date information showed that from the start of the Summer Season 2002, the London airports (Heathrow, Gatwick and Stansted) would not be allowing the arrival or departure of aircraft With a Quota Count in excess of 2, which was a significant drop. The draft Section 106 Agreement was using "best practice" and Mr Tyson wondered if this could be taken into account.
- 7.3.1 Cllr Coppock said it was always the intention that the Section 106 Agreement would be regularly revisited to take such changes into account and would be revised to conform to current best practice.
- 7.4 Cliffsend Residents' Association had asked Mr Tyson to enquire why their repeated requests for a seat on MACC had not been considered in committee.
- 7.4.1 The Chairman responded that their requests had been raised in committee right at the start, when the inclusion of residents' associations was considered -specifically with reference to Cliffsend and one other. The meeting had agreed that there were even more residents' associations than there were Parish Councils and there were problems with even having Parish Councils adequately represented. It was resolved to ensure that the affected community was represented as comprehensively as possible through Parish Councils. Ramsgate, of which Cliffsend was a part, posed a problem as it was not organised as a borough, but MACC had ensured that there was a Thanet District Councillor on board who specifically represented Cliffsend. David Jillings was now that Councillor, and it was apparent from his interventions at the meeting that he kept close contact with his community and actively put forward points on their behalf.
- 7.4.2 Cllr Jillings confirmed that he had met with Cliffsend Residents Association the previous evening and had set up a sub-group that he could report to directly to enable them to disseminate information.
- 4.4.3 Mr Tyson said that both the President and Secretary of Cliffsend RA had approached MAG, rather than Cllr Jillings, requesting that they be included. Mr Tyson thought they felt that whilst Cllr Jillings did his best he was compromised by the fact that he was a District Councillor and therefore had to toe the party line. The Chairman commented that the points made by Cllr Jillings during the meeting had hardly suggested he was compromised.
- 7.4.4 The Chairman then asked the meeting whether, having heard this argument, anybody felt the need to reconsider the policy of operating through Parish Councils, and the feeling, adopted with regret but out of necessity, that if Resident's Associations were also included meetings would become quite unmanageable.
- 7.4.5 Tony Austin, Kent Assn. of Parish Councils, Canterbury area, supported the Chairman's views, adding that were Residents' Associations to be represented, then individual parishes in the Canterbury area would also request individual, rather than

group, representation. Mr Austin could see that the committee was already rather unwieldy.

- 7.4.6 David Jillings understood that Cliffsend did feel they had a special case in view of their proximity to the runway.
- 7.4.7 David Tyson said that Cliffsend RA felt aggrieved that a representative from Broadstairs Town Council had recently been granted a seat on the Committee, whereas he remembered that at a previous meeting it has been thought that Broadstairs was particularly well represented indirectly, anyway as four MACC members resided there. The Chairman however pointed out that residence was irrelevant, and Broadstairs had only one representative. He felt the committee had done the best it could.

### **8:- DATE of NEXT MEETING**

The next meeting, which would be open to members of the public and press, would be in early September on a date to be advised.

There being no further business, the meeting closed at 1.00pm.

MINUTES June00

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[KIACC INDEX](#)



## ***MACC Data.***

- **Your local representative**
  - **Noise complaints**
  - **Causal factors**
  - **Location and cause**
- **Complaint by airport activity**
  - **Runway utilisation**

<b>YOUR LOCAL REPRESENTATIVE</b>		
Acol	Sam Hodgson	4 Summerfold Villas Crispe Road Acol Kent CT7 Tel:01843842764
Birchington	John Garland	1 Daryngton Avenue Birchington Kent CT7 9PS Tel: 01843845576
Broadstairs	Robert Bayford	Dunollie Second Avenue Kingsgate Broadstairs Kent CT10 3LL Tel: 01843 869506
Canterbury area and surrounding villages	Len Claisse	17 Chestfield Road Chestfield Whitstable Kent CT5 3LJ Tel: 01227793740
Cliffsend	David Jillings	31 Southwood Road Ramsgate Kent CT11 OAJ Tel: 01843591403
Dover area	Nigel Whitburn	1 New Street Ash Nr Canterbury and surrounding villages Kent CT3 2BH Tel: 01304 812599
Manston	Andrew Baker	7 The Leys Manston Kent CT12 5AP Tel: 01843823373
Margate	Barry Coppock	55 Dumpton Park Drive Broadstairs Kent CT10 1 RH Tel: 01843864487
Minster	Judith Singleton	The Old Barn Watchester Farm Watchester Lane Minster Ramsgate Kent CT12 4DA Tel: 01843821255
Monkton	Nicholas Cole	124 Monkton Street Monkton Ramsgate Kent CT12 4JQ Tel: 01843821700
Ramsgate	Barry Coppock	55 Dumpton Park Drive Broadstairs Kent CT10 1 RH Tel: 01843864487
Ramsgate	Dennis Hart	16 Grummock Avenue Ramsgate Kent CT11 ORR Tel: 01843589376
St Nicholas at Wade	Martin Tapp	Shuart Farm Shuart Lane St Nicholas at Wade Birchington Kent CT7 ONB Tel: 01843847281
Thanet areas not listed elsewhere	Barry Coppock	55 Dumpton Park Drive Broadstairs Kent CT10 1RH Tel: 01843864487

Other Committee Members are:		Representing
		Wiggins Group pic
		London-Manston Airport
		Kent County Council
		Kent County Council
		Manston Airport Group
		Thanet Chamber of Commerce
		Pfizer Ltd
		SE England Development Agency
		Dover District Council
		Canterbury City Council
		Airport Users
		Transport & Gen Workers Union

## NOTE:

 also represent Thanet District Council

Secretary to the Committee:

Mrs Tessa Sherriff PO Box 168 Broadstairs CT10 2GW Telephone I fax 01843862185  
E-mail: [113311.1250@compuserve.com](mailto:113311.1250@compuserve.com) -

AUGUST 2000

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<b>NOISE COMPLAINTS BY LOCATION. JUNE -AUGUST 2000</b>	
Acol	17
Ash	
Birchington	11

Bishopstone	
Bridge	2
Broadstairs	2
Broomfield	
Canterbury	2
Chestfield	
Chislet	2
Cliffsend	22
Cliftonville	
Deal	
Dumpton	
Eastry	
Finglesham	1
Folkestone	
Herne	
Herne Bay	6
Hoath	
Kingsdown	
Kingsgate	
Manston	5
Margate	1
Marshside	
Minster	1
Monkton	
Preston	
Ramsgate	192
Sandwich	1
Shattering	
St. Lawrence	
St. Peters	
St. Nicholas at Wade	33
Stodmarsh	
Unidentified	
Upstreet	1
Walmer	2
Weddington	
Westgate	

Whitstable	1
Wingham	
TOT AL	302 FORMS

MACC Public Meet 11,9,00 Sheet1

<b>CAUSAL FACTORS. JUNE -AUGUST 2000</b>	
Noise	243
Low Flying	50
Pollution	29
Noise Abatement	23
Planning Issues	1
TOTAL	346

[Data Index](#) [Minutes Index](#) [Questions](#)

<b>LOCATION AND CAUSE JUNE-AUGUST2000</b>						
AREA	Noise	Low Flying	Pollution	Noise Abatement	Planning Issues	Totals
Acol	11			15		26
Birchington	10	3.				13
Bridge		2				2
Broadstairs		2		2		4
Canterbury	1					1
Cliffsend	21		2		1	24
Finglesham	1					1
Herne Bay	2		5			7
Manston	4		1			5
Margate	1		1			2
Minster	1					1
Ramsgate	189	13	18	2		222
St Nicholas at Wade	1	28	2	4		35
Walmer	1	1				2
Whitstable		1				1
Totals	243	50	29	23	1	346

MACC Public Meet 11.9.00 Sheet4

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<b>COMPLAINT BY AIRPORT ACTIVITY JUNE -AUGUST 2000</b>						
Activity	Noise	Low Flying	Pollution	Noise Abatement	Planning Issues	Totals
Departure Runway 28	17	2	5	4		28
Departure Runway 10	80	7	9	1		97
Landing Runway 28	60	7	5			72
Landing Runway 10	9	23	4			36
Training	56	3	2	16		77
General			1		1	2
Non Attributable	21	8	3	2		34
<b>TOTALS</b>	<b>243</b>	<b>50</b>	<b>29</b>	<b>23</b>	<b>1</b>	<b>346</b>

MACC Public Meet 11-9-00 Sheet 5

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<b>Runway Utilisation 2000</b>				
	<b>Runway28</b> (over St Nicholas)		<b>Runway10</b> (over Ramsgate)	
January	1565	96%	62	4%
February	1741	97%	59	3%
March	1772	82%	377	18%
April	1323	53%	1157	47%
May	1268	61%	827	39%
June	1400	59%	979	41%
July	2151	65%	1130	35%
August	2608	64%	1489	36%
September				
October				
November				
December				
<b>Average</b>	<b>13828</b>	<b>78%</b>	<b>6080</b>	<b>22%</b>

08/09/00 Statistics Runway Util

**LONDON MANSTON AIRPORT****MULTIPLE COMPLAINTS FROM RAMSGATE  
(SEPTEMBER -NOVEMBER 2000)**

<b>Ramsgate Complaints</b>		
<b>Mr. A</b>	<b>Ramsgate</b>	<b>98</b>
<b>Mr. B</b>	<b>Ramsgate</b>	<b>59</b>
<b>Mr. C</b>	<b>Ramsgate</b>	<b>51</b>
<b>Mr. D</b>	<b>Ramsgate</b>	<b>15</b>
<b>Mr. E</b>	<b>Ramsgate</b>	<b>7</b>
<b>Mr. F</b>	<b>Ramsgate</b>	<b>7</b>
<b>Totals</b>		<b>237</b>

**MULTIPLE COMPLAINTS FROM OTHER AREAS  
(SEPTEMBER -NOVEMBER 2000)**

<b>Multiple Complaints</b>		
<b>Mr. G</b>	<b>Westgate</b>	<b>28</b>
<b>Mr. H</b>	<b>Cliffsend</b>	<b>16</b>
<b>Mr. I</b>	<b>Herne Bay</b>	<b>14</b>
<b>Totals</b>		<b>58</b>

**Total** **367**

**Multiple (more than 5 complaints in the period) 295**

**Balance** **72**

12/5/00  
Complaints Sept - Nov Stat Sheets

S/AJLR/MACC/Statistics for MACC Meets Multiple

[Data Index](#) [Minutes Index](#) [Questions](#)

**IMPORTANT**

. There is a lot of information connected with this, so it advisable to click on the next two items, and then read it off-line. [MACC Questions](#) [MACC data](#). and it's interesting reading too.

***MANSTON AIRPORT CONSULTATIVE COMMITTEE***

**Meeting Monday 11 September-2000 at 7pm  
at the Airport Passenger Terminal**

**AGENDA**

**Present**

**1 Apologies for absence**

**2 Minutes of meeting of 6 June 2000**

**3 Matters Arising**

**4 Progress Report** including:

<b><u>Sec. 106 Agreement</u></b>	update	Barry Coppock for TDC	Paper 1
<b><u>Master Plan</u></b>	on progress	Tony Freudmann for Wiggins Group	
Situation Report -new business		Presentation by Wiggins Group	Paper 2
		Tony Freudmann	


<b><u>5 Situation Report by Airport Director</u></b>	Alastair Robertson	Paper 3
including Complaints		

**6 Answers to questions received**

**7 Any Other Business**

**8 Date of Next Meeting**

***PRESENT:***

	Hunter Chairman
	Secretary
	Wiggins Group plc
	Wiggins Group plc
	Wiggins Group plc
	Airport Managing Director
	Thanet District Council

Thanet District Council  
 Thanet District Council  
 Canterbury City Council  
 Kent County Council  
 Kent County Council  
 Acol Parish Council  
 Broadstairs Town Council  
 Birchington Parish  
 Manston Parish Council  
 Minster Parish Council  
 St Nicholas-at-Wade Parish Council  
 Monkton Parish Council  
 Manston Airport Group  
 Dover District Council  
 MK Airlines  
 MK Airlines  
 KAPC Canterbury Area Committee

\* [REDACTED] arrived late. [REDACTED] represented Canterbury City Council from Item 4 until [REDACTED] arrived.

### ***1 APOLOGIES***

Apologies for absence were received from: [REDACTED] (TDC), [REDACTED] (St Nicholas PC), [REDACTED] (TGWU), [REDACTED] (KAPC Dover Area), [REDACTED] (Pfizer Ltd), [REDACTED] (Monkton PC), [REDACTED] (MAG), [REDACTED] (Thanet Chamber of Commerce) who hoped to attend part of the meeting.

The Chairman welcomed: [REDACTED] (Wiggins Group pic), [REDACTED] (for Dennis Hart) [REDACTED] (for Martin Tapp), [REDACTED] (for Judith Singleton), [REDACTED] (for David Tyson), [REDACTED] (KAPC Canterbury Area) and [REDACTED], one of the three alternating representatives of Canterbury City Council.

### ***2 MINUTES***

- 2.1 The Minutes of the previous meeting held 6th June, having been previously circulated, were accepted and signed by the Chairman as a true record.

### ***3 MATTERS ARISING***

- 3.1 Item 4.3.3 The Chairman, for Ron Flaherty, asked whether there had been any advance on the installation of ILS beam to alleviate noise over Heme Bay. Alastair Robertson replied that LMA were in discussion with the CM on certain technical aspects regarding positioning of the ILS and the frequency on which it would operate. As soon as a positive response was received from CM, LMA would report back to the



manufacturers enabling them to crystallise the system, carry out a final survey and finalise the positioning for the two aerials.

[MACC Index](#)   [MACC Questions](#)   [MACC data.](#)

## ***4 PROGRESS REPORT***

- 4.1 Presentation of [Final Draft Section 106 Agreement](#)  
The Chairman reminded the Committee that they had been included in consultations about the first draft. There had been further negotiations between Wiggins and TDC. A final draft was now tabled.  
Tony Freudmann emphasised that all the obligations imposed upon Wiggins under the Agreement were in accordance with Section 106 of the Town & Country Planning Act. The Agreement was a deed of covenant that ran with the land. The agreement would run for three years and there was an obligation to review, after not more than 33 months.  
Mr Freudmann then went through the final draft, including the following points.
- 4.1.1. First Schedule, Para 6 made clear that nothing in the Agreement would restrict any development rights Wiggins had under the General Permitted Development Order. This had been the subject of legal challenge recently, and he understood was currently the subject of an appeal. There was nothing in the Agreement that inhibited current planning permissions or Certificates of Lawful Use.
- 4.1.2. Second Schedule Para 1.2 (Night time flying Noise Policy) ensured that under no circumstances would aircraft with a Quota Count in excess of 4 be permitted to take off or land between 2300 and 0700 hours. Exceptions were: Arrivals from America or departures for Europe between the hours of 06.00 and 07.00; and "mercy" or aid flights. Following the public consultation further restrictions, namely higher and cumulative fines for contravention, and banning of night training flights, had been included.
- 4.1.3. Within six months of the date of the Agreement, the Airport Owners were obliged to submit to the Council a Masterplan, and within a further period of six months, to submit an Environmental Statement for consideration by the Council. The latter would be prepared by an independent recognised environmental consultant whose appointment and terms of reference had first been agreed in writing with the Council. The Council would decide what form the Environmental Statement should take and what areas it should cover.
- 4.1.4. The Supplemental Agreement imposed the same restrictions on the area known as the Northern Grass which had now passed out of Wiggins ownership. It also obliged Wiggins to bring the Northern Grass into the Sec 106 Agreement should they ever buy it back.
- 4.1.5. Summing up, Mr Freudmann said the document now had to go to TDC for approval, and there were also final approval procedures within the Wiggins Group that had to be gone through. The intention was to sign the Agreement as soon as possible.
- 4.1.6. Mr Freudmann said Wiggins recognised that the document would not satisfy everyone, but thought that it was fair balance between environmental, community and commercial considerations. This was a voluntary agreement: Wiggins had agreed to be bound by a Section 106 Agreement even though no major planning permission was yet being sought.

- 4.1.7. The document contained requirements by the Owners to commission work that did not exist at the moment on noise/pollution monitoring. Findings of such commissions would be made public.
- 4.1.8. Cllr Barry Coppock said that TDC had not achieved everything it would have liked in the Agreement. It would run for three years, but could be returned to at an earlier date; and when it was reviewed, TDC would raise again points to which they had not secured agreement this time. In the event of a major development or should both sides wish to return to it. The Council had listened to many representations and it could be seen from the increased fines contained in the new document that they had also listened to the public. TDC would ensure that the terms of the Agreement were implemented.
- 4.1.9. Cllr Coppock recommended the document in that it was the best that could be achieved at this time. In the months and years ahead, when TDC could see what the plans were, they would be able to advance the document.

## ***4.2 Response to Final Draft Section 106 Agreement***

The Chairman then asked Members for any questions or observations.

- 4.2.1 Peter Geall (MAG) welcomed a number of the elements in the Agreement, particularly restrictions on noise, and engine testing. But in general, it was a huge disappointment. He regretted that the draft had only been received by committee members the previous Friday. This was a short period in which to address such a serious and far-reaching document, and raised a certain question over the legitimacy of the Committee and its operations.
- 4.2.2 The Manston Airport Group did not accept that LMA enjoyed Permitted Development Rights. That had not been established in Court. The change, in this draft, from "the" development rights to "any" was an acknowledgement that this point was debated.
- 4.2.3 The Dwelling Insulation Scheme provided for in the draft covered only a limited area much less than many residents supposed. He asked for confirmation that the money required to pay for it would not come out of the Fund into which fines were paid. Tony Freudmann confirmed.
- 4.2.4 Mr Geall felt that Cllr Coppock was over-optimistic regarding the scope TDC would have to change or rescind the Agreement. They could be at the mercy of Wiggins.
- 4.2.5 The night flying noise policy which was the key issue, was pretty toothless. There was no requirement for the agreement of the Council.
- 4.2.6 For irregular night flights there seemed to be no limit. Moreover, the only aircraft banned from night flying were those over QC4, which meant that the DC8s which currently caused great disturbance would not be covered by the night flying noise policy.
- 4.2.7 There was also nothing in the Agreement on the number of daytime flights. Daytime disturbance to residents and, in particular, schools, could become unacceptable. There should be a maximum of 3-4 flights per hour, as recently quoted by Dr Ladyman.
- 4.2.8 Ron Flaherty referred to Noise Abatement Routes para 5.1 (b ): ...operators of jet and large aircraft will be required. not to descend below 1500ft. Would this negate the installation of the ILS beam for traffic flying over Herne Bay? Alastair Robertson stated that the minimum height over Herne Bay would be 2300ft

- 4.2.9 Len Claisse asked what route US flights took before reaching the Airport. Alastair Robertson replied that the runway used depended upon wind conditions. To land on Runway 28, aircraft came off the airway at the Dover Beacon, proceeded westerly over the sea on a 7 -8 mile final to the East of Ramsgate. If approaching Runway 10, aircraft, on leaving the Dover Beacon, headed NW to the south of Canterbury, curling over the sea to the West of Herne Bay and lining up on a centre line to proceed to the runway.
- 4.2.10 Andrew Baker asked for clarification concerning the Northern Grass area and whether it would be covered by the Agreement. As the copy plans were black and white, it was difficult to identify areas marked. Tony Freudmann said the Supplementary Agreement obliged Wiggins to ensure that those using Northern Grass for aviation purposes complied with the terms of the Section 106 Agreement. This was a control that Wiggins could exercise as they controlled the runway. Were the Northern Grass to be used for non-aviation purposes e.g. a distribution warehouse, the users would have to apply to TDC for planning permission and Council would impose a Section 106 on them in the normal way.
- 4.2.11 Mr Baker then asked for clarification concerning the other area of some 23 acres owned by MEPC. Mr Freudmann said the area was legally owned by Wiggins and was subject to a form of option by the property company. Wiggins was in a position to execute the agreement in relation to that area.
- 4.2.12 Referring to Mr Geall's reference to a newspaper survey, Cllr Coppock stated that from some 300,000 people given the opportunity to respond to the public consultation on the original draft document, 314 responses were received. Of those, 274 were from individuals, 40 from Councils, associations and other organisations. In total, 222 letters indicated that they were generally in favour of the draft 106. 89 responses indicated that they were opposed to the agreement.
- 4.2.13 Cllr Coppock reminded the meeting that if Wiggins did not enter into a fresh agreement, the current one would carry on. He pointed out that the US flight that had disturbed residents the previous morning when it arrived at 06.40 was not currently covered by any agreement. This was why the parties were striving to reach agreement to ensure that promises made to people of Thanet are upheld.
- 4.2.14 Cllr Coppock asked everybody to give it a fair chance and read it before dismissing it.
- 4.2.15 Peter Geall responded by saying that the early Sunday morning flight referred to would not be covered by a night flying policy as it was one of the "exceptions" to such an agreement. Tony Freudmann said the well known fact that transatlantic flights frequently arrive some time before schedule was the reason for including the 06.00 to 07.00hrs exception in the Agreement..
- 4.2.16 Mr Freudmann thought it unfair to have suggested that the Council were in the hands of Wiggins so far as renewal of the Agreement was concerned. If Wiggins were difficult in relation to the negotiation of a new agreement the Council could elect to continue the present Agreement beyond three years.
- 4.2.17 He said that a great deal of time had been spent on the definition of regular night time flying. He quoted from page 5 of the document: "Regular Night Flying Operations means Flight Movements which are scheduled or programmed and which occur frequently or regularly to the same or similar patterns for the same operator during Night-time"
- 4.2.18 The Chairman reminded those present that the Agreement had been the subject of extensive consultation with MACC as well as the general public. It had now been put before the Committee for information, with previous consultation having been

taken into account. Various people had made the point that the Agreement was, from their point of view, not perfect. The Chairman felt sure that most people would agree that to have a Section 106 Agreement up and signed was an advance on what they had at present.

- 4.2.19 Responding to a query from the Chairman, Cllr Coppock said he expected it would be signed by 26th September, having first been put before TDC's Policy Committee. Mr Freudmann said Wiggins had a board meeting the following week when the Board would consider the Agreement. He expected the date of 26th September would be met.
- 4.2.20 Peter Geall did not agree that signing that particular Agreement was "better than nothing". One of the things the Agreement did was specifically to cancel the existing Section 52 Agreement, the scope of which had been disputed. If the Sec 52 agreement could not be implemented, why was it so important to cancel it?
- 4.2.21 Mr Geall expressed concern at the date of 26th September as this meant that the Agreement would not be debated by the full Council, but only by the Policy Committee. Neither would there be opportunity for local people to let their views be known to their TDC representatives.
- 4.2.22 Cllr Coppock responded by saying it was a matter for the Council. The Policy Committee comprised around half the full Council. All 54 members of the Council had had a copy of the Agreement and the opportunity to pass on representations received from their constituents.
- 4.2.23 The Chairman clarified that the original draft documents had been made available to the public in the consultation process. He asked if the final document would be available in public libraries.
- 4.2.24 Cllr Coppock confirmed that, although he had not yet seen the Policy Committee Agenda, all Policy documents were lodged in public libraries and he would have thought it would be included.

[MACC Index](#)   [MACC Questions](#)   [MACC data.](#)

### ***4.3 Masterplan- Presentation by Wiggins Group pic***

Tony Freudmann introduced Andrew White who led the team drawing up Wiggins' Masterplan .The idea of his presentation was to generate discussion. Mr Freudmann said the Masterplan would be brought back as an issue to be discussed by MACC at every meeting, so that as it progressed and developed, there could be general dialogue.

- 4.3.1 Andrew White's presentation showed various possible developments of the Airport area including: airside development zones; extension of the runway; cargo, maintenance and passenger handling areas; hangars on the Northern Grass; relocation of the passenger terminal to the opposite side necessitating the closure of the 82050; alternative road access to the Airport; upgrade of rail access. Mr White said Wiggins had followed a number of principles and had arrived at the same point as Thanet District Council had in the Council's approach to development in the Supplementary Planning Guidance.
- 4.3.2 Starting the discussion, the Chairman said nothing had been said in the presentation regarding the speed at which the Airport was expected to grow. Andrew White said that an airport handling 10m passengers by 2020 was achievable, but he was unable to predict the speed at which that might happen -it would be a phased process.

- 4.3.3 John Bragg (Dover DC) presumed that in order to achieve sufficient passenger traffic to justify creating a new terminal, the Airport would presumably need a number of major new operators. Why should they choose to use Manston? Andrew White said operators were finding it increasingly difficult to get into Heathrow and Gatwick. There had been some negotiations, but there was a long way to go.
- 4.3.4 Leigh Herington (KCC) was disturbed about the emphasis put on the Supplementary Planning Guidance. Future development of the Airport was likely to be governed by three documents: the Government's study of the airport capacity in the south east region; the KCC structure plan; and the Local Plan of TDC. It was these three against which any inspectorate would have to consider any plans for the Airport. The Supplementary Planning Guidance would lessen in importance while the development plans took effect. The development plans were themselves subject to public consultation, and people present would want to become engaged in the debate.
- 4.3.5 Andrew White thanked Mr Herington for explaining the national policy background and agreed that it was crucial to the next 20yrs. 4.3.6 Peter Geall had two questions. Just because the runway was long, why did Manston have to have the biggest aircraft, and why transatlantic flights? Secondly, was he correct in thinking that Wiggins would like if possible to take operations up to the level in the Local Plan published recently, i.e. 10m passengers per year and a limited number of schedule night flights by relatively quiet aircraft?
- 4.3.7 Andrew White said long runways attracted planes that could make use of them. If Manston were to achieve the level of figures in the TDC vision document, Wiggins would be thrilled, as the company was in business to see the Airport succeed. Whether they would be allowed to, or could, achieve the objective was another matter.
- 4.3.8 John Garland (Birchington PC) had watched the presentation with some concern. The present Kent Structure Plan talked about a 10m passenger airport not being desirable for Thanet as it would create an estimated requirement for 10,000 new jobs and 6,000 new houses. An island such as Thanet would find it a struggle to absorb a 5m passenger Airport.
- 4.3.9 Andrew White agreed it was right to mention knock-on effects. He hoped that the business parks, which had been slow to fill up, would do so. Development of the Airport would affect everything in the area and one would not expect anything else. Pfizer did exactly the same.
- 4.3.10 The Chairman said fleet mix had not been mentioned in the presentation. He quoted Alan Melrose, as saying that an airport when setting out had to take what business it could get. but hopefully as it became established could improve the fleet mix -making it quieter and less damaging to the environment.
- 4.3.11 Andrew White agreed that Wiggins hoped in due course to attract more environmentally friendly aircraft. By 2002 the noisiest would need to be hush kitted,
- 4.3.12 The Chairman enquired about the Masterplan procedure. Within six months of the Section 106 Agreement being signed, Wiggins would have to produce a Masterplan. Was Mr Freudmann able to be any more precise about the production of a Masterplan and the opportunities for consultation?
- 4.3.13 Tony Freudmann replied that the Masterplan would be an Agenda item for the next MACC meeting. Assuming that the meeting would be in about three months' time, he expected the Masterplan to be well towards completion. Wiggins would like to make swifter progress than provided for in the 106 Agreement. A lot of the work had already been carried out.

- 4.3.14 Grahame Birchall (KAPC -Canterbury) thought Wiggins must have business plans and target figures to which they were working, but that evening had avoided giving any of them.
- 4.3.15 Tony Freudmann said Wiggins had come and shared their thoughts with the Meeting. It was not that precise. A business plan could be constructed that foresaw 2m passengers in 5yrs' time or 5m passengers in 5yrs' time. The issue for Wiggins was whether they plan now for a 5m passenger terminal and pay the huge expense of constructing it in the hope that it would fill up. Mr Freudmann said it was not like other areas of the market. Wiggins were responding to demand as quickly as they could and that was what they would continue to do, working within the guidelines laid down by the authorities. They were expanding the airport according to demand and within the constraints that the statutory plans allow them to do. Some of the ways in which the Airport developed over the next few years would depend on decisions made elsewhere namely Whitehall, British Airports Authority, and so on.
- 4.3.16 The Chairman said there would come a time when Wiggins would have to decide on an improved Passenger Terminal, when they would have to make assumptions, even if they were only guesstimates. Mr Freudmann agreed.
- 4.3.17 John Garland said the Wiggins Annual Report stated that by the end of 2000 permission would be sought to build a 5m Passenger Terminal. Was this correct? Mr Freudmann said the statement in the Annual Report was not correct. The current plan was to seek permission to extend the existing Terminal.
- 4.3.18 In conclusion, the Chairman expressed the hope that by the next meeting in three months' time, there would be, as Tony Freudmann had indicated, a draft Masterplan to consider.

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## ***5 SITUATION REPORT FROM AIRPORT DIRECTOR***

- 5.1 Alastair Robertson briefly summarised the Airport's progress over the previous three months. In June cargo figures had been about 4, 100 tonnes, passengers 240, and total number of flights (including light aircraft) 2,379. Figures for July were: cargo 3,600 tonnes, passengers 1 ,800 (4 MD11 flights from USA), and total number of flights 3,281. August figures were: cargo 2,800 tonnes, passengers 3,200 (again mostly MD11 s from USA), and total number of flights 4,097. The total tonnage of cargo for the three months was 10,500, putting the Airport on track for reaching its target of 40,000 tonnes over 12 months, despite a small seasonal drop. Mr Robertson felt that once the US flights had finished for the season, it was unlikely that there would be any more before Spring 2001 at the earliest. His projection for passengers for the 12 month period would be 6,000, bringing the total number of flights close to that for the previous year -around 30,000 flight movements.
- 5.2 Telephone complaints were now handled through a manned switchboard between 9am and 5pm Monday to Friday. The answer phone system had been introduced after staff had been subjected to unacceptably abusive calls; the abusive calls had resumed, and might force a return to 100% answer phone. Mr Robertson was aware that the system had failed on occasions. This had been investigated and a remedy sought to rectify this as soon as possible.
- 5.3 Mr Robertson then presented an analysis of the complaints situation, showing numbers of complaints and the location of the complainants. Complaints referred to noise. pollution, low flying and noise abatement procedures. Copies of the analysis

were available to all present. Some 34 complaints had been generated by aircraft not using Manston Airport. Mr Robertson repeated his previous explanation that training flights were useful for training Air Traffic Controllers. Mr Robertson accepted that training flights created a noise nuisance, but that once the Controllers were validated these flights would be cut substantially.

- 5.4 There had been 346 complaints in the quarter. The majority concerned aircraft departures using Runway 10. Mr Robertson said these aircraft were quite low and very noisy as they flew over the town of Ramsgate on the way out.
- 5.5 Utilisation of Runway: The Section 106 Agreement aimed at achieving 70% utilisation of Runway 28, Mr Robertson's figures showed 78% utilisation of Runway 28, and 22% Runway 10. If a tail wind above 5 knots was generated, use of Runway 28 was not possible. The final decision was up to the pilot. Because departures generated more noise the Airport tried to use Runway 28 for them wherever conditions permitted.
- 5.6 John Garland pointed out that the Melrose Report expressed surprise that Manston used a 10 knot tail wind maximum. Was this correct? Alastair Robertson said that Alan Melrose had been given the incorrect information.
- 5.7 Peter Geall welcomed the return to the personal answering service, and concurred with the comments regarding abusive callers. He also welcomed the distinction between the types of complaint, and the efforts to improve the system.
- 5.8 Some complaints did not appear on Mr Robertson's statistics. Had the Airport and TDC sorted out the matter of questions to TDC being passed on? Mr Geall's request that supplies of complaints forms be available in public libraries was agreed to. He suggested a change in the format of the complaints questionnaire which some found intimidating and suggested that the time of the flight concerned should be sufficient information to provide. Mr Robertson was prepared to look into this.
- 5.9 The Chairman asked whether any complaints had been lost. Mr Robertson said his figures showed complaints that had been made direct to the Airport. Cllr Coppock had been informed that when TDC received a complaint, they forwarded a complaints form to the caller, and it was up to the complainant to take matters further. It was agreed that TDC need not become involved in the process, apart from monitoring. The Chairman said failure to pass on questions seemed to have been a misunderstanding, and he hoped it would not happen again.
- 5.10 Mike Kruger (MK Airlines) recommended that the statistics showed the number of complaints from the same individual. The Chairman reported that this procedure had been followed for the previous meeting. Although it solved some problems, it created others. The important thing was to identify the trends, and to look at whether adjustments were justified or not and where they could be made.
- 5.11 Cllr Coppock thought that, although the figures were very informative, the Committee needed to look in more detail at the complaints, particularly once the Sec 106 came into operation. In addition to lists of figures, it would be useful for the Committee to have a breakdown of a sample of complaints detailing what investigation had been done, what the operator's response had been, whether the operator had reprimanded the pilot and what the outcome was.
- 5.12 The Chairman felt there was general agreement on a need to work for steady improvement. The installation of noise and pollution monitoring equipment would help.

## **6 ANSWERS TO QUESTIONS RECEIVED**

- 6.1 Aircraft Types. Three questions had been received regarding ageing planes, their fuel emissions and accompanying noise, and whether they would still be permitted to fly after Hush-kitting Regulations were totally enforced in early 2002. Alastair Robertson said the aircraft were all perfectly legal Chapter 2 planes. It was illegal for an airport to ban legal aircraft however noisy or smelly they might be. What some airports did was to load heavier landing fees in an effort to deter such aircraft. This would not be possible at Manston until the Airport became more developed. Currently Manston had to take any business available. In 2002 all aircraft would be legally obliged to meet current hush-kitting requirements. From 1st April 2002 there would be a significant reduction in noise and exhaust emissions. Peter Geall said the evidence was that although hush kits lowered the decibel level, in practice it made very little difference to the naked ear. For example, he said that 2 of MK's 8 aircraft had already been fitted with hush kits, but that he had not noticed that two of them were any quieter than the other six.
- 6.2 Asbestos. Alastair Robertson said that on taking over control of the Airport, Wiggins had been provided, by MoD, with a risk assessment on all buildings on the estate. This included analysis of the amount of asbestos, and its whereabouts, in each building.
- 6.3 Emergency Services. Alastair Robertson said that RAF and Coastguard and Organ Donor services were offered free landing for any emergencies. There were no specific plans to start emergency ambulance services. At this juncture, at 9.30pm, the Chairman pointed out that some 35 questions remained to be answered. In view of the time, and as some members of the audience and the Committee had had to leave, he asked whether those mainly involved would agree to answering the questions in writing, out of Committee. Apart from those remaining questions that had already been answered during the Meeting, it was agreed to reply in writing at a later date. The Chairman apologised to members of the public but felt it would be an imposition to everybody to answer the remaining questions at length at that time of the evening. He said there were questions on one or two subjects of particular concern, which could be dealt with quickly:
- 6.4 Night Flights. Tony Freudmann said that details of restrictions on these, and enforcement methods, had been covered and were laid out in Clause 1 of the Second Schedule of the Section 106 Agreement.
- 6.5 Noise. Alastair Robertson said that the droning planes that flew over Canterbury had nothing to do with Manston.

The Chairman said some interesting questions remained that had not been covered. These would be answered in writing subsequently.

## **7 ANY OTHER BUSINESS**

- 7.1 Peter Geall referred to a recent Radio 4 programme that had drawn attention to flights departing from Manston carrying military equipment to African states, contrary to UN sanctions. The programme had suggested that sub-standard aircraft may have been used on such flights. Although some had taken place before Wiggins took over Manston, there had been a case of a 747 that had crashed in Bratislava, purportedly carrying aid, but in fact carrying military equipment. This was now the



subject of enquiry by DTI and Customs. Mr Geall asked what measures were being taken to ensure that such occurrences would not be repeated.

- 7.2 Alastair Robertson replied that this was not LMA's responsibility. If the cargo had been flown in from elsewhere, it would already have been cleared by Customs, and legally sanctioned. Cargo originating from Manston was by law, checked by X-ray machinery.

There being no further business, the Chairman closed the meeting at 9.40pm, and thanked all who had attended and contributed.

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***RESPONSES TO QUESTIONS SUBMITTED  
to  
MANSTON AIRPORT CONSULTATIVE COMMITTEE  
MEETING 11 SEPTEMBER***

Questions are listed under the type headings below, you can go straight to a question type, or page-down to read all of them.

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- [Asbestos](#)
- [Emergencies](#)
- [Employment](#)
- [Endemic diseases](#)
- [Environmental](#)
- [Flight paths](#)
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- [Noise/Pollution](#)
- [Number of Flights](#)
- [Public meetings](#)
- [Section 106](#)
- [Shipment of arms](#)
- [Underground munitions](#)

***AIRCRAFT TYPES***

**Q.** Will old noisy aircraft be banned or restricted as at other UK Airports?  
Christopher Byrne, Herne Bay

**Q.** What is the policy for ageing planes which, apart from high noise element, appear to emit heavy aviation fuel vapour that descends over our houses and gardens? Are these to be barred as at other airports?  
Joseph Waters, Ramsgate

**A.** All aircraft operating at London Manston Airport meet current international standards. As the standards become more stringent the aircraft in question will either have to comply or be withdrawn from service.  
It is untrue to say that they are banned at other airports. Many other airports try to dissuade the older noisier aircraft by imposing higher charges than apply to more modern aircraft.  
Alastair Robertson, Airport Director

## ***ASBESTOS***

**Q.** What assessment has been made regarding amount of asbestos that maybe in old buildings adjacent to aprons, prior to demolition?

MS Kirkaldie, Ramsgate

**A.** The MOD has provided what is believed to be a comprehensive record of the asbestos content of all buildings included in the sale of the airfield site to the Wiggins Group.

Alastair Robertson

## ***EMERGENCIES***

**Q.** Will provision be made for an emergency ambulance service?

Yvonne French, Ramsgate

**A.** The provision of a public emergency service at the Airport is not in our remit. .We do, however, provide our facilities, free of charge, to the Emergency Services when they respond to an actual emergency in the area.

Alastair Robertson

## ***EMPLOYMENT***

**Q.** If foreign aircraft bring their own loaders with them (re report that one was injured at Manston), how will this help the employment situation in Thanet?

Len Claisse, Whitstable

**A.** Local labour is being used. The crew of the aircraft is responsible for confirming that the load has been secured properly and the aircraft is properly balanced before departure. Therefore the crew includes a Loadmaster who is responsible for overseeing these aspects of loading. There is always a change of flight crew between arriving and departing flights and it was the Loadmaster of the outbound flight and an engineer from the airline who were injured in the unfortunate accident.

Alastair Robertson

**Q.** How many jobs at Manston have been given to local residents that are directly employed by Wiggins? How many jobs have been given to others not residents of Thanet at time of employment, directly employed by Wiggins?

RN Rodway, Ramsgate

**A.** A total of 26 people have been employed from outside Thanet and indeed the county of Kent. This group principally comprises specialist members of our Air Traffic Control and Rescue and Fire Fighting Departments. It was conditional to the granting of our civil licence that these specifically qualified people were in place at Day 1. We are now training and developing Thanet people in these disciplines as part of our declared commitment to the local community. Additionally there are a total of 14 people who, whilst not from Thanet, are from nearby settlements such as Sandwich. Ash. Dover and Herne Bay.

Within the Manston team there are 77 individuals who are residents of Thanet and indeed were so prior to Wiggins taking over at Manston. This represents 65% of the employee

strength. The "local" recruits therefore total 91 -78% of the employee strength. As a point of interest 84% of the recruitment intake for the last 12 months has come from within Thanet.  
Alastair Robertson

## ***ENDEMIC DISEASES***

**Q.** A great deal of air traffic comes from areas that have endemic diseases. What protection is given to safeguard local ground teams from infection? Are ground crews immunised to safeguard local community from disease?

MS Kirkaldie, Ramsgate

**A.** The Airport has set up an arrangement with a local surgery to provide our personnel with the appropriate immunisation.

Alastair Robertson

## ***ENVIRONMENTAL***

**Q.** Will any environmental assessment be carried out to predict effect of large scale expansion i.e. property blight, noise, pollution. If not, why not?

Christopher Byrne, Herne Bay

**A.** A large number of surveys relating to such matters as noise, air pollution, sound insulation for dwellings and a green travel strategy will be commissions by Wiggins and published locally as part of a rolling programme over the next two years. The requirements for and scope of the reports are set out in paras. 2 -11 of Schedule 2 in the Section 106 Agreement.

Tony Freudmann, Wiggins Group plc

## ***FLIGHT PATHS***

**Q.** Understand that take off direction can be dictated by wind direction. Of late seems that on windless days there is an increase in take offs over Ramsgate. Is this a temporary measure?

Joseph Waters, Ramsgate

**A.** The direction of take off is dictated by the surface wind as measured at the airfield. The airfield is the most exposed part of Thanet and the wind as measured at the airfield is always higher than is apparent in the more adjacent local residential areas.

Alastair Robertson

**Q.** Why can't planes that fly so low over Ramsgate houses frightening children, come in over the sea across fields and from the other direction, or circle to come in, instead of directly across Ramsgate?

J Holbourn, Ramsgate

**A.** An aircraft must land into wind or as close to it as possible. Therefore, the direction of the approach is dictated by this. A large aircraft is not very manoeuvrable particularly in the very final stages of flight where its aerodynamic characteristics are compromised by the requirement to lower the undercarriage and to lower flaps to reduce the airspeed to landing speed. Consequently, a long and straight in approach provides a safe environment in which to

accomplish all this. The type that you suggest would not unfortunately meet the criteria associated with a safe and controlled approach.

Alastair Robertson

**Q.** How close will any aircraft landing at, or taking off from, the expanded airport, fly to Deal and Walmer, and at what height?

James Paterson, Chairman Deal Society

**A.** The main airways beacon associated with the complex flight paths in the south east of England is about 2 miles south west of Walmer. The majority of commercial aircraft using Manston join and leave the busy airways system at this beacon. Aircraft will normally be between 5000-6000 ft above ground level at this point.

Alastair Robertson

**Q.** I am in correspondence with Alastair Robertson concerning safe routeing of aircraft. My contention is that aircraft from the East should turn onto finals when still well out to sea and similarly on take off to the East, aircraft should continue on a straight course until well over the sea before commencing climbing turns. It is well understood that take off and landing are most critical phases of flight, and Mr Robertson appears to agree with my views. However, aircraft engaged in low level turns continue to over-fly my home in Broadstairs, most recently on 4th September. Why is this?

AJ Welcome, Broadstairs

**A.** I am sorry that you are still experiencing this situation; our efforts have obviously not been totally acceptable. I am in the process of writing to all the airlines using the Airport re-emphasising and reinforcing the requirement to fly over the sea rather than inhabited coastal areas.

Alastair Robertson

**Q.** Why cannot the angle of approach be increased especially over Ramsgate, and be in line with Heathrow, Gatwick and Stansted? Increasing the angle of approach would allow aircraft on approach to use less power so reducing noise level.

D Ellis,Ramsgate

**A.** The standard internationally recognised civil aviation glidepath is 3°. There are a small number of exceptions to this authorised because of limitations imposed by obstacles. The only exception in the UK is London City Airport. Certainly Heathrow, Gatwick and Stansted Airports all operate a 3° glidepath. Apart from the fact that it would be a departure from international standards, all aircraft using the proposed higher glidepath would have to be re-certified accordingly and the Civil Aviation Authority would have to give their approval. A previous informal discussion with them on this point indicates that this would not be forthcoming.

Alastair Robertson

**Q.** Is there a map I could see that shows flight paths around the area? Are they very wide paths (eg a mile wide, or a few hundred metres, or in between)? Many flights follow exactly the same path. Is there a navigation beacon somewhere that controls this? If so, where is it located? Does the weather have a major effect on the directions that planes land and take off? If so, what are the main directions used when the wind is (a) in the west and (b) in the east? Is

the flight path simply reversed?

Derek Ray, Canterbury

A. To answer fully your questions in writing would probably generate more questions than it would answer. I would therefore like to suggest that you visit the Airport for a briefing to cover these and ensuing aspects.

Alastair Robertson

## **GENERAL**

**Q.** Is it the intention of TDC to allow LMA to expand to the size of Stansted within next 5/6yrs?

Christopher Byrne, Herne Bay

A. The Council is committed to support the sustainable development of Manston Airport, but whether it will ever reach the capacity of Stansted Airport, and if so, in what timescale is "crystal ball gazing". What can be said is that should the Airport approach the throughput of Stansted, a number of major developments such as for example a new passenger terminal could be required, and such developments would be likely to require an application for planning permission. The Council will be able to approve or reject any such application based on review of environmental considerations against the economic benefits such a development would have for the area. If approval were being contemplated, the Council could impose appropriate conditions on the development, some of which would have due regard to the environmental impact envisaged.

Brian Lear, Dir. of Community Services, TDC

**Q.** Object to way Wiggins have continued to make part of airport scrap metal yard. Originally told it was only 6 planes.

Glynne Hibbert, Minster

A. The aircraft currently being dismantled are the last three of the eight aircraft that we inherited with the Airport. We are equally as anxious as local residents to stop this activity but if we do not dismantle the aircraft, they will remain in their present position to blight the landscape for the foreseeable future. It may be worth mentioning that the Airport does not own these aircraft and we derive no financial benefit from this activity.

Alastair Robertson

**Q.** Have Wiggins any contracts at all for passenger-carrying airlines to be based at and to fly from Manston?

Do Wiggins have any passenger airlines interested in being based at and flying out from Manston?

RN Rodway, Ramsgate

**Q.** I am not alone among residents in E. Kent in hoping that passenger flights from Manston to Spain and other European destinations will soon become possible. Is this wishful thinking or a positive reality?

Dr J Whyman, Ramsgate

**Q.** When will passenger flights to European destinations commence and are discussions taking place with holiday operators like Thomas Cook or Thomsons?

Mike Wilson, Westgate

**A.** Confidential negotiations are taking place with a number of airlines and tour operators, both British and European, with a view to ensuring that Manston becomes an import point of arrival and departure for European and Transatlantic passenger traffic in the coming years. Major capital works in the form of new aprons and taxiways and a refurbishment of the passenger terminal will be required before this can happen to any large extent. Planning consent for the aprons and taxiways was secured in April 2000 and construction work will begin later this year. Plans for a refurbished terminal are virtually complete and planning consent will be sought later this year with a view to the construction work taking place early next year.

Tony Freudmann

## ***NIGHT FLIGHTS***

**Q.** Will there be a ban on all night flights between 10pm and 6am except in event of emergencies?

Christopher Byrne, Herne Bay

**Q.** Appears to be difference of opinion regarding night flight intentions. Can this be clarified and the truth publicised once and for all.

Joseph Waters, Ramsgate

**Q.** What will be the night-flying regulations of the enlarged airport? How will these be enforced?

James Paterson, Chairman Deal Society

**A.** The position can be summarised as follows: there can be no regular night flying between the hours of 2300 and 0700 unless it is in accordance with a published night flying policy in respect of which due consultation has taken place. The only exceptions to this are emergency relief flights, inbound transatlantic flights between 0600 and 0700 and outbound European flights between 0600 and 0700.

The word "regular" is carefully defined in the Section 106 Agreement and the position is set out in full in [paragraph 1 of Schedule 1](#) of that Agreement.

Tony Freudmann

## ***NOISE/POLLUTION***

**Q.** What agreements have TDC put in place with Wiggins to protect residents against noise and pollution if expansion plans allowed to proceed.

Christopher Byrne, Herne Bay

**Q.** Air contamination occurs when planes park at Smugglers Leap or Minster end of runway - smell of aviation fuel in gardens forces residents indoors. If expansion proceeds what is going to be done about air contamination and preventing it reaching lower ends of historic village

of Minster?

Glynne Hibbert, Minster

**Q.** Airport plans are an asset Thanet cannot afford to push aside, but quality of life of those living under flightpath should not be pushed aside either. Elimination of vapourised fuel showers and excessive take off noise could make a difference.

Joseph Waters, Ramsgate

**Q.** The draft Section 106 Agreement as published for the public consultation, contained provision for pollution monitoring -results of which would be given to TDC and MACC on a monthly basis. What regulations exist for determining what is deemed to be "excessive pollution", and what provision does the amended 106 Agreement contain for dealing with any contravention?

Resident of Broadstairs

**A.** The Government has required local councils under the Environment Act to review air quality within their area and make a public statement as regards air quality in general and in regard to a number of specific pollutants. These pollutants include: sulphur dioxide, carbon dioxide, nitrogen oxide, particulates, etc.

The Section 106 Agreement makes provision for the airport operator to fund the provision of a number of diffusion tubes capable of recording background pollution levels for a series of pollutants. These tubes will be monitored and managed by the Council who will use an independent laboratory to analyse the results. Review of the data provided will indicate whether or not there is any abnormal increase in pollutants in the vicinity of the Airport. If there is evidence of increases in pollution that can be attributed to airport activities, the Airport Operator will be invited to prepare a plan to reduce/mitigate the impact of the airborne pollution for consideration and acceptance by the Council.

Brian Lear, Dir of Community Services, TDC

**Q.** How many complaints are there regarding noise and exhaust pollution?

M.S Kirkaldie, Ramsgate

**A.** Breakdown of complaints attached (as supplied by Alastair Robertson at the meeting on 11 September 2000)

**Q.** There are a number of "droning" planes that fly over Canterbury between 9.30 and 11.30pm most nights. Are these to or from Manston? Are they perhaps a specific group of flights, eg to and from the USA ?

Derek Ray, Canterbury

**A.** The aircraft in question are not from Manston and I cannot begin to guess where they are coming from or going to. There is an extensive airways system that covers south east England, and sound seems to travel further at night due to the reduction in ambient noise.

Alastair Robertson

**Q.** How many complaints have Wiggins received from residents about noise pollution? How many complaints have Wiggins received about air pollution?

How many complaints have Wiggins received about low flying aircraft?

RN Rodway, Ramsgate



A. Breakdown of complaints attached (as supplied by Alastair Robertson 11 September 2000)

## ***NUMBER OF FLIGHTS***

**Q.** Will there be any restrictions in respect of number of day time flights permitted?

Christopher Byrne, Herne Bay

**A.** A restriction in the number of day time flights is not currently under discussion

Alastair Robertson

**Q.** If, as envisaged by TDC, there will be ten million passengers per year by 2020, what will be the frequency of take-offs and landings?

James Paterson, Chairman Deal Society

**A.** The answer to this is an arithmetical calculation based on a number of assumptions. An assumption of 10m passengers spread evenly over 365 days, with an average of 100 passengers per flight, results in 274 flights. Assuming a current working day of 14 hours, the result would be 20 flights per hour.

Alastair Robertson

**Q.** How many landings and take-offs are there currently at Manston? What is expected growth over next 3 and 5 yrs?

Derek Ray, Canterbury

**A.** On average there are about 20 landings and take offs by large commercial aircraft each day. Many of these are training flights. Assuming that the Airport can attract 3m passengers by the end of 2005, this figure could increase to about 90 movements a day.

Alastair Robertson

## ***PUBLIC MEETING***

**Q.** Rather than this type of stage-managed meeting, where answers to pre-submitted questions are prepared in advance, is it not time, in view of developments, that TDC arrange another public meeting?

CG Brooks, Westgate

**A.** The meeting referred to is one of Manston Airport Consultative Committee meetings, one of which is open to the public each year. These meetings are neither called, nor managed, by the Council. Throughout the process of development of the airport since it became a civilian operation, the Council has either held public meetings to inform the public, or made copies of draft documents available for the public to comment. The Council is satisfied that the process conducted to date has been open to public review. That said, it is likely that should major changes in the current operation of the airport be proposed, the Council would continue to advise the public of any such proposals to enable Members of the Council to be aware of public views. The process could include further public meetings, if for example a major proposal for new development were put forward which would mean a step change in the development of the area, and if it was thought to be the best method of getting the issues before the widest audience.

## ***Thanet District Council SECTION 106***

**Q.** Having heard Cllr Nicholson say some weeks ago on Radio Kent that the Sec. 106 agreement had been "beefed up" regarding penalties and safeguards, is it possible to have more details.

Resident of Windermere Avenue, Ramsgate

**A.** A number of the restrictions on such matters as engine testing were tightened as compared with the original draft and most of the fines to be imposed have been subject to substantial increases.

Tony Freudmann

**Q.** How many local residents have written to the airport to tell them they are in favour of the airport without any restrictions other than the 106 Agreement?

How many local residents have told Wiggins they are not in favour of the airport without restrictions or with the 106 agreement in place?

RN Rodway, Ramsgate

**A.** From some 300,000 people given the opportunity to respond to the public consultation on the original draft document, 314 responses were received. Of those, 274 were from individuals, and 40 from Councils, associations and other organisations. In total, 222 letters indicated that they were generally in favour of the draft 106. Eighty-nine responses indicated that they were opposed to the agreement.

Cllr Barry Coppock, TDC

## ***SHIPMENT OF ARMS***

**Q.** A recent Radio 4 programme "The new world of war: The arms trade" drew attention to UN sanctions-breaking flights departing from Manston with military equipment for African conflict areas. It was also stated that sub standard aircraft may be used on such flights. The producer of the programme says that his investigations also found that in May this year, 4 helicopters were shipped from Manston to the Democratic Republic of Congo which is subject to a European arms embargo. He says that this is now the subject of enquiries by the DTI and Customs.

What assurances can the management provide regarding their ethical policy and inspection and control of cargoes and the quality of aircraft attracted to the airfield?

A.J Welcome, Broadstairs

**A.** I have asked the BBC for a transcript of the programme which was made without reference to the Airport. From this I will be able to better understand the nature and context of the comments you have used in formulating your question.

The helicopters you refer to were four Alouette II light helicopters previously used by a European Police Force. The aircraft were not configured for military use and were described on the manifest as being for survey work associated with the oil industry. This mayor may not be a true statement. However at the time, and given the accompanying official paperwork, we had no reason to doubt the veracity of the information supplied.

Cargo comes to the Airport in two forms; either it is cleared or uncleared. If it is cleared it means that it has been inspected, approved and packed by another competent UK authority, for example the World Cargo Centre at Heathrow. Uncleared cargo is automatically broken

down, examined and x-rayed to establish its nature. Subsequently it is repacked, declared to Customs, and loaded. In this way cargo passing through the Airport is verified to ensure that it is accurately described on the manifest and that supporting documentation is available.

With regard to standard of aircraft using Manston, please refer to my answer under the questions regarding [Aircraft Types](#).

Alastair Robertson

## ***UNDERGROUND MUNITIONS***

**Q.** Underground munitions were recently removed from ex-RAF base at Hawkinge, despite it having been previously swept. Manston Airport operators recently stated in press that Manston was safe. Developers had said same for Hawkinge. Technology has moved on. Will another sweep be carried out to check prior to excavation, using modern ground radar?

M S Kirkaldie, Ramsgate

**A.** The MoD carried out a survey of the airfield site during the period between Exchange of Contracts and Completion of the sale. Significant numbers of minor explosive items were found and disposed of. Subsequently, as part of the preliminary works associated with the development of the 20 acres of aprons and taxiways, further surveys have been, and are being, carried out using more sophisticated and penetrative equipment.

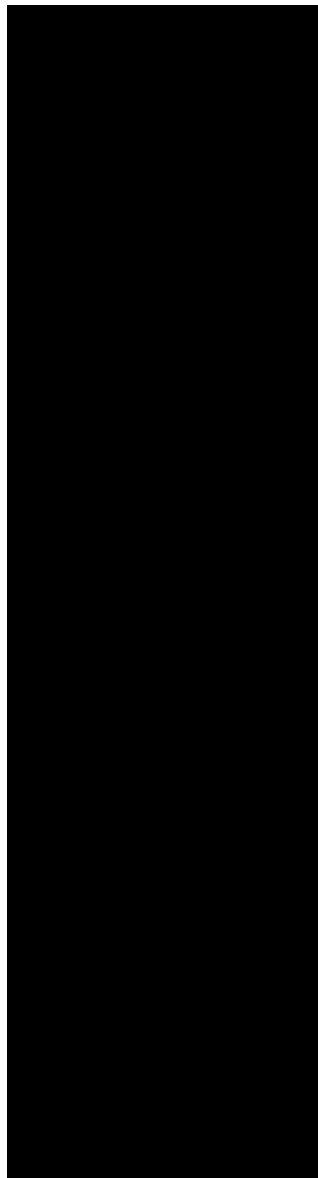
Alastair Robertson

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# MANSTON AIRPORT CONSULTATIVE COMMITTEE

MINUTES of the MEETING held on 5 December 2000 2.30pm at MANSTON  
AIRPORT

NT:



Chairman  
Secretary  
Wiggins Group plc.  
Wiggins Group plc  
Airport Managing Director  
Thanet District Council  
Canterbury City Council  
Kent County Council  
Acol Parish Council  
Broadstairs Town Council  
Birchington Parish Council  
Minster Parish Council  
t Nicholas-at-Wade Parish Council  
Monkton Parish Council  
Manston Airport Group  
Dover District Council  
MK Airlines  
KAPC Dover Area Committee  
KAPC Canterbury Area Committee  
Thanet Chamber of Commerce  
Pfizer Ltd  
SEEDA  
Cliffsend Residents' Assn  
TGWU

IN ATTENDANCE:



Arthur D Little  
Arthur D Little

The Chairman welcomed [REDACTED] and [REDACTED] from Arthur D Little, consultants to the Wiggins Group, who would be giving a presentation on Master planning,

## APOLOGIES

1.1 Apologies for absence had been received from :

[REDACTED] Dover District Council ([REDACTED] attending as alternate)

[REDACTED] KAPC Canterbury ([REDACTED] alternate)

[REDACTED] Monkton PC ([REDACTED] alternate)

[REDACTED] MAG ([REDACTED] alternate)

[REDACTED] Cliffsend Residents ([REDACTED] alternate)

[REDACTED] KCC.

## MINUTES

2.1 Minutes of the previous meeting held 11th September, having been previously circulated, were accepted and signed by the Chairman as a true record, subject to the following amendments: a reference to Judith Singleton representing Monkton instead of Minster be corrected, and Stephen Sadler's apology for absence recorded.

## MATTERS ARISING

3.1 Item 3.1 Ron Flaherty asked for a progress report on the installation of ILS beam which would enable pilots to fly over Herne Bay at greater height thereby substantially reducing noise. It was now almost a year since the installation of such a system had been agreed to. Alister Robertson replied that LMA were still in discussion with CAA on a slight technical difficulty regarding the positioning of one aerial of the ILS system. It was hoped that agreement as to the positioning of the aerial would be achieved by January 2001, but installation and commissioning could not be achieved before Easter.

## REPRESENTATION ON MACC

4.1 Cliffsend Residents' Association: The Chairman welcomed Jim Mannering from CRA. There had been considerable pressure from CRA for representation on MACC due to the proximity to the Airport. After discussions with CRA, the Leader of TDC, recognizing that Cliffsend's interests had not been adequately represented, had offered to surrender the seat occupied by David Jillings in order to accommodate a CRA representative, subject to acceptance by the Committee. Cllr Jillings had accepted the decision.

4.1.1 Martin Tapp pointed out that Cliffsend had applied for Parish Council status. Were this to be achieved, making Cliffsend eligible for a seat on MACC in their own right, would Cllr David Jillings be reinstated? Cllr Jillings had been a useful committee member and Cllr Tapp would like MACC's thanks to be extended to him.

4.1.2 Cllr Coppock, whilst having not been involved in any way in the discussions, understood that the Leader of TDC was satisfied with the Council's representation on MACC being limited to two members.

4.1.3 In response to Cllr Robert Bayford, the Chairman explained that when MACC had originally been set up, exceptions to the rule of one seat per body were made for the Airport and for the two planning authorities (KCC and TDC). The proposed arrangement meant that TDC would have only one seat as planners, although in practice they had several other Councillors around the table. It was up to TDC to discuss it amongst themselves and request another seat. IT WAS AGREED that a representative of Cliffsend Residents' Association be allocated a seat on MACC. The Chairman would, on behalf of MACC, thank David Jillings for his contribution to the Committee.

4.2 Alternate representatives: The Chairman reminded the Meeting that the Constitution required each body to nominate an alternate representative. Many bodies had not named an alternate, and in some cases a succession of people had attended, causing a lack of continuity. After discussion IT WAS AGREED that each body submit to the Secretary the name and details of their representative and up to TWO alternates.

#### DETR CONSULTATION PAPER- *Control of noise from Civil Aircraft*

5.1 The Chairman reported that the above document had been circulated to all UK airports, planning authorities, a great number of other interested parties, many Airport Consultative Committees, but not MACC. Its existence had been discovered, after the closing date for comment, due to a report in the local press covering TDC's response to the Paper. Having obtained the paper from the DETR website, the Chairman had written, on MACC's behalf, to DETR expressing regret at not having been included in the consultation. The Chairman had seen TDC's comments and had been impressed by the extent to which they seemed to have taken account of the concerns of the community. The Airport had also been consulted, but had not sent in comments, but the Airport Operators' Association had done so. Copies of the Paper and TDC's response were available from the Secretary.

5.2 Martin Tapp asked whether DETR had responded by extending the closing date, and on hearing that they had, proposed that the Environmental Working Group meet and make a response. The Chairman suggested that, in view of the

need for speed, those interested took away a copy and considered whether any points needed making other than those contained in the TDC response. After comments were received, the Chairman would himself submit them to DETR. Were there to be a substantial number of points raised, then a meeting of the EWG sub committee would need to be called.

5.2.1 Cllr Barry Coppock felt strongly that comments by individual members should not be submitted without first having been put before the Committee.

5.2.2 The Chairman accepted this comment, and raised the alternative of forwarding a draft to members should it not be possible to call a special meeting. The action taken would depend upon the response from MACC members, but no submission would be made without approval of the Committee.

#### SITUATION REPORT by AIRPORT DIRECTOR

6.1 Alastair Robertson confirmed that, in accordance with the terms of the Section 106 Agreement signed on 26/11 September 2000, the Airport Owners had met their obligation to supply to TDC and MACC, on a monthly basis,

6.1.1 detailed information of flight movements identifying: type of plane, runway used; take off/landing; whether fully or half laden or empty; time of arrival/departure; whether humanitarian flight; number and times of any engine testing.

6.1.2 details of all breaches of noise abatement measures.

6.1.3 The figures were displayed on overhead projection and tabled. ([copies attached](#))

6.2 In response to John Elliott and Barry Coppock, Alastair Robertson confirmed that details of the one breach of noise abatement had been notified to TDC and MACC. (copy attached). This related to an incident in October 2000, where it was believed that an aircraft had departed from the noise abatement route prematurely. The Airport had written to the airline concerned identifying the breach, and requesting their response.

6.3 Although it was not possible (due to slight variation depending on weight of aircraft etc) to produce a plan of the noise abatement route, as requested by Martin Tapp, Mr Robertson would provide copies of the Noise Abatement Procedure. ([copy attached](#))

6.4 With regard to Runway Usage, the Chairman noted that during the middle of the year, usage of Runway 10 had been high. Mr Robertson explained that this had been due to weather conditions, in particular wind direction.

6.5 Complaints: Tony Gould wondered how many telephone complaints were discontinued by the mailing of a complaints form, rather than provision of an answer at the time of the telephone call. Mr Robertson concurred that some would be "lost" as callers did not always leave a contact address, nor sufficient information. However, complaints forms were now available from Council offices, Parish Councils, public libraries in addition to the Airport. Considerable effort had been made to make the forms available to the community .

6.5.1 In response to Martin Tapp, Mr Robertson confirmed that in cases of multiple complaints concerning a particular flight, investigation was carried out into the particular circumstances, and the aircraft involved.

6.5.2 Answering John Fullarton, Mr Robertson explained that complaints received concerning "Unassociated Aircraft" had been generated by aircraft not using Manston, and therefore over which Manston had no control. Aircraft used the airways above SE Kent regularly, at an altitude exceeding 6,500ft. The noise generated carried a considerable distance at night.

6.5.3 Jim Mannering requested details of complaints received from residents of Cliffsend in order to ascertain particular problems. Mr Robertson agreed to provide these.

6.5.4 Alastair Robertson confirmed to Ron Flaherty that arrangements had been made to publish announcements detailing Complaints Procedure in the free newspapers.

6.5.5 The Chairman raised the point that all complaints from Cliffsend had been listed as "General". Mr Robertson stated that during the current quarter, a series of complaints had been received from one source who wished to complain in general about a wide number of issues, many of which could not be substantiated. Work in substantiating those complaints was continuing, in order to provide relevant response.

6.5.6 Alastair Robertson pointed out that the current quarter was the first time that complaints had been identified as coming from Smugglers Leap -an area of Minster adjacent to the Prospect Inn Roundabout, about 200yds from the flightpath. Eleven complaints had been received following the signing of the Section 106 Agreement.

6.5.7 Martin Tapp asked what the technical difference was between ."Noise" and "Noise Abatement". Mr Robertson explained that "Noise" referred to the actual noise generated by any particular aircraft, whereas any complaints identified as referring to ."Noise Abatement" were those where it had been thought the aircraft had breached the noise abatement procedures, e.g departing from the designated flightpath/height of departure/approach.



6.5.8 Continuing his presentation, Mr Robertson explained that Multiple Complainants referred to individuals who had made more than 5 complaints. Overall the total number of complaints forms received was 367 of which 295 had been generated by 9 people. On this occasion, Multiple Complainants had been identified by surname initial only. This information was for the Committee only and would not be circulated.

6.5.9 During discussion, some Members agreed with Mr Robertson that individuals who made numerous complaints should be identified so as not to distort the figures, whilst others were against any form of identification. Some felt that such information would be useful in identifying particularly affected areas of their constituency. The Chairman felt that the identity of the individuals concerned was not sufficiently disguised.

6.5.10 Ron Flaherty did not agree with withholding information and proposed that these figures be included in the statistics for circulation.

6.5.11 The Chairman pointed out that Mr Robertson had not attempted to provide a complete analysis in any detail, for example which single incident produced the greatest number of complaints. The Chairman felt that when issuing statistics, a sensible stopping point would be the breakdown of statistics by location, by dates etc. If any Member required more detailed breakdown for their own community, they were able to request the Airport to provide such information. Were just this one detailed sheet to be circulated, why not details mentioned above?

6.5.12 Peter Binding disagreed with any form of identification as he felt it may well deter people from registering complaints. He did not think it right that 7 complaints from the same source had been considered to be excessive, particularly as the complainant lived directly beneath the flightpath.

6.5.13 Cllr Coppock seconded Cllr Flaherty's proposal, and after a show of hands **IT WAS AGREED** that the details of individual multiple complainants be circulated with the Minutes, but with personal identification being adequately disguised.

6.5.14 John Garland asked whether in addition to producing lists of complaints, any identification had been made of particular incidents giving rise to multiple complaints and whether action had been taken in order to reduce future incidents. Cllr Garland did not see the point of the Committee studying lists of statistics, without being provided with information on what action had been taken and the results of such action. Alastair Robertson replied that during the course of analysing complaints, various incidents were identified and if any action could be taken to prevent recurrence, such action was taken. For example, a minor amendment had been made to the departure procedure on Runway 28, whereby, at

whatever weight an aircraft might be loaded, it was required to be over the coast before turning right at an altitude of 3,000ft..

6.6 Tony Gould (TGWU) enquired about current employment levels at the Airport. Mr Robertson agreed to supply figures to be circulated with the Minutes. (copy attached)

## 7 COMPLIANCE WITH SECTION 106 AGREEMENT

7.1 The Section 106 Agreement required the Airport Owners, within two months, to submit to TDC details of Noise Abatement Measures. Alastair Robertson confirmed that at a recent meeting with TDC, the Council had accepted these Measures. Cllr Coppock said he had not been present at this meeting, which had been attended by TDC officers. In response to a request from Peter Binding, Alastair Robertson further confirmed that the Noise Abatement Measures were produced by the Airport, were a public document, and he would provide a copy for reproduction and circulation with the Minutes. ([copy attached](#)) .

7.1.1 The Chairman stressed the importance of this information being made available to the Committee.

7.2 Paragraph 10.1 of the Section 106 Agreement required, within one month, the appointment of an agreed traffic consultant to produce the Green Travel Strategy (strategy to be produced to TDC within 3 months). Tony Freudmann informed the Meeting that, with the acceptance of Thanet District Council, Manchester Airport plc had been appointed Traffic Consultant for the production of the Strategy. Mr Freudmann confirmed that this would be presented to TDC within 3 months and would also be brought to the next MACC meeting.

7.2.1 John Elliott, who was responsible for Green Travel policy at Pfizer, stressed the advantages of liaising with other local employers on any such strategy, for maximum impact.

## 8 MASTERPLANNING -Presentation by Liz Orme of Arthur D Little Ltd

8.1 Under the terms of the Section 106 Agreement, the Airport Owners were required to submit a Masterplan to Thanet District Council by 26 March 2001. Also, they were required to undertake a number of tasks concerning environmental issues.

8.2 In that latter regard, Paul Tipple (Head of Strategy and Development at the Wiggins Group) confirmed that Manchester Airport plc had been contracted to provide a noise monitoring system for London Manston Airport that would ~ compliant with the Section 106 Agreement. That would involve the acquisition of noise monitoring terminals and the provision of noise contour assessments and

noise contour maps. Also, they would undertake a basic site assessment from which to design an air quality monitoring regime compliant with the Section 106. Manchester Airport plc would also be working closely with Arthur D. Little in identifying in outline terms the environmental impact of the strategic masterplan as it evolved. That would form the basis upon which an Environmental Statement would be submitted within six months of the Masterplan. Mr Tipple introduced Liz Orme who gave an overhead presentation. (copies attached)

8.2 In answer to the Chairman, Paul Tipple confirmed that Arthur D Little's assignment was to concentrate on passenger traffic. The Airport Owners already had sufficient evidence to estimate growth of cargo traffic and had had to contain the growth essentially because of limitations on the ground. It was easier to forecast growth in freight than passenger traffic.

8.3 John Fullarton stated that KCC had expressed concern at having received insufficient information from Wiggins in order to complete submission to Government for funding for roads, education and other County responsibilities. Although Paul Tipple assured the meeting that dialogue between ADL and the planning authorities would continue regularly, members representing the abutting planning authorities (Canterbury and Dover) all agreed that greater consultation between all planning bodies involved was urgently required in order to comply with the timescale for submission of Structure Plans.

8.4 Tony Gould (TGWU) raised the question of availability of labour. Were ADL aware that this part of East Kent was an employment blackspot? Liz Orme said this was not within the scope of her study, ADL would project potential for growth and present that information to those responsible.

8.5 Peter Binding asked whether a business plan, rather than just possibilities, was going to be produced, and John Fullarton asked when the Committee would be given some indication of what Manston was expected to be like in say 2020. KCC had to submit for funding now, and as soon as funding was received, would be starting road construction. Cllr Fullarton was concerned that, without the necessary information, it would not be possible to plan the location/width of new roads.

8.6 Liz Orme's response was that a market assessment had to be made as to where potential passengers would come from. Were it London, then good rail and road links would be needed. Wiggins, KCC and other major stakeholders would then need to decide. ADL's remit was to look at growth in the context of road access. The effect of growth on the requirement for housing and other elements was up to the planning authorities. John Fullarton and John Garland thought it was up to Wiggins to decide, having studied ADL 's projections, which way to go.

8.7 Paul Tipple stated that Wiggins had already had several meetings with the officers of the County Council and other relevant planning authorities to ascertain

their strategic planning requirements. These authorities were now awaiting the results of ADL's forecasting of volume of traffic that would be generated and the resulting implications.

8.8 The Chairman understood that it was not possible to produce the alternative scenarios that some Members had been hoping to receive. Issues involved were far too complex i.e. potential passenger demand, and improvement to rail links. The most important consideration was that Wiggins and their planners should be in constant contact with all local planners.

8.9 Ron Flaherty stressed the importance of having elected members of all the planning authorities included in consultation. Planning decisions were made by elected members, many of whom, having not been included in consultations, were unclear as to the details of the development of Manston Airport. Visits to the Airport should be arranged.

8.10 Martin Tapp asked the size of the actual footprint of the projected developed airport. John Fullarton requested an aerial view.

8.11 Regarding Cllr Coppock's request that MACC be included in the consultation process, Tony Freudmann confirmed that ADI would be producing their projections by the end of February 2001, and that a strategic Masterplan would be delivered to Councils by 26th March, as required by the terms of the Section 106 Agreement. If the Committee met in March, Wiggins would be able to send round copies of a draft beforehand. Mr Freudmann did not think however that it would be possible for the draft Masterplan to be circulated three weeks beforehand., to enable Members to consult their own constituents.

8.12 John Fullarton had thought that a Masterplan would show projections over 5, 10, 15 years of any new buildings, runways, etc. and possible siting of same. Without such projections, local authorities could not forward plan. Mr Freudmann stated that the strategic Masterplan would not include such site details. It would create a strategy as to level of growth.

8.13 John Garland said that Wiggins would, in the fairly near future, have to make such decisions -otherwise they would be unable to produce the Environmental Impact Assessment within six months of production of a Masterplan, in accordance with the terms of the Section 106 Agreement.

8.14 At the Chairman's request, Tony Freudmann confirmed that were the next MACC meeting to be held during the 2nd or 3rd week of March 2001, the results from ADL and Manchester Airport Group, having been circulated a few days beforehand, would be presented by officers from both consultancies. Information on freight traffic would be provided by the Wiggins Group. Chairman confirmed to aim for Meeting 2/3rd week March.

## **9 LOCAL TRANSPORT PLAN**

9.2 John Elliott reported that KCC Local Transport Plan had been submitted, in July 2000, to central Government. It included various packages throughout the county with particular emphasis on the A256/A253 East Kent Access Scheme.

9.2.1 Phase one, to dual Sandwich access road as far as Ebbsfleet Lane, could be completed quickly as limited land acquisition would be required. Construction was due to commence at the end of 2001.

9.2.2 Phase 2 was from Lord of the Manor to Ebbsfleet Lane. Public consultation was planned for February/March 2001, as the requisite land acquisition included front gardens. Airport Development Plans would affect the decision.

9.2.3 Phase 3 involved Lord of the Manor to present A253 junction, linking down to Ebbsfleet. Consideration was also being given to providing a different route making another approach into the centre of Thanet, removing the A253 route. Phase 3 would commence in 2006

9.3 KCC needed immediate input from Wiggins in order to advance plans.

9.4 Sam Hodgson (Acol) asked about KCC's plans for the A28 which could become extremely busy with airport traffic. John Fullarton repeated that KCC awaited information from Wiggins. Cllr Fullarton emphasised that the public would be consulted before any decisions were made.

9.5 John Fullarton, answering Ron Flaherty, stated that a rail link from Thanet to Ashford was not under consideration by KCC.

## **10 ANY OTHER BUSINESS**

10.2 There being no further business, the meeting closed .

## **11 DATE OF NEXT MEETING**

11.2 During second or third week of March 2001, to be advised.

MIN.DEC2000

[INDEX](#)

# **LONDON MANSTON AIRPORT**

## **NOISE ABATEMENT PROCEDURES**

(ISSUE 5 dated 07 February 2001)

### **INTRODUCTION.**

Noise abatement procedures apply to all jet aircraft and any aircraft exceeding 5700 kgs MTWA using the Airport whether taking off, landing or going round. These procedures may only be deviated from on the grounds of flight safety .

Operators of all aircraft using the Airport should ensure that, at all times, their aircraft conform with the noise abatement techniques laid down for that type of aircraft and that flights are conducted in such a way as to minimise the disturbance in the surrounding area.

### **GENERAL**

#### **Continuous Descent Technique**

Whenever practical and safe to do so, aircraft are to employ Continuous Descent Techniques when positioning for approach to land.

#### **Minimum Height Before Turning**

No turn may be commenced before achieving a minimum height of 500ft.

#### **Reverse Thrust**

Pilots are to avoid or minimise the use of reverse thrust after landing, consistent with the safe operation of the aircraft.

#### **Preferred Departure Runway**

In order to minimise the disturbance caused to the residents of Ramsgate by aircraft departing from runway 10, runway 28 is the preferred departure runway. To maximise the utilisation of runway 28 it is to be offered, at the Captains discretion, as the departure runway when there is a tailwind component of 5 knots or less.

#### **Run and Break Procedures**

Military aircraft. and civil aircraft whose C of A or Permit allows the manoeuvre, may carry out run and breaks at London Manston Airport, subject to A TC approval, at a minimum height of 1000ft (QFE).

#### **TRAINING (Aircraft exceeding 5 700 kg MTWA)**

In order to minimise disturbance to local communities, training by aircraft. exceeding 5 700 kg MIWA is limited to those aircraft. which meet Chapter 3 noise requirements.

Training sessions will not exceed 2 hours in duration. After each period of training, an interval of 30 minutes is to elapse before the next period of training will be permitted.

## **NOISE ABATEMENT PROCEDURES RUNWAY 10 / 28**

### **GENERAL**

Except as required in the initial phase of departure and on the final approach, aircraft subject to noise abatement will not, while under radar, be vectored over densely populated areas below 3000 ft (QNH). Aircraft self positioning for Visual Approaches are similarly required to avoid overflying built up areas below 3000ft (QNH)., Where possible, continuous descent techniques are to be adopted.

### **Preferred Approaches**

Subject to availability and A TC requirements, it is preferred that all aircraft over 5700Kg M1WA carry out instrument approaches unless specifically flying visual training circuits.

### **Visual Approaches**

If during radar vectoring aircraft subject to noise abatement procedures become visual with the Airport and wish to carry out a Visual Approach they may do so, subject to A TC permission, and being able to maintain a minimum altitude of 3000ft (QNH) until established on the final approach; from this point the pilot is to fly the approach to touchdown maintaining a 3° glidepath.

### **RUNWAY 28 DEPARTURES**

After departure from runway 28, aircraft are required to maintain the runway heading until 1.5 nm DME (I-MSN). On reaching 1.5 DME aircraft are to turn right to track 3000 m until passing 3000ft (QNH) and 5 DME. At or passing 3000ft (QNH) and 5 DME and subject to A TC approval, aircraft may turn left to join airways at Detling or right to join airways at REDFA. From runway 28, aircraft joining airways at DVR VOR will, subject to traffic, be given a right turn on track, and be expected to have passed 4000ft (Manston QNH) by 15 DME DVR -ie north of the north Kent coast.

### **RUNWAY 10 DEPARTURES**

After departing from runway 10 aircraft are required to maintain the runway heading until reaching 3000ft (QNH) before turning enroute.

## **VISUAL CIRCUITS BY AIRCRAFT EXCEEDING 5700Kgs MTWA**

### **General**

Circuit training by aircraft weighing more than 5700 Kgs MTWA is to be carried out at 2000ft (QNH) / 1800ft (QFE). Disturbance to the local population is to be minimised and aircraft are to avoid flying over built-up areas wherever possible conducive to their operations and without prejudice to safety .

**Runway 28 -Left hand**

Aircraft flying left hand training circuits to runway 28 are to climb to 2000ft (QNH) /1800ft (QFE) before turning down wind, left hand. The base leg turn is to be carried out over the sea and the aircraft is to establish on finals before descending below circuit altitude/height.

**Runway 28- Right hand**

Aircraft flying right hand training circuits to runway 28 are to carry out the standard noise abatement procedure until reaching 2000ft (QNH) /1800(QFE) and 5DME. Thereafter, the cross wind, downwind and base legs are to be flown over the sea and the aircraft is to establish on finals before descending below circuit altitude/height. For the avoidance of doubt, the downwind leg should be aligned parallel to and 3nm from the centreline of the runway.

**Runway 10 -Left hand**

Aircraft flying left hand training circuits to runway 10 are to carry out the standard noise abatement procedure until reaching 2000ft QNH /1800ft QFE. The runway heading is to be maintained until the crosswind leg can be achieved without flying over the land. Thereafter, the downwind leg is to be flown over the sea; for the avoidance of doubt, the downwind leg should be aligned parallel to and 3nm from the centreline of the runway. The base leg is to be flown in such a way as to avoid densely populated areas and to arrive on finals at circuit altitude/height.

**Runway 10- Right Hand**

Aircraft flying right hand training circuits to runway 10 are to carry out the standard noise abatement procedure until reaching 2000ft QNH / 1800ft QFE. The runway heading is to be maintained until the crosswind leg can be achieved without flying over the land. Thereafter, the crosswind leg is to be completed, and downwind and base legs are to be flown in such a way as to avoid densely populated areas whilst ensuring that the aircraft arrives on finals at circuit altitude/height.

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**LONDON MANSTON AIRPORT****COMPLAINT FORMS BY LOCATION DECEMBER 2001 -FEBRUARY 2001**

<b>Birchington</b>	1
<b>Broadstairs</b>	5
<b>Chislet</b>	1
<b>Heme Bay</b>	37
<b>Hoath</b>	1
<b>Manston</b>	7
<b>Minster</b>	1
<b>Ramsgate</b>	<b>412</b>
<b>St.Nicholas at Wade</b>	8
<b>Walmer</b>	3
Westgate	32
<b>Whitstable</b>	5
<b>Total</b>	<b>513</b>

**D 513 FORMS GENERATED 675 COMPLAINTS**

15/03/01 AJLR/MACC Dec 00 -Feb 01 Stat Sheets -MACC.xlsBy Area

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## LONDON MANSTON AIRPORT

## LOCATION AND CAUSE

DECEMBER 2000 - FEBRUARY 2001

Area	Noise	Pollution	Low Flying	S106 Aspects	Noise Abatement	Training	Non Attributable	General A/p Complaint	Totals
Birchington	1		1		1	1			4
Broadstairs	4	2							6
Chislet	1		1						2
Herne Bay	33	2	11				4		50
Hoath	1								1
Manston	6	5	1						12
Minster	1								1
Ramsgate	400	53	43		5	5	8		514
St Nicholas at Wade	8				2				13
Walmer	3	1	3						6
Westgate	29		2		22		3		55
Whitstable	5		1		1				11
Totals	492	63	68	0	31	6	15	0	675

15/03/01 AJLR/MACC Dec 00 -Feb 01 Stat Sheets -MACC.x1sLocation &amp; Cause

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**LONDON MANSTON AIRPORT****Cargo Tonnage 1998 - 2001**

	Apr 98-Ma 99	Apr 99-Mar 00	Apr 00-Mar 01
April	666	2079	2618
May	326	2668	2904
June	875	2043	2775
July	582	1946	2499
August	458	1901	1968
September	324	2024	1682
October	284	2357	2274
November	601	3140	2806
December	795	3778	4479
January	574	2586	3115
February	364	2885	2389
March	1334	2967	
Total Metric Tonnage	7183	30374	29508

29/03/01

Cargo Tonnage.xlsSheet 1

## MANSTON AIRPORT CONSULTATIVE COMMITTEE

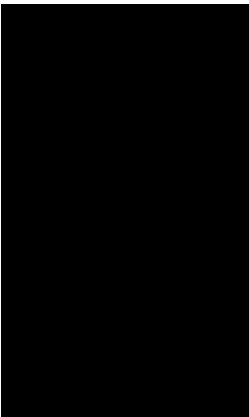
### Minutes of meeting held on 18<sup>th</sup> March 2003

#### PRESENT:





Chairman  
Secretary  
Wiggins Group plc  
Wiggins Group plc  
London Manston Airport  
Thanet District Council  
Canterbury City Council  
Dover District Council  
KAPC Canterbury  
KAPC Dover  
Acol PC  
Ramsgate  
Birchington PC  
Cliffsend Res. Assn  
Manston PC  
Monkton PC  
Minster PC  
St Nicholas PC  
Thanet Chamber of Commerce  
Director of Planning, TDC  
TDC

#### APOLOGIES



Apologies for absence were received from  
KCC  
KCC  
SEEDA  
KAPC Dover (alternate Dick Perry);  
TDC (alternate Alan Poole)  
St Nicholas PC (alternate Michael Baxter)  
MAG  
T&G  
Cliffsend (alternate Jim Mannering)

 who was retiring from Thanet District Council, had sent his best wishes for the future success of the Airport. It was agreed that the Chairman write to  to thank him for his valuable contribution to the Committee.

#### ACTION AJH

**1. MINUTES** The Minutes of the meeting held on [16<sup>th</sup> September 2002](#), having been previously circulated, were accepted and signed by the Chairman as a true record, but subject to the attached amendments.

## **2. MATTERS ARISING**

**2.1 ILS Beam:** In response to Cllr Flaherty, Alastair Robertson reported that installation had been completed. However, due to technical difficulties, the ILS was not yet operational as had been hoped. The difficulties having been overcome, a final flight check was awaited, after which the beam would become operational, hopefully within a week or two.

**2.2** Alastair Robertson reported that he had investigated complaints of aircraft flying off route over Monkton and other villages, and analysis of complaints figures had not borne this out. Nick Cole appreciated that without plotting equipment it was not possible to monitor routes. However, he maintained that it was still a daily occurrence, whether or not residents were making formal complaints. It was agreed that Messrs Robertson and Cole discuss the matter between themselves to try to alleviate the problem.

**2.2.1** Dennis Hart had assisted two residents with completing complaints forms but stressed the importance of individuals making formal complaints to the Airport, rather than relying on their local representative to do so on their behalf.

## **3. AIRPORT DEVELOPMENT - Situation Report**

**3.1** Tony Freudmann reported that the Wiggins group had recently completed an exhaustive budget process. The Airport would make a trading loss of £5m in the current financial year (ending 1st April) which would be supported by Wiggins funds. Assumptions were that these losses would be reduced in the next financial year to somewhere in the region of £3m. Cost-cutting measures that had been taken last year in the form of redundancies would not be repeated. Other cost cutting exercises, such as contracting out, had been investigated, resulting in confirmation that the current team and management practices were efficient and cost effective.

**3.1.1** The Airport's main difficulty at present was that the principal freight operator was a charter airline, with aircraft arriving and leaving at different times of the day and night, necessitating a full complement of ground staff at all times.

**3.1.2** A conservative estimate that cargo tonnage would increase during the year from 32,000 tonnes to 55,000 tonnes had been assumed, the additional traffic coming from one, or possibly two, major freight operators on a scheduled basis, utilising staff more efficiently.

**3.1.3** Mr Freudmann explained that due to developments in the aircraft industry the announcement expected at the end of last year would not now be forthcoming. However, he remained hopeful of introducing scheduled passenger operations from the Autumn based on three rotations per day to a European airport for onward destinations, plus one rotation to an airport in the North of England, as yet undetermined. Finalisation had been delayed by the international situation. In addition, negotiations were in hand concerning the introduction of possible charter routes for 2004.

**3.1.4** Assuming the additional freight operator and passenger flights

became established, Wiggins were making the cautious assumption that the Airport would break even financially for the following year.

**3.2** Responding to Trevor Herron, Alastair Robertson estimated that freight tonnage to April 2003 would be 40-42,000 tonnes. It had been a disappointing year due to the current general decline in the freight industry. However, Mr Robertson predicted that tonnage would increase to 50,000 per month for the year to April 2004.

**3.3** Paul Tipple, speaking in his capacity of Chairman of E Kent Rail Action Group, reported that the Strategic Rail Authority's consultative document on CTRL domestic services now included, in addition to its core option, a sixth option to run fast through services from London via Ashford to Canterbury and on to Ramsgate. The Action Group felt that it had now more than amply demonstrated the operational necessity of taking passenger trains through to Ramsgate, where important facilities for stabling and engineering existed. The Group had looked again at cost benefit analysis and were confident that this could be brought close to that supporting CTRL's core option. In addition, the case for bringing regional economic regeneration benefits into East Kent was, Mr Tipple felt, likely to be accepted by central Government. Were this to prove the case, the Group was confident that new fast trains with an overall journey time to Ramsgate of 1hr05mins could be operational by 2007.

**3.3.1** Trevor Herron pointed out that the closing date for the CTRL consultation document was 30th April, and considered it important that MACC should respond to the Strategic Rail Authority in support of the East Kent Rail Action Group. The meeting agreed. Mr Herron confirmed a standardised approach between Dover, Thanet and Canterbury Councils.

**Action TH & AJH**

**3.4** Paul Tipple confirmed that planning permission had been granted (subject to planning conditions) for a new hangar for MK Airlines. Once fully operational, it was expected that MK Airlines would progressively increase the size of its skilled workforce from some 28 to about 50, with the prospect of further increases in line with business development.

**3.5** John Bragg and Len Claisse enquired as to the implications of the second edition of the SERAS report on Airports in the South East of England which now included the option of expansion at Gatwick. Paul Tipple said that Wiggins would be responding, bearing in mind that they had previously supported expansion at Gatwick to provide, together with Heathrow, a hub capability in the SE and so allow Manston to exploit its identified potential.

**3.5.1** Assuming that plans for an airport at Cliffe were abandoned, and Gatwick were to be expanded, Paul Tipple said this eliminated the prospect of Manston closing down in 2016 (or thereabouts). Wiggins' growth forecast had taken into account the possibility of an additional runway at Stansted, giving Manston opportunity to expand in the short to mid-term, when greatest demand for increased runway capacity had been predicted by the Government. Mr Tipple concluded that he did not feel that expansion to Gatwick or Stansted posed a threat to the development of Manston.

**3.5.2** Trevor Herron pointed out that Thanet, Dover and Canterbury Councils' further submission might vary from that of Wiggins. The

Councils had supported the expansion of Stansted, and might not take the same view with Gatwick.

#### **4. LMA QUARTERLY STATISTICS – Alastair Robertson**

**4.1 Complaints:** During the quarter Dec 02 – Feb 03, 227 complaint forms had generated 387 complaints. The total number of individual complainants was 17. It was noted that this was about half the number for the same period the previous year.

4.1.1 The two flights generating the most complaints (but only 4 in each case) were a night departure on 7th December and a training flight on 25th January.

4.1.2 The Chairman noted that no particular incident had attracted more than 4 official complaints. He also noted that complaints from the Herne Bay area had plummeted, and those from Ramsgate had also dropped. Alastair Robertson thought this was be partly due to the introduction of Chapter III noise restrictions, but also that some residents may not now be forwarding official complaints. Mr Robertson urged members to pass all complaints on to the Airport, either by mail or by using the e-mail facility, as without such information, it would not be possible to assess the situation.

**4.2 Runway Utilisation** figures were similar to those for the same period in the previous year, showing the effect of prevailing east winds in February. Alastair Robertson had noted a slight shift away from the desired percentage of runway usage over the past two years, because of changes in wind direction which could perhaps be due to global warming.

**4.3 Sec 106 Compliancy:** There had been 10 flights between the hours of 2300 and 0700, most of which had been coastguard flights. Three out of hours flights during the quarter had attracted fines of £1,000 each, which money would in due course pass to the Airport Community Fund.

#### **5. SECTION 106 COMPLIANCY**

**5.1 Noise Abatement Routes:** Paul Tipple said a letter was being sent to TDC agreeing the terms.

5.1.1 The Chairman referred to an earlier item which showed that agreed routes could not be enforced until such time as up to date tracking equipment could be installed. He acknowledged that most new airports had this problem.

#### **5.2.Noise Management:**

5.2.1 Paul Tipple apologised for the delay in producing the expected paper on Noise Management strategy. The Manchester Airport consultants had experienced technical problems, one of the results of which was that no readings had been available from the Western noise monitor, but these had now been resolved. Installation and operation was expected shortly, after which readings would be available from that monitor, plus the second at Clarendon School, with TDC having taken responsibility for the mobile monitoring unit.

#### **5.2.2 Noise Management Strategy:**

In advance of the issue of the Strategy document, Mr Tipple outlined

major key issues that it would cover:

**5.2.2.1** A clear statement of sources of noise ground noise from the airport estate, and airborne noise from aircraft.

**5.2.2.2** An assessment of the extent of intrusion.

**5.2.2.2.1** Ground noise should not be a major source of community disturbance apart from particular pockets such as the north end of Cliffsend, but there were ways of addressing this and initiating mitigating measures.

**5.2.2.2.2** Once the Western monitor had become operational, there would be an effective noise monitoring system producing comprehensive and accurate noise contours for the Airport, from which the effects of development of the Airport could be mapped out.

**5.2.2.3** Issues raised by airport noise, particularly final approach landing noise over Ramsgate.

**5.2.2.3.1** Working with operators towards introducing newer, quieter aircraft/engines; together with moving the landing threshold further towards the West by extending the runway by at least 300 metres (still within the estate of the Airport) as finances permitted. Projected noise contours, were this to be done, had shown that there would be a considerable reduction in noise levels over central Ramsgate from the current 57dbLeq.

**5.2.2.3.2** Working with airline operators on improvement of operating practices and procedures to reduce noise levels; working on possible improvement of climb-out procedures; working on achieving known Chapter IV environmental limitations rather than wait for them to be imposed.

**5.2.2.3.3** Introduction of new methods to achieve better control of the noise management regime. A noise insulation scheme was already in existence, now accepted by TDC. Installation of a new radar system enabling the introduction of an accurate method of route tracking. By



the time the Airport had reached a break-even point, Mr Tipple hoped it would be possible to commission work on a new system.

**5.2.2.4** Mick Denyer (Manston) had been surprised that only one residence in Manston qualified under the Noise Insulation Scheme. He asked whether the footprint was likely to be extended to include other Manston properties. Paul Tipple said it was not at present, although he had agreed to look at some individual residences at the eastern end of the runway. The footprint had already been extended in Cliffsend to some degree. More accurate readings would be made when the noise monitoring installation had been completed, and the situation would be regularly reviewed.

**5.2.2.5** Kelvin Holdom said residents of Smugglers Leap (a mobile home site) had requested consideration and would appreciate a visit from Paul Tipple. Both Mr Tipple and Paul Martin (TDC) pointed out that it was not general standard practice to sound-insulate residences that were not of brick construction, due to noise disturbance penetrating roofs and walls, despite the fact that Smugglers Leap was within the relevant noise contour. Mr Tipple would be happy to meet the residents to discuss the situation.

**5.2.2.6** Jim Mannering asked whether a wall or similar shield could be constructed to alleviate noise from aircraft just prior to take off, but Alastair Robertson said care had to be taken when considering construction of vertical obstacles, and whilst a low wall might be a possibility, the residents involved would be advised to consider such a change in aspect. Paul Tipple had, at a meeting with Cliffsend residents, agreed to investigate possible methods of alleviating the problem.

**5.2.2.7** John Garland felt that the residents of Cliffsend would view the possibility of piecemeal development of the runway to the West with alarm. The MasterPlan had included possible extension of the runway in both directions. Had Wiggins now decided against an easterly extension? Paul Tipple said that small extensions to the eastern end had not been precluded. Alastair Robertson said it would be possible to extend to the east by 150/200 metres, for departures only, with a landing threshold 200/300m at the western end resulting in incoming aircraft approaching Ramsgate some 2-300ft higher than at present.

**5.2.2.8** Members had received the Average Noise Level Report, covering January 02 – February 03, showing

the average of maximum readings from actual aircraft movements monitored from the roof of Clarendon School, Ramsgate (*attached*.) John Bragg asked what level a 747 would register. This was estimated at around 90db dependent on payload, against a level for Concorde of over 130db.

**5.2.2.9** Nick Cole asked the total budget for the insulation scheme. Bearing in mind that some residences may already have been fitted with insulation, would this enable the extent of the scheme to be enlarged? Mr Tipple confirmed that sufficient funds had been set aside to provide for a maximum of £2,000 per household plus an additional amount for contingencies.

### **5.3 Pollution monitoring: Paul Martin (TDC)**

**5.3.1** Air diffusion tube readings for both Nitrogen Dioxide and Benzene (*attached*) had previously been circulated. Paul Martin pointed out that the higher nitrogen dioxide readings were due to general road traffic. The current level of activity at the Airport was not sufficient to drive up levels, which remained below target levels set by Government.

**5.3.2** Commenting on the sporadic strong smell of aircraft fuel around Manston, Mick Denyer asked whether the particles were carcinogenic. Paul Martin replied that although benzene was a carcinogen, TDC had an instantaneous measuring station under the final approach at Ramsgate, and recordings so far showed no problem with levels. Whilst Mr Martin had experienced the strong odour himself, he pointed out that the human nose was extremely sensitive and what may seem to be a high level of toxicity was in fact extremely low and short-lived, albeit unpleasant.

**5.4 Section 106 Agreement:** Trevor Herron reminded members that the current agreement would come to an end in September, and he would be inviting suggestions for any revisions to the document. Mr Herron felt that the current S106 Agreement had proved very successful. Some base information for the "second phase" had become available, but members were asked to submit in writing any concerns regarding the current Agreement. The S106 Agreement between TDC and Wiggins (as Airport owners) had been used as a model by many other Councils. **ACTION ALL**

**5.4.1** In response to Cllr Ron Flaherty, Mr Herron explained that the current S106 would continue in its present form, unless or until replaced. The Agreement had been for a duration of three years, as it had not been known how quickly and on what scale the Airport would develop. It was likely that the second phase Agreement would be over a similarly short period for the same reason.

**5.4.2** John Garland wondered which body would be responsible for monitoring crops and soil content around the Airport, as traffic increased. Paul Martin thought it would be the responsibility of Defra. (formerly MAFF). Michael Baxter, who crop-farmed at Sarre, had, so far, experienced no contamination problems.

5.4.3 Alastair Robertson, amongst other members present, had been aware of a huge plume of thick black smoke emanating from the nearby Fire Training School during the meeting, and asked whether such emissions were subject to monitoring. Paul Martin confirmed that samples had shown no major pollution problem, and added that materials were subject to screening before being burned.

## **6. AIRPORT COMMUNITY FUND**

**6.1** The Chairman reported that grants had been awarded to seven of the first ten applications for funding (*see attached report*). The Chairman thought that good use had been found for the money, which should help to reassure people that the funds were being used to benefit community projects. It was hoped that publicity for the existence of the Fund would come from press coverage of the recent presentations at the Airport, but members were asked to publicise it by word of mouth.

**6.2** Further applications were being received and, when sufficient funds became available, would be considered.

## **7. ANY OTHER BUSINESS**

**7.1** Mick Denyer asked whether any progress had been made concerning closing the Manston Road. Trevor Herron responded that the matter had not been progressed due to insufficient increase in business at present. Mr Herron reported that when the plan was put forward, Manston Parish Council was split between those who did and did not wish the road closure to take place. Mr Denyer said the Parish Council had now changed and was in favour of the move.

## **8. DATES for 2003**

**8.1** Future meetings during 2003 would be held on the following dates:

**June Tuesday 24th 2pm**  
**September Wednesday 24th 7.30pm**  
**December Tuesday 16th 2pm**

There being no further business, the meeting closed at 4.05pm

MIN.MAR03

[KIACC INDEX](#)

**MANSTON AIRPORT CONSULTATIVE COMMITTEE**

**Minutes of meeting held on 24<sup>th</sup> June 2003  
at 2pm  
in the Departure Lounge London-Manston Airport**

<b>PRESENT</b>	
	Chairman
	Secretary
	Wiggins Group plc
	Wiggins Group plc
	London Manston Airport
	Thanet District Council
	Kent County Council
	Canterbury City Council
	Manston Airport Group
	Acol Parish Council
	Birchington Parish Council
	Manston Parish Council
	Minster Parish Council
	Monkton Parish Council
	St Nicholas Parish Council
	Thanet Chamber of Commerce
	KAPC Dover
	KAPC Canterbury
	Cliffsend Residents Association
<b>ALSO PRESENT:</b>	
	Thanet District Council
<b>APOLOGIES</b>	Apologies for absence were received from
	KCC
	KCC
	KAPC Dover ( [REDACTED] alternate)
	TDC

The Chairman welcomed the many new Committee members following the local elections in May.

**1. MINUTES** The Minutes of the meeting held on 18<sup>th</sup> March 2003, having been previously circulated, were accepted and signed by the Chairman as a true record.

## **2. MATTERS ARISING**

### **3. BRIEFING by CHAIRMAN**

3.1 For the benefit of new members, the Chairman outlined the formation of the Committee and its purpose as a forum for discussion in accordance with guidelines issued by the Department for Transport.

3.2 He emphasised that all members represented organisations and had a duty both to bring the views of their organisations to the table and to report back to them on proceedings. Enquiries received by the Chairman and Secretary had suggested that in some areas little such dialogue was taking place.

3.3 The guidelines issued by the DfT were currently under review. Most of the proposed changes involved procedures that MACC already followed. ([see item 8](#))

### **4. SITUATION REPORT**

4.1 Tony Freudmann reported recent changes that the Wiggins Group had made to the airport management company. Mr Freudmann had been appointed Chairman of London Manston Airport plc; Geoff Lansbury was now Chief Executive; Paul Tipple was Director of Corporate Affairs and a member of the Board, as was Oliver Iny as Chief Executive of the Wiggins Group.

4.2 Wiggins' membership of MACC would remain unchanged. Mr Lansbury's prime function would be to focus on airport development with oversight of project management and finance.

### **5. AIRPORT DEVELOPMENT**

5.1 For the benefit of new members, Paul Tipple outlined what Wiggins had achieved and hoped to achieve at the airport. He described how the Section 106 Agreement placed certain obligations on the Airport in terms of growing the business and providing the necessary supporting arrangements, including for example the establishment of the MACC, noise management, strategic master planning and the development of an environmental statement.

5.2 The Airport's strategic master plan had been based on an exhaustive piece of research conducted by Arthur D Little. That had concluded that the Airport could expect to see passenger traffic of between 4-6 million passengers in the mid-term with the potential to attract 10 and 15 million passengers in the longer term if the acknowledged shortfall in runway capacity were to persist until 2020. Independent studies conducted on behalf of the local and county authorities had reached similar conclusions about Manston's mid-term potential for passenger traffic. The draft local plan for Thanet and Kent County Council's draft Structure Plan reflected these projections and acknowledged Manston as having the potential to become a major cargo airport facility serving the South East.

5.3 In respect of development on the Business Park, Mr Tipple referred to the recent application from Invicta Produce Ltd for planning consent to construct a warehouse to process fruit and vegetables from Kent farmers, and in time to provide the opportunity to process fruit/vegetables flown in to Manston from abroad.

5.4 In parallel the Airport was pressing ahead with the creation of a Border Inspection Post that would allow for the importation of meat/fish produce and serve as a 'Gateway' into the EU. It was hoped that the new facility would be operational by the turn of the year.

5.5 On environmental issues the Airport was working closely with the Environment Agency in conducting further dye tests of surface water runoff and its eventual discharge into Pegwell Bay. Also, Wiggins had commissioned a mud flats sample survey at Pegwell Bay to establish the impact of its discharge on the microbiology of the area.

5.6 Ron Flaherty asked whether there had been any development in securing passenger flights. Mr Tipple stated that discussions that had been adjourned due to the Iraq war had now resumed.

5.7 Bernard Clayson asked when the company would produce an Environmental Impact

Assessment, rather than an environmental statement.

5.7.1 Trevor Herron explained that environmental statements were produced by developers and submitted to the local authority, whereas Environmental Impact Assessments were produced by local authorities. In this case, a draft statement had been submitted to TDC. This had been returned to Wiggins with TDC's comments and requests for additions, but had not yet been resubmitted to TDC. In response to the Chairman, Mr Herron agreed that it was usual for an EIA to be submitted with individual development proposals, but this was not necessarily the case.

5.7.2 Malcolm Kirkaldie asked how an EIA might affect other local schemes, such as Ramsgate Renaissance. Were there any proposals to mitigate noise outside the airport boundaries? Mr Herron explained that within the Local Plan there were provisions to act within government legislation regarding any new development within certain noise contours.

5.8 Paul Tipple concluded by saying that security at the Airport was to be further upgraded by way of new perimeter fencing and the installation of CCTV systems.

5.9 Nick Cole asked whether there had been any development on Wiggins' previous intention of selling off part of the airport, but Tony Freudmann said the current situation was that Wiggins as a company was to be refinanced which should provide new investors following the Group's Annual General Meeting in August.

5.10 The meeting noted that, as requested at the last meeting, the Chairman had written on the Committee's behalf to the Strategic Rail Authority about a faster railway service for East Kent.

## **6. SECTION 106 AGREEMENT**

6.1 **Renegotiation:** The Chairman said the S106 had come into effect in September 2000, and was valid for 3 years, but would continue in force until such time as renegotiation had taken place.

6.1.1 Trevor Herron explained that he had not formally written to MACC on that point, firstly to give new members time to familiarise themselves with the Agreement, and secondly because some conditions contained within the existing agreement had not yet been met, i.e. the noise monitoring system remained incomplete; and development predicted at the time of the initial negotiation had not taken place. For these reasons, it was TDC's intention to start renegotiation at the end of the summer, resulting in a new Agreement for the New Year.

6.1.2 Paul Tipple believed there was now a wider understanding of the development of the airport, which should make renegotiation easier. After the original S106 had been agreed between TDC and Wiggins, the MACC had been given little time in which to consider the wider issues. He therefore suggested that the Committee be given the opportunity to feed its views into the debate, and that these be taken into consideration by the two principal parties.

6.1.3 The Chairman suggested that members start studying the S106 Agreement now with their appointing bodies so as to decide on what suggestions for improvement to bring forward when negotiations began.

6.1.4 Gerry Glover was concerned that continuity would be disrupted due to changes within the negotiating parties following local elections. Responding to Ron Flaherty, Trevor Herron agreed it would be desirable to bring Canterbury and Dover Councils into the process at an earlier date than previously.

6.1.5 Tony Freudmann felt that the original negotiations had been facilitated greatly by having both officers and elected members of TDC included. Were Canterbury and Dover councils to be included in the renegotiation, this would cause delays unless both officers and elected members were in attendance.

## **6.2 Noise Monitoring**

6.2.1 Referring to the latest graph of noise readings Paul Tipple noted the slight decrease in average maximum levels.

6.2.2 Installation of the Western monitor, on land owned by Kent Highways had regrettably still not taken place.

6.2.2.1 Mr Tipple apologised to the meeting for this, though saying that some of the delay had been caused by factors beyond Wiggins' control, most recently a ruling by Kent Highways regarding hire of contractors. He hoped the monitor would be installed in 2 or 3 weeks. Considerable

concern was expressed about the delay, with the Chairman pointing out that the installation was now two years behind the requirement of the Section 106 Agreement. Readings from the Clarendon School monitor were providing valuable information linking readings with the relevant noise complaints received, and this showed how important it was that the second monitor should come into operation quickly.

6.2.2.2 Nick Cole was more concerned about the installation of the ILS beam, as he felt that to be an integral part in the noise abatement measures, going hand in hand with noise monitoring.

6.2.2.3 In response to John Fullarton, the Chairman confirmed the existence of a mobile monitor in the control of TDC, which reminded Nick Cole of his suggestion that the monitor be used on the roof of St Nicholas School.

6.2.2.4 Paul Tipple, answering Peter Bagley who wanted the monitor to be used in Manston village, said that an approach to the Environmental Health Officer had been made and that it was hoped to set up the mobile equipment fairly shortly.

6.2.2.5 Trevor Herron agreed to arrange for the list of suggested mobile monitoring sites to be forwarded to the Secretary.

6.2.3 John Garland had noted the wide area over which the smell of aviation fuel carried, and the length of time covered. Jim Mannering (Cliffsend) confirmed that the duration was hours rather than minutes.

### **6.3 Aircraft Noise Assessment and Mitigation – draft report**

6.3.1 Copies of the report by Bickerdike Allen Partners in conjunction with Manchester Airport had been circulated in advance of the meeting.

6.3.2 Introducing the discussion Paul Tipple said the paper contained two important points: confirmation that arriving aircraft created more noise than departures, and that the noise contours for the period up to 2005 reflected fairly accurately the actual noise readings obtained from the noise monitor on Clarendon School in Ramsgate, over which aircraft approach Manston.

6.3.3 The noise contour map for 2001 showed the greatest concentration of noise encapsulated in the 63dB contour embracing the north west corner of Cliffsend progressively moving outwards to the 60dB contour reaching St Lawrence and the 57dB going beyond the main road (A255).

6.3.4 Projections had been made for 2005 assuming passenger numbers of 1.5 million and 125,000 tonnes of freight involving the same type of aircraft as now (Boeing 747-200 and DC8-62F). As a result the forecast contour was similar to the current contour although there were small increases in noise in the Ramsgate area. An airport handling 1.5m passengers and freight could result in an increase of some 3dB. Such an increase, whilst discernible would not usually be significant. However, were the Airport to be successful in its efforts to promote use of the airport by quieter aircraft types and to phase out the noisiest aircraft types then the future impact would be broadly similar to that of today.

6.3.5 Mr Tipple said the paper had been tabled to prompt constructive debate, and to determine how in the light of the information it provided we might sensibly work towards formulating an effective noise management strategy that acknowledged *the* need for balance between commercial growth of the airport, and the impact on communities affected.

6.3.6 In response to John Garland, Paul Tipple confirmed that once the Airport moved into profitability more stringent rules for airfreighters could be introduced, as suggested in the Report. In addition, at that stage, new radar equipment could be ordered which would enable accurate tracking of aircraft. This would not only indicate non-compliance with noise abatement routes, but also provide the capability of pinpointing individual incidents.

6.3.7 Jim Mannering commented on the small number of Cliffsend residents who would benefit from the noise insulation scheme. He felt that some residents would find it difficult to finance the 20% of the installation cost not provided by Wiggins. It did not seem fair that a few people should have to pay towards noise insulating their homes, when the whole of Thanet should benefit from the development of the Airport. Mr Tipple said that noise contours would be updated annually and should

they expand, more residences would qualify under the grant scheme.

6.3.8 Paul Tipple confirmed the Chairman's understanding that although Manston Village did not fall within the 63dB contour, the mobile monitor was to be installed there for a period to accurately assess the noise situation.

6.3.9 Both Ron Flaherty and John Fullarton found it difficult to relate noise contours to the actual noise monitoring results for individual aircraft. Clarendon School did not fall within the 63db noise contour, yet aircraft had registered 97db on many occasions. Most members felt that averages did not give a true picture of the disturbance created by one or two extremely noisy aircraft each day.

6.3.10 Nick Cole thought the report gave less regard to the western end of the runway simply because it was less populated than other areas. The noise disturbance was the same, regardless of the number of residents. Mr Cole felt it was misleading to compare contours of average yearly levels with actual instances of disturbance.

6.3.11 Paul Tipple said that although the Report confirmed that the main effect was in Ramsgate because of the density of population, its forecast of noise levels and mitigation measures applied to the western end as much as to Ramsgate. Disturbance was the same regardless of population density, and the measures proposed did not differentiate between densely or sparsely populated areas.

6.3.12 Paul Tipple explained that the construction of the noise contours followed established practice across Government and the aviation industry. Whilst it was not possible to diverge from that practice, Mr Tipple accepted that what people heard was actually more than was reflected in noise decibel contours. The important question, however, was what could be done to lessen the noise that people were actually hearing. It was incumbent upon the Airport to influence airline operators to improve the age of their fleets. Passenger aircraft were known to be considerably less noisy than airfreighters, so growth in that area should not have a material impact on the noise people were hearing.

6.3.13 Mr Tipple said one step had already been taken at the time of the move from Chapter II to Chapter III aircraft. Many sites in continental Europe had agreed to accept some of the older Chapter II aircraft that were moving towards Chapter III, because of the need to maintain that business. Manston had been approached, but had refused that quite lucrative business, not wishing to reintroduce high noise levels.

6.3.14 Referring to page 3 of the report, John Garland disagreed with its statement that "general aviation activity does not significantly affect noise exposure". Mr Tipple said the point would be reached where general aviation activity would have to decrease. Alastair Robertson added that a visiting party from Herne Bay/Beltinge the previous week had commented that the small aircraft did not disturb them at all. Mr Robertson also stated that since the removal of the grass runway, general aviation activity at Manston had dropped by 30%.

6.3.15 Malcolm Kirkaldie pointed out that paragraph 3 on page 12 stated "*...noise exposure is mainly due to the occasional landing of large freighter aircraft over Ramsgate*". Mr Kirkaldie said that "*occasional*" should be replaced by "*daily*". Alastair Robertson confirmed that the type of freighters mentioned on page 13 were DC8's that complied with the bottom margin of Chapter III, and that they would continue to be in use at Manston. Mr Kirkaldie further felt that use of reverse thrust was on the increase, contrary to recommendations in the Report.

6.3.16 In answer to a question sent in advance to the Secretary by John Bragg, Paul Tipple said that comments made in the present discussion would be noted and a further document tabled.

## **6.4 [Air Quality Monitoring](#)**

6.4.1 Readings previously circulated were accepted. It was confirmed to Malcolm Kirkaldie that the current standard set by the WHO for Benzene levels was 5.0ppb.

## **6.5 Sound insulation scheme update**

6.5.1 This had been covered in the previous item. Paul Tipple added that each house falling within the criteria of the scheme would soon receive documentation on the detail of the scheme and requests for information about individual properties that could be passed to contractors.



## **7. LMA OPERATIONAL and COMPLAINTS STATISTICS**

7.1 Alastair Robertson stated that the Complaints figures would have to be re-issued. The figures had been provided to the Secretary for circulation a week in advance of the meeting, and 6 complaints about the 29<sup>th</sup> May incident had come in later.

7.1.1 This was one of three incidents under investigation, all of which involved pilot misjudgement on approach, caused by the lack of an ILS system on Runway 10.

7.1.2 The first incident on 27 March, involving an aircraft flying off track, had not generated any formal complaints, but had been identified by airport personnel. LMA had written to the airline operator expressing concern at the disturbance to residents, but in fact the pilot had not done anything wrong. It was the fact that the aircraft was off course that had caused the disturbance by overflying the villages.

7.1.3 Investigations into the 8<sup>th</sup> April incident had found that the first officer had been in control of the aircraft, supervised by his captain. The visual aids had been overlooked. The airline had been written to reminding them that they were operating in a very noise sensitive area, and that flying DC8s in such a manner would give rise to disturbance to the local population.

7.1.4 The incident on 29 May had involved an Air Atlanta aircraft making a low approach to Runway 10 over Monkton and Minster. Investigation had found that this aircraft also was being flown by the first officer who had stated that bright sunlight had prevented him from seeing the runway lighting. He had then turned right and started to climb, flying over Monkton, at a height reported by the captain of 540ft over the village. Alastair Robertson said that without a precise radar system, it was impossible to state categorically the height of the aircraft. Mr Robertson said that this type of approach would become unnecessary with the entry into service of the ILS system.

7.1.4.1 Both Nick Cole and Gerry Glover confirmed the extreme alarm that this incident had caused, and doubted that the aircraft had been as high as 540ft over Monkton. Alastair Robertson agreed to show the confidential incident report to Nick Cole. **Action AR**

7.1.5 Ron Flaherty had heard many complaints from residents in Herne Bay/Beltinge that aircraft were flying too low. Alastair Robertson said it was not possible to ascertain the height of aircraft in that area until such time as the ILS beam became operational. Six constituents from Herne Bay had visited Manston the previous week with Cllr Reuby (*Canterbury CC*) to discuss their concerns, and various proposals had been made, including a meeting between Mr Robertson and the airline operators. Cllr Flaherty felt that, as Canterbury CC representative on MACC, he should be informed of such visits in order that he could inform the Chief Executive, but Mr Robertson said he could not divulge the content of his personal response to Cllr Reuby without her consent.

7.1.6 In response to John Fullarton, Mr Robertson explained that pilots were not required to identify height or heading, unless about to adopt an unusual procedure. The last radio call expected before an aircraft landed would be to say that the pilot could see with the runway.

7.1.6.1 John Garland wondered whether anything could be added to the airport manual to give pilots indicators for visual approach bearing in mind the flat countryside around Manston, as even when the ILS was in operation, there might be breakdowns. Alastair Robertson said the situation was compounded by the current low number of fully qualified radar controllers at Manston able to provide a radar service 24hrs a day, seven days a week.

7.1.7 Alastair Robertson reported on a further incident on 4<sup>th</sup> June when the vortex wake from an arriving B757 had removed some 20-30 roof tiles from a house in Ramsgate, depositing them in the garden next door. This was a very unexpected occurrence at Manston due to strong prevailing winds, and the fact that 747 and DC8 aircraft were not prone to vortex wake. LMA was putting into place a procedure whereby on still days when, it was now clear, there was a risk of vortex wake, 757 aircraft would approach on Runway 10 over unoccupied land. LMA was in correspondence with the airline and other authorities with experience of vortex wake to ascertain any further measures that could be taken.

7.1.8 Mr Robertson further reported on a training session carried out in early June by a 737 aircraft. There was considerable reason to believe that a number of rules applying to training circuits had been breached, and the airline involved had been written to accordingly. More detailed reporting of this incident would be available at the next meeting.

## **8. AIRPORT COMMUNITY FUND**

8.1 Members had received details of grants already made. The Chairman said there had been several further applications for funding, which would be considered by the fund group immediately following the main meeting. The balance of the Fund stood at £6,543.25.

## **9. GUIDELINES for CONSULTATIVE COMMITTEES**

9.1 The Chairman said the Secretary had recently attended a meeting convened by the Department for Transport to assist the Department in its revision of the Guidelines for Consultative Committees, now 15 years old. Members had received minutes of that meeting, together with a copy of the original Guidelines. Developments would be reported in due course.

## **10. ANY OTHER BUSINESS**

10.1 John Fullarton noted that some road signs still indicated Kent International Airport, rather than London-Manston Airport. Paul Tipple agreed to look into the matter. **Action PT**

10.2 Nick Cole wished to record his disappointment at the poor representation by Thanet District Council. Roger Latchford thought it fair to point out that Mike Roberts, the second TDC representative, had been given that position only the previous evening. Ron Flaherty said that Canterbury Council had allocated committee posts quickly after the election, and TDC's failure to allocate representatives to MACC earlier suggested they were not taking the airport seriously. The Chairman said that there had been some confusion about representation of TDC on MACC.

10.3 John Fullarton noted from details provided by the Secretary that the alternate representative for Broadstairs Town Council was given as Cllr Kilvington, who was in fact no longer a member of the Town Council. The Secretary had been provided with the information since the local elections.

10.4 The Chairman asked for members' cooperation in providing up to date information to the Secretary.

10.5 The Chairman also expressed concern regarding representation of Ramsgate, for whom no representative had come to the meeting. It was of great importance that there should be proper representation of the most populated community that suffered the greatest disturbance.

10.6 The Chairman hoped that if any new members would like a tour of the Airport, they would arrange this with Alastair Robertson. Cllr Latchford had already done so. Mr Robertson would welcome this. He would suggest a convenient week and ask members to suggest which day/part of day, with a maximum of 4/5 members at a time. **Action AR**

## **11. DATE of NEXT MEETING**

The date of the next meeting, to which the press and public were to be invited as observers, had previously been fixed for Wednesday 24<sup>th</sup> September at 7.30pm. However, as Cllr Latchford said that clashed with a meeting of the Conservative Party, the Chairman said it might be necessary to amend the date to the 25<sup>th</sup>. (***now confirmed as the 25th September***).

There being no further business, the meeting closed at 5.30pm

MINJUN03

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**Chairman:** Sir Alistair Hunter **Secretary:** [REDACTED]  
[REDACTED] MACC

Manston Airport Consultative Committee  
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Telephone / Fax 01843 862185  
E-mail: [113311.1250@compuserve.com](mailto:113311.1250@compuserve.com)

16 June 2003

All MACC Members:

Papers for the Committee's next meeting, on Tuesday 24 June at 2 pm in the Airport passenger terminal, are being sent to you with this letter. I look forward to seeing you all there.

As a result of the local elections in May we have a number of new Committee members. For this reason, we have incorporated into the agenda for the meeting a couple of short basic briefings: by me, on the rationale for and operation of the Committee, and by Paul Tipple of Wiggins on the development of the Airport so far. Though primarily addressed to new members, I hope these will act as useful refreshers for established ones.

A fundamental document regarding the operation of the Airport is the agreement concluded between Wiggins Group as airport owners and Thanet District Council as planning authority in accordance with Section 106 of the Town and Country Planning Act 1990 ("the Section 106 Agreement"). It was promulgated in September 2000, and is due for renegotiation by September 2003, though for a number of reasons - including the transfer of power on Thanet DC - I imagine this date may be put back. New members will find it useful to familiarise themselves with this document. Copies were sent to each member organisation at the time, but our Committee Secretary, Tessa Sherriff, has a very few spare copies available, on a first-come-first-served basis, if any of the existing copies are difficult to trace.

Alistair Hunter  
Chairman

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**REVISION OF GUIDELINES FOR AIRPORT CONSULTATIVE COMMITTEES**

A copy of the current Guidelines, issued by the then Department of Transport in 1988, follows.

The DfT recently decided it was timely to update the guidance to incorporate successes and difficulties experienced by committees, and to that end, convened a meeting on 30 May, which the Secretary attended, to assist the Department in its revision of these Guidelines.

Minutes of that meeting are attached.

## **GUIDELINES FOR AIRPORT CONSULTATIVE COMMITTEES**

The guidance set out below is intended to assist those who have a responsibility to provide facilities for consultation at aerodromes to which Section 35 of the Civil Aviation Act 1982 applies and others who have an interest in such consultative procedures.

### **1. The Legislation**

Section 35 of the Civil Aviation Act 1982 (as amended) which deals with facilities for consultation at certain aerodromes, states:

"(1) This section applies to any aerodrome which is designated for the purposes of this section by an Order made by the Secretary of State.

(2) The person having the management of any aerodrome to which this section applies shall provide:-

(a) for users of the aerodrome,

(b) for any local authority (or, if the person having the management of the aerodrome is a local authority, for any other local authority) in whose area the aerodrome or any part thereof is situated or whose area is in the neighbourhood of the aerodrome, and

(c) for any other organisation representing the interests of persons concerned with the locality in which the aerodrome is situated, adequate facilities for consultation with respect to any matter concerning the management or administration of the aerodrome which affects their interests."

### **2. The Purposes of Consultation**

Consultation is not intended to detract from the responsibility of management to manage aerodromes. The aim should be to provide an effective forum for the discussion of all matters concerning the development or operation of the aerodrome, which have an impact on the users of the aerodrome and on people living and working in the surroundings area. Consultation should be seen as a positive and interactive process through which the concerns of interested parties can be taken into account - aiming to allow the efficient operation of an airfield while moderating its impact on local communities. It should be seen as a means of keeping all interested parties adequately informed of matters affecting them, of providing an opportunity to reconcile any differences of view that may arise, and for resolving difficulties through agreed voluntary action.

### **3. The Form of Consultation**

Consultation is best carried out through a committee set up for this purpose, except where it can be demonstrated that the particular circumstances call for a different arrangement.

### **4. Composition of Consultative Committees**

#### **4.1 Representation**

Section 35 of the Civil Aviation Act 1982 specifies the categories of bodies or organisations which should be consulted: "users of the aerodrome, any local authority...in whose area the aerodrome or any part thereof is situated or whose area is in the neighbourhood of the aerodrome, and any other organisation representing the interests of persons concerned with the locality in which the aerodrome is situated".

An appropriately representative committee is therefore likely to include members from all of these groups in balanced proportions. Local interest may be represented by parish councils and local residents' groups, community groups or groups formed to represent local interests in the environment or amenities. Committees should seek to achieve a comprehensive input to their deliberations by ensuring fair representation of the full range of local interests and by seeing that members are given an equal opportunity to express their views. In pursuing this, account may have to be taken of the need to secure a committee which is not so large that it is unable to function effectively.

#### **4.2 Officers**

To maintain the confidence of the general public in the independence of the committee, it is highly desirable to appoint a chairman and secretary who are not closely identified with any sectional interest. Where this proves to be impossible, rotation of these offices between the main interests represented should be considered.

#### **5. Administrative Costs**

The costs of the administration of consultative committees should be shared equitably among the participants.

#### **6. Venue**

The venue of the meetings should be decided by the consultative committee. Unless otherwise agreed by the committee, the management of the aerodrome should provide adequate facilities for meetings.

#### **7. Frequency of Meetings**

The consultative committee should meet at least three times a year, unless the committee is satisfied that fewer meetings would suffice.

#### **8. Matters for Consideration by the Consultative Committees**

##### **8.1 Terms of Reference**

The terms of reference of the committee should be sufficiently widely drawn to enable it to consider any matter the management may refer to it, as well as issues arising directly or indirectly from the operation of the aerodrome.

##### **8.2 Complaints**

An agreed formal procedure for recording complaints about aircraft noise and other adverse effects of the aerodrome on the environment should be instituted. These arrangements, which should be very well publicised, should provide for complaints to be made to the aerodrome management by telephone or in writing. Complainants should normally give their name, address, telephone number and sufficient detail to enable any necessary investigation to be carried out. The complaints record

and individual letters should be made available to the consultative committee.

## 9. Organisation of Meetings

### 9.1 Circulation of Documents

All participants in consultation should make available through the secretariat to all members the fullest information on matters of concern to the committee, at as early a date as possible.

### 9.2 Minutes

Minutes of each meeting should:

- be formally adopted as a full and fair account of proceedings of the committee;
- be circulated to committee members prior to the meeting at which they are submitted for adoption.

## 10. Publicity

In the interests of good relations it is desirable that the general public should be kept adequately informed of the activities of consultative committees. This may be done:

- by opening meetings to the local press or members of the public; or
- by periodic reports or press releases on matters of particular interest.

In selecting the first method of publicity, the committee should bear in mind the possible need to deal with confidential matters in private session. All public statements of the committee's view should be approved at a full session of the committee.

Department of Transport  
December 1987

### Minutes of Discussion Meeting on Consultative Committee Guidelines

30 May 03

Those Present: [REDACTED] DfT (chairman)

[REDACTED] DfT (minute)

[REDACTED] London City CC

[REDACTED] SASIG

[REDACTED] GATCOM

[REDACTED] AUC

[REDACTED] AEF

[REDACTED] Glasgow Prestwick CC

[REDACTED] Manston Airport CC

[REDACTED] BATA

[REDACTED] CAA/DAP

[REDACTED] CAA/DAP

1. The meeting had been convened to assist the Department in its revision of the official guidelines for airport consultative committees.

2. An apology had been received from [REDACTED] GAAC.
3. There are currently 51 aerodromes **designated** under Section 35 of the Civil Aviation Act. This requires the aerodrome to provide adequate facilities for consultation:

"(a) for users of the aerodrome,

"(b) for any local authority ... in whose area the aerodrome or any part thereof is situated or whose area is in the neighbourhood ... and

"(c) for any other organisation representing the interests of persons concerned with the locality in which the aerodrome is situated. "

4. The then Department of Transport had issued guidelines for airport consultative committees in 1988. Since then committees have evolved in different ways, and it was thought timely to update the guidance to reflect the successes and difficulties experienced by committees. The Department had asked in consultation for views, and had circulated a note which also summarized the detailed suggestions of a task group of the annual liaison meeting of CCs.
5. The group discussed what the **role** of consultative committees in relation to the operation of the aerodrome should be. PB reminded the group that consultative committees were not planning authorities and should not try to replicate this role. They also were not, and should not seek to become, decision-making bodies in relation to aerodrome management. JA expressed concern that committees would not have the expertise to *carry out* 'environmental monitoring' (paragraph 34 DfT discussion note). It was agreed that the committee itself should not carry out such work, but there was consensus that the committee should have input into the monitoring process. For example, Gatwick Airport Ltd appoints an independent environmental auditor in consultation with the committee. RW highlighted the need for committees to understand the legal and regulatory framework within which aerodromes operate.
6. It was also noted that aerodromes might discharge their consultation duties partly outwith the committee structure. Where this could be codified, it may be desirable to do so perhaps by a memo. item to the terms of reference.
7. PG asked whether the guidance should be directed to **all** aerodromes, whether or not s.35-designated. TJ thought that some sort of consultation should be very strongly encouraged at all aerodromes; but that a committee was not always necessary. NS noted that there is a wide spectrum of aerodromes, from Heathrow to small grass strips, and that the guidance should recognize the diversity of their circumstances.
8. JA suggested that "**neighbourhood**" might be replaced in the guidance by "within the sphere of influence of an airport," though it was acknowledged that even this term was not unambiguous.
9. JB suggested that each organisation might be limited to only one representative but this was not agreed unanimously: especially at the larger airports, or where committee business focused particularly on, for example, local planning matters, it may be suitable to invite more than one member from the local planning authority and/or from other bodies. JB highlighted the distinction between an elected member and an officer of a local authority on the committee but SM said Prestwick CC had no difficulties with this, each was able to represent the local authority viewpoint in appropriate contexts.
10. In deciding the size of a committee it was agreed that it should not be too large but there needs to be adequate representation of the groups referred to in s.35. TJ asked if 'category (a)' members should include the airport management. TS explained that at Manston the airport owners were full members of the committee whereas at many committees the airport management representatives were present as participating observers, and were not members. It was agreed that the airport management needed to be present but not necessarily as members of the committee. Neither a maximum nor a minimum size of the committee should be firmly prescribed, but the general feeling was that 40 would be about the

maximum manageable limit for a large airport, with smaller numbers indicated moving down the scale of airport activity — say 30 for a regional airport, 15-20 for a GA aerodrome as indicative sizes.

11. Standing sub-groups to address certain issues (such as passenger services, or environment) might be suitable depending on the aerodrome. NS considered that the formation of sub-groups should be at the discretion of the committee. PB reinforced the importance of providing a forum in which airports could work in partnership with interested parties on a range of issues.
12. PB highlighted the importance of passenger interests having a voice, in particular at the larger airports. This could be achieved through a passenger services sub-committee.
13. It was agreed that the **Chairman** should not be an airport employee if this could possibly be avoided; but most agreed with PB and JA that arm's length remuneration by the airport was appropriate. TJ expressed concern that long tenures would mean that, *in extremis*, an incompetent Chairman, or one perceived as partial, could not be removed as quickly as was desirable. The crucial point was that the Chairman should be accepted by members as fair and disinterested.
14. SM disagreed, his view being that the Chairman should, ideally, not be appointed by the airport. PB explained that he was appointed by BAA, in consultation with the committee; and his independence was not compromised. JA explained that London City voted on the Chair every three years. SE considered that although the Chair may have influence over the agenda, the method of appointment should not affect the operation of the committee. It was agreed that the Chair should not be selected from the committee and that the committee should have input into the selection. A consensus emerged that, in practice, committees could be expected to remove unsuccessful chairmen before expiry of their terms of office, if necessary, so the preference might well be for a three-year term or so.
15. PB highlighted the importance of the **secretariat** in ensuring adequate preparation and the flow of information. The guidance should emphasize the scale of this task and the importance of resource and continuity.
16. Continuity in **membership** was considered almost as important, and it was suggested that a minimum term subject to satisfactory conduct could be recommended. JB thought that it could be difficult to deliver long term membership, and it was agreed that the guidance should acknowledge the relevance of local authority election cycles, and the desirability of allowing appropriate substitutes (with advance notice to the secretariat). However, it was suggested that a longer-term commitment might attract more suitable members.
17. It was agreed that the **number, location and time** of meetings should be at the discretion of the committee. Broadly though, quarterly meetings (which could link to LA and other committee cycles) appeared suitable for most (inter/)national and regional airports and possibly for large GA airfields, while six-monthly meetings may be appropriate for smaller airfields.
18. JA considered that meetings held at the airport enhance understanding of the airport operation and assists airport employees to attend. On the other hand, JB thought that 'neutral territory' could help avoid a feeling that the airport was 'dictating terms' to the committee.
19. Generally, the larger airports' committees meet in working hours and those of smaller aerodromes, in the evening. This was generally regarded as inevitable, though it was difficult to be prescriptive as to where the dividing line should fall. The circumstances of members (or prospective members) should be taken into account, in borderline cases.
20. The payment of costs should be decided by the committee, although the default option should be for the aerodrome to pay.
21. JA reported that, at London City, the **public** could attend and speak, at the chair's discretion, if they give two days notice, before the formal start of the meeting; he regarded this sort of arrangement as highly desirable in general. This was not the general practice, however: some committees permitted Press, but not general public, attendance. DB suggested that committees could follow the rules of some parish council whereby the public can attend and contribute at certain points. TJ explained that Wycombe have a ten minute session at the



- beginning of each meeting for the public to air their concerns. SM thought that public access would be liable to hinder the flow of information from the airport. PB thought that the **Press** should be invited but that there were logistical problems with opening meetings to the public, especially for the larger airports. All in all, the meeting was divided on this issue, upon which the Department would reflect further.
22. It was suggested that airports should have notices **publicising** the existence of the committee. Some committees placed minutes on websites, in libraries and/or sent them to the press. DB suggested that committees could produce regular reports of their activities. SE wondered what the aim of publicising the committee was and whether it would encourage complaints. It was agreed that any guidance on publicity should not be too prescriptive in tone.
  23. There are currently various arrangements among committees for obtaining **technical advice**. Heathrow, for example, retains a specific technical consultant while Prestwick secured the services of volunteer technical advisers, *ad hoc*. TJ considered that the more important point was for members to have sufficient notice of technical matters, in order to allow them to consult their own advisers where necessary.
  24. PG asked whether individual **complaints** should be made available to the committee. Currently some airports produce a summary of complaints and the answers to them, and/or gave the general locations of complainants; but it was not unknown for bundles of individual complaints to be circulated to members, with or without anonymity. It was suggested that complainants could be invited to write to the committee if dissatisfied with the airport's response. However, there was concern that this could place a disproportionate burden on the committee and it was agreed that this should be recommended only to deal with exceptional circumstances.
  25. PG raised the possibility of 'teach-ins' on specific airport issues, perhaps along the lines of aviation induction **seminars** for committee members. JA thought that members learnt on the job and SM agreed that arrangements were best kept informal. DB suggested an annual seminar for all committees, to be aimed particularly at recently-joined members; but there was concern that interest in such an event would be too low to justify it (though the only way to be sure would be to invite expressions of interest). RW stated that each airport is different and generic information would not be as useful as activities such as airport tours or visits to particular facilities such as the airport noise office, baggage handling, *etc.* TJ suggested that guidance could include a list of various addresses and published sources of relevant information, as from AOA, AEF, CAA, available to committees. The airports themselves had an important role in informing members about their operation and the majority view was that 'teach-ins' could be better handled at airport level.
  26. The CAA had suggested that there could be a system of mandatory external **audit** of the operation of ACCs. However, the group felt that this was likely to be resented by committees and would be intrusive, as well as unnecessary in the great majority of cases. TJ thought committees could usefully be reminded of DfT powers to intervene in certain areas of aerodrome operation, such as noise.
  27. It was agreed that the guidance could usefully include **examples of good practice** for different types of airports such as the balance of representation, sources of technical advice and terms of reference of the committee. The group agreed to supply any examples of good practice within the next four weeks [by 27 June].

#### **For information:**

SASIG Strategic Aviation Special Interest Group of the Local Government Association (of which Thanet District and Canterbury City Councils are member)  
GATCOM Gatwick Airport Consultative Committee

AUC Airport Users Council  
AEF Aviation Environment Federation  
CAA Civil Aviation Authority  
BATA British Air Transport Association

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## Statistics

Average Noise Level Report May 2003		<i>Arrival/ Departur e</i>	<i>Avg. Lma x dB(A )</i>
	January 2003	A	91.3
	January 2003	D	91.5
	February 2003	A	90.8
	February 2003	D	89.1
	March 2003	A	90.0
	March 2003	D	89.0
	April 2003	A	90.5
	April 2003	D	88.9
	May 2003	A	90.0
	May 2003	D	88.7

### Background

Since the range of intensity of sound which the human ear can detect is so large, the scale which is used to measure intensity is a scale based on multiples of 10. This type of scale is often referred to as a logarithmic scale. The scale for measuring intensity is the decibel scale.

Not all sound pressures are equally loud. This is because the human ear does not respond equally to all frequencies: we are much more sensitive to sounds in the mid frequency than to very low or high frequency sounds. For this reason, noise monitors are usually fitted with a filter whose response to frequency is intended to mimic that of the human ear. If the "A weighting filter" is used – as is the case with the equipment being installed around London Manston Airport - the sound pressure level is given in units of dB(A). Sound pressure level on the dB(A) scale is easy to measure and is therefore widely used.

As is common industry practice, the locations of the two noise monitoring

**sites have been chosen to correspond with the ‘flyover’ reference noise measurement point – approximately 6.5 km from start of take of roll – as described in Annex 16 to the Convention on International Civil Aviation. The noise monitors themselves are configured to identify aircraft related noise ‘events’ by virtue of the characteristics of the flyover eg. duration, rate of rise and fall etc. These events are then correlated to flight movement data.**

**It should be noted that data within this report has been gathered solely at the easterly noise monitor (No. 2) which is sited at Clarendon House Grammar School, Ramsgate.**

## LMA STATISTICS MARCH – MAY 2003

<b>COMPLAINT FORMS BY LOCATION</b>		
	<b>March - May 2003</b>	<b>March - May 2002</b>
<b>Birchington</b>		<b>3</b>
<b>Blean</b>	<b>1</b>	
<b>Broadstairs</b>		<b>1</b>
<b>Eastry</b>	<b>3</b>	
<b>Herne Bay</b>	<b>89</b>	<b>79</b>
<b>Mashside</b>	<b>1</b>	<b>14</b>
<b>Minster</b>	<b>2</b>	
<b>Monkton</b>	<b>5</b>	<b>2</b>
<b>Ramsgate</b>	<b>101</b>	<b>226</b>
<b>St. Nicholas at Wade</b>	<b>6</b>	<b>2</b>
<b>Stourmouth</b>		<b>1</b>
<b>Westgate on Sea</b>	<b>33</b>	<b>1</b>
<b>Whitstable</b>	<b>2</b>	<b>2</b>
<b>Total</b>	<b>243</b>	<b>331</b>
<b>∴ during March - May 2003 243 forms generated 344 complaints</b>		
<b>∴ during March - May 2002 331 forms generated 668 complaints</b>		
<b>March - May 2003 total number of complainants was 27</b>		
<b>March - May 2002 total number of complainants was 36</b>		

<b>CAUSAL FACTORS</b>		
	<b>March - May 2003</b>	<b>March - May 2002</b>
<b>Noise</b>	<b>171</b>	<b>314</b>
<b>Pollution</b>	<b>7</b>	<b>137</b>
<b>Low Flying</b>	<b>134</b>	<b>192</b>
<b>Repeated Approaches</b>	<b>0</b>	<b>1</b>
<b>Off Route</b>	<b>16</b>	<b>14</b>
<b>Other</b>	<b>0</b>	<b>3</b>
<b>Not Related</b>	<b>16</b>	<b>7</b>
<b>TOTAL</b>	<b>344</b>	<b>668</b>

<b>COMPLAINTS GENERATED</b>						
<b>March - May 2003</b>						
<b>NO.</b>	<b>DATE</b>	<b>TIME</b>	<b>ARR/DEP</b>	<b>RWY</b>	<b>NOC</b>	<b>AIRLINE</b>
	29.05	0851	ARR	R10	6	Air Atlanta
	23.03	1927	DEP	R10	4	MK Airlines
	14.04	1441	ARR	R10	4	MK Airlines
	02.03	0955	ARR	R28	3	MK Airlines
	05.03	2246	DEP	R10	3	MK Airlines

	14.03	1325	ARR	R10	3	MK Airlines
	16.03	1942	DEP	R10	3	MK Airlines
	12.04	1258	ARR	R10	3	MK Airlines
	15.04	1837	DEP	R10	3	MK Airlines
	17.04	1031	ARR	R10	3	MK Airlines

<b>DEPARTURES SUMMARY</b>											
<b>March - May 2003</b>						<b>March - May 2002</b>					
	<i>Total</i>	<i>Rwy 28</i>	<i>%</i>	<i>Rwy 10</i>	<i>%</i>		<i>Total</i>	<i>Rwy 28</i>	<i>%</i>	<i>Rwy 10</i>	<i>%</i>
<b>Mar 03</b>						<b>Mar 02</b>					
Heavy	<b>94</b>	35	37.2	59	62.8	Heavy	<b>89</b>	57	64.0	32	36.0
Light	<b>1006</b>	249	24.8	757	75.2	Light	<b>877</b>	489	55.8	388	44.2
Total	<b>1100</b>	284	25.8	816	74.2	Total	<b>966</b>	546	56.5	420	43.5
<b>April 03</b>						<b>April 02</b>					
Heavy	<b>138</b>	37	26.8	101	73.2	Heavy	<b>99</b>	56	56.6	43	43.4
Light	<b>647</b>	106	16.4	541	83.6	Light	<b>663</b>	353	53.2	310	46.8
Total	<b>785</b>	143	18.2	642	81.8	Total	<b>762</b>	409	53.7	353	46.3
<b>May 03</b>						<b>May 02</b>					
Heavy	<b>187</b>	110	58.8	77	41.2	Heavy	<b>107</b>	63	58.9	44	41.1
Light	<b>927</b>	490	52.9	437	47.1	Light	<b>493</b>	293	59.4	200	40.6
Total	<b>1114</b>	600	53.9	514	46.1	Total	<b>600</b>	356	59.3	244	40.7

### Section 106 Compliancy Reports

<b>March 03 - May 03</b>					
<b>Airport Movements</b>					

		<b>Mar-03</b>	<b>Apr-03</b>	<b>May-03</b>	<b>Quarterly Total</b>
Fixed Wing		2197	1570	2222	<b>5989</b>
Helicopters		72	74	140	<b>286</b>
<b>Total</b>		<b>2269</b>	<b>1644</b>	<b>2362</b>	<b>6275</b>
<b>Runway Utilisation</b>					
Runway 10		1553	1297	1174	<b>4024</b>
Runway 28		644	273	1048	<b>1965</b>
<b>Total</b>		<b>2197</b>	<b>1570</b>	<b>2222</b>	<b>5989</b>
Movements between	2300-0700	4	0	10	<b>14</b>
Training between	2300-0700	0	0	0	<b>0</b>
Departures to Europe between	0600-0700	0	0	0	<b>0</b>
Arrivals from United States between	0600-0700	0	0	0	<b>0</b>
Engine runs between	2100-2300	1	0	1	<b>2</b>
Engine runs between	2300-0800	0	0	0	<b>0</b>
Identified Breaches in Noise Abatement Procedures		0	0	0	<b>0</b>
Incidents Under Investigation		1	2#	3##	<b>3</b>
# includes the incident reported in March 2003 ## includes the incidents reported in March and April 2003					

**27 March 2003 – Cygnus Air @ 0905 L - DC-8 Arrival on Rwy 10**  
**08 April 2003 – MK Airlines @ 1015 L - DC-8 Arrival on Rwy 10**  
**29 May 2003 – Air Atlanta @ 0851 L - B-747 Arrival on Rwy 10**

### Section 106 Compliancy Reports

**March 02 - May 02**



<b>Airport Movements</b>						
		<b>Mar-02</b>	<b>Apr-02</b>	<b>May-02</b>		<b>Quarterly Total</b>
Fixed Wing		1925	1540	1189		<b>4654</b>
Helicopters		166	88	140		<b>394</b>
<b>Total</b>		<b>2091</b>	<b>1628</b>	<b>1329</b>		<b>5048</b>
<b>Runway Utilisation</b>						
Runway 10		830	713	473		<b>2016</b>
Runway 28		1095	827	716		<b>2638</b>
<b>Total</b>		<b>1925</b>	<b>1540</b>	<b>1189</b>		<b>4654</b>
Movements between	2300-0700	0	3	18		<b>21</b>
Training between	2300-0700	0	0	0		<b>0</b>
Departures to Europe between	0600-0700	0	0	0		<b>0</b>
Arrivals from United States between	0600-0700	0	0	0		<b>0</b>
Engine runs between	2100-2300	0	0	0		<b>0</b>
Engine runs between	2300-0800	0	0	0		<b>0</b>
Identified Breaches in Noise Abatement Procedures		2	0	0		<b>2</b>
Incidents Under Investigation		2	0	0		<b>2</b>

### Runway Utilisation

March 03 - May 03

	<b>Mar-03</b>		<b>Apr-03</b>		<b>May-03</b>		<b>Quarterly Totals</b>	
		<b>%</b>		<b>%</b>		<b>%</b>		<b>%</b>
<b>Total Fixed Wing Movements</b>	<b>2197</b>	<b>100.0</b>	<b>1570</b>	<b>100.0</b>	<b>2222</b>	<b>100.0</b>	<b>5989</b>	<b>100</b>
Total Movements Rwy 28	644	29.3	273	17.4	1174	52.8	2091	34.9
Total Movements Rwy 10	1553	70.7	1297	82.6	1048	47.2	3898	65.1

<i>Breakdown by Category</i>								
<b>Total Movements Rwy 28</b>	<b>644</b>	<b>100.0</b>	<b>273</b>	<b>100.0</b>	<b>1174</b>	<b>100.0</b>	<b>2091</b>	<b>100</b>
Total Light Movements Rwy 28	560	87.0	213	78.0	945	80.5	1718	82.2
Total Heavy Movements Rwy 28	84	13.0	60	22.0	229	19.5	373	17.8
<b>Total Movements Rwy 10</b>	<b>1553</b>	<b>100.0</b>	<b>1297</b>	<b>100.0</b>	<b>1048</b>	<b>100.0</b>	<b>3898</b>	<b>100</b>
Total Light Movements Rwy 10	1448	93.2	1085	83.7	904	86.3	3437	88.2
Total Heavy Movements Rwy 10	105	6.8	212	16.3	144	13.7	461	11.8
<b>Total Heavy Movements</b>	<b>189</b>	<b>100.0</b>	<b>272</b>	<b>100.0</b>	<b>373</b>	<b>100.0</b>	<b>834</b>	<b>100</b>
Total Heavy Movements Rwy 28	84	44.4	60	22.1	229	61.4	373	44.7
Total Heavy Movements Rwy 10	105	55.6	212	77.9	144	38.6	461	55.3

## Runway Utilisation

### March 02 - May 02

	Mar-02		Apr-02		May-02		Quarterly Totals	
		%		%		%		%
<b>otal Fixed Wing Movements</b>	<b>1925</b>	<b>100.0</b>	<b>1540</b>	<b>100.0</b>	<b>1189</b>	<b>100.0</b>	<b>4654</b>	<b>100</b>
otal Movements Rwy 28	1095	56.9	827	53.7	716	60.2	2638	56.9
otal Movements Rwy 10	830	43.1	713	46.3	473	39.8	2016	43.1
<b>reakdown by Category</b>								
<b>otal Movements Rwy 28</b>	<b>1095</b>	<b>100.0</b>	<b>827</b>	<b>100.0</b>	<b>716</b>	<b>100.0</b>	<b>2638</b>	<b>100</b>
otal Light Movements Rwy 28	977	89.2	708	85.6	595	83.1	2280	86.2
otal Heavy Movements Rwy 28	118	10.8	119	14.4	121	16.9	358	13.8

<b>otal Movements Rwy 10</b>	<b>830</b>	<b>100.0</b>	<b>713</b>	<b>100.0</b>	<b>473</b>	<b>100.0</b>	<b>2016</b>	<b>10</b>
otal Light Movements Rwy 10	766	92.3	635	89.1	388	82.0	1789	88.
otal Heavy Movements Rwy 10	64	7.7	78	10.9	85	18.0	227	11.
<b>otal Heavy Movements</b>	<b>182</b>	<b>100.0</b>	<b>197</b>	<b>100.0</b>	<b>206</b>	<b>100.0</b>	<b>585</b>	<b>10</b>
otal Heavy Movements Rwy 28	118	64.8	119	60.4	121	58.7	358	61.
otal Heavy Movements Rwy 10	64	35.2	78	39.6	85	41.3	227	38.

## QUARTERLY BENZENE DIFFUSION TUBE REPORT FOR LONDON MANSTON AIRPORT - FEBRUARY/MARCH/APRIL 03

Figures supplied by Thanet District Council

SITE	MONTH	LEVEL (ppb)
HILL HOUSE DRIVE MINSTER	February 2003	0.26
	March 2003	0.4
	April 2003	0.2
BELL DAVIES DRIVE MANSTON	February 2003	0.35
	March 2003	0.4
	April 2003	0.3
HIGH STREET MANSTON	February 2003	1.28
	March 2003	0.4
	April 2003	0.3

Results are exempt from lab corrections

The current standard set by the WHO is 5ppb

The Air Quality Objective set by the Government is 5ppb as a running annual mean to be achieved by 31/12/2003

## QUARTERLY NITROGEN DIOXIDE DIFFUSION TUBE REPORT FOR LONDON MANSTON AIRPORT –FEBRUARY/MARCH/APRIL

**03**

Figures supplied by Thanet District Council

<b>SITE</b>	<b>MONTH</b>	<b>LEVEL (ppb)</b>
HILL HOUSE DRIVE MINSTER	February 2003	21.3
	March 2003	14.4
	April 2003	13.6
BELL DAVIES DRIVE MANSTON	February 2003	28.1
	March 2003	17.3
	April 2003	17.4
HIGH STREET MANSTON	February 2003	22.5
	March 2003	24.2
	April 2003	15.7

### Results are exempt from lab corrections

The current Air Quality Objective set by the Government is an annual mean of 21ppb.

### MANSTON AIRPORT COMMUNITY FUND

#### GRANTS MADE TO DATE:

Walking Bus Group £350 for one set of kit for new scheme for Thanet Church of St Christopher,  
 Newington £500 towards window grilles to prevent further vandalism  
 Acol Parish Church £132 towards replacement memorial seat  
 Minster Museum £326 towards new roofing for animal enclosures  
 St John Ambulance, Ramsgate £480 towards carrying chair for sick/disabled passengers/crew at  
 Manston Airport  
 Cliffsend Village Hall £300 towards replacement of louver window  
 St Nicholas at Wade Church £457 towards new furniture for Church hall

**£2545 TOTAL**

<b>Applicant</b>	<b>Purpose of grant</b>	<b>Amount requested</b>	<b>Matched funding</b>	<b>Action/Comment</b>

Monkton Parish Council	Renovation of stocks  £1,000	£500	Parish Council funds	Copy of estimate with Tessa
Manston Village Hall	Stone name plate for Hall  Cost of main project £15,500	£353.57	Savings/capital	Considerable funding already received, but for main project of adapting Hall and facilities to cater for the disabled.  <b>Registered Charity : 302796</b>
Birchington Community Garden	Reclamation of small area of waste land	£100	£100 Trees for Thanet  £50 requested from Birchington PC	<b>Registered Charity : 1036355</b>
Beltinge Day Nursery	New mobile building  £20,000	£500	£520 dance  £1500 sponsored slim  £1000 local building development  £1000 Herne Bay Lions	<b>Registered charity no. 1033165</b>
Herne & Broomfield Parish Council	Building of multi games court and youth shelter  £63,500	£500	£20,500 Parish Council  £2,500 Rural Revival	Funding applied for :  Can Do Fund  F'dation for Sport & the Arts  Landfill Entrust
Swalecliffe with Chestfield WI	New flooring for Hall £2,850	£500	Ongoing fundraising and letting fees	<b>Registered charity no 228397</b>  Hall given to WI in 1930s with proviso they keep it in good order. In event of this not being possible, building has to revert to become village hall
Ramsgate Air Training Corps				Awaiting completed application form
Play & Learn Scheme	Storage furniture	Unspecified but total cost £500		Awaiting completed application form

Ramsgate School				
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**BALANCE OF FUND AS AT 1 JUNE 2003**  
**£6,543.25**

[KIACC INDEX](#)

**LONDON MANSTON AIRPORT**  
**AIRCRAFT NOISE ASSESSMENT AND MITIGATION**  
**DRAFT – FOR COMMENT**

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Report to:

Wiggins Group PLC  
London Manston Airport  
P O Box 500  
Manston  
Kent  
June 2003

## **1. INTRODUCTION**

### **1.1 The Brief**

The development of London Manston Airport (LMA) has been supported in local and county plans, and noted in the recent National Consultation on the Future of Air Transport in the South East. London Manston has been recognised as an opportunity to develop a significant regional passenger and a national cargo airport handling some 10 million passengers and a significant throughput of freight.

The Airport Company has produced a Strategic Master Plan illustrating their vision as to how the Airport might look over the next 5, 10 and 15 years. They have recognised that since its inception as a civil airport in September 1999, the Airport is entering a period of long-term sustained growth and development. Also they have acknowledged that the future growth will be dependent on the way in which London Manston is able to manage its impact on local communities and operate in an

environmentally and socially acceptable manner.

The Government's principles for sustainable development underpin Wiggins's own approach to the development of the Airport. A key element of the Company's strategy is the effective protection of the environment which requires attention to ecology, nature conservation, water and air quality, and aircraft noise. It is to that last issue that this paper is directed.

This document has been produced as part of the ongoing process of developing suitable noise assessment and monitoring methods, analysis, and where appropriate, measures to minimise noise effects

## 1.2 The Airport

London Manston Airport lies 2 km west of Ramsgate on a chalk plateau in the central part of the Isle of Thanet. It has a 2752m long runway, Runway 10/28, which is set approximately in the East-West direction. As is usual in the UK, flying operations are mainly in a westerly mode, with arrivals from the east and departures to the west. This mode of operation is determined by the prevailing wind direction, as aircraft take off and land into the wind.

Typically aircraft approach for landing over Ramsgate and departing aircraft take off to the west towards the the village of St Nicholas at Wade. In noise terms, the most significant impact is due to aircraft overflying Ramsgate. The extended centre line of the runway to the east passes through the St Lawrence district towards the Marina and then over the sea. The nearest housing in St Lawrence is about 1.5km from the end of runway 28. Landing aircraft on the 3° glideslope would be approximately 94m overhead if the area was flat. However due to the elevated nature of the runway, aircraft will be slightly higher over the housing in St Lawrence.

The Airport handles a mix of air traffic from the single piston engined general aviation aircraft to the large four engined turbo-fan powered Boeing 747 aircraft. The current commercial activity mainly relates to freighter operations by large aircraft, although it is anticipated that passenger services will develop as the Airport grows.

As the Airport develops the mix of aircraft types will alter with increasing numbers of civil aircraft. It is also anticipated that the noise characteristics of aircraft operating at London Manston will change in response to the increasingly stringent international noise certification regulations.

## 1.3. Airport Development

The following table illustrates the change in aircraft activity that could be experienced as the Airport develops. In noise terms the most significant matters relate to the commercial traffic, as general aviation activity does not significantly affect noise exposure near the Airport.

### Current and Future Annual Aircraft Activity at London Manston Airport

<b>Aircraft Types</b>	<b>Current (2002-2001)</b>	<b>Future* (Mid-term Forecast)</b>
TURBO-FAN AIRCRAFT:		



Large Freighters	1410=	1980
Large Passenger Transports	80	840
Medium Passenger Transports	-	2260
Small Passenger Transports	60	9800
Executive Transports	100	100+ nom.
Military Aircraft	150	150+ nom.
<b>PROPELLOR AIRCRAFT:</b>		
Singles	8800	8800+ nom.
Twins	960	960+ nom.

\*These approximate traffic figures relate to a forecast made originally for 2005, but amended to take into account recent trends.

+ Not forecasted so current figures taken.

= These movements include positioning flights, as well as cargo carrying flights.

For commercial traffic, it is the number and type of large freighter aircraft that operate from the Airport that is the most significant. These aircraft are much noisier than the typical passenger aircraft. This is shown by the noise certification measurements. These are carried under carefully specified and monitored test conditions by the manufacturer, and are part of the process of obtaining the aircraft's noise certificate. All commercial aircraft have to obtain a noise certificate in order to be able to operate in the United Kingdom.

#### Noise Certification Results for Commercial Aircraft

Aircraft	Noise Certification Values (EPNdB)		
	Take-off (fly over)	Sideline	Approach
<b><u>FREIGHTERS</u></b>			
Boeing 747-200  (Rolls Royce: Ch III)	106.5	99.7	107.0
Boeing 747-400  (Rolls Royce: Ch IV)	98.0	98.8	103.8
McDonnell Douglas DC10-30	99.0	97.9	105.3

Douglas DC8-70	95.7	92.8	98.3
(FUTURE: Airbus A380	98.9	96.7	99.9)
<u>PASSENGER AIRCRAFT</u>			
Boeing 737-300 (Ch III)	85.2	89.2	98.6
Boeing 737-700 (Ch IV)	88.6	92.5	96.1
<u>PASSENGER AIRCRAFT (CHARTER)</u>			
Boeing 757-200 (Ch III)	86.2	93.8	95.2
Boeing 767-200 (Ch III)	91.6	96.9	98.6
<u>GENERAL AVIATION</u>			
Executive Jet	84.4	92.0	86.9

In the above table, the noise values are expressed in terms of the Effective Perceived Noise decibel values (EPNdB). This noise tends only to be used for noise certification purposes. Airport noise assessments use a range of other parameters including dB(A). For ease of comparison EPNdB = dB(A) +13.

The noise certification values include three principal measurements; landing aircraft (approach), take off (sideline), and aircraft departing at 6.5 kms from the start of roll (fly over).

When the Airport is operating in the usual mode (from the west), it is the noise of landing aircraft that affects the residents of Ramsgate. The large freighter aircraft Boeing 747 and DC10 produce noise levels in the range 103.8 EPNdB to 107.0 EPNdB, whereas the passenger transports produce significantly less (in the range 92.5 to 98.6 EPNdB). Also shown are the anticipated noise certification levels for the largest future freighter, the Airbus A380. This aircraft is anticipated to enter service in 2006, and although it will be larger than a Boeing 747, its noise level is expected to be less.

When aircraft depart over Ramsgate into an easterly wind, the departure noise becomes important. Again the large freighters are noisier than the passenger transports.

The noise certification table also highlights the difference between the noise levels of Rolls Royce engined Boeing 747 aircraft which meet the current noise certification requirement (Chapter III) and the 2006 noise certification requirement (Chapter IV). The most significant difference is the large reduction in take-off noise.

London Manston Airport is anticipating significant growth over the next 15 years. This will include the further development of cargo activity, and the introduction of passenger traffic. Unlike the situation of assessing development at a well established airport which tends to be new routes with similar aircraft the nature of the present activity at London Manston makes projections difficult. However in order to consider the potential future noise impact and t

develop proposals for mitigation measures, aircraft movement forecasts have been developed. This noise assessment is based on an airport handling around about 1.5 million passengers per year, and 125,000 tonnes of freight.

## 2. AIRBORNE AIRCRAFT NOISE

### 2.1 Impact Assessment

Methods have been evolved for the assessment of the impact of aircraft noise on local communities although the approach differs for daytime (considered a 07.00-23.00 hours) and night-time (23.00-07.00 hours). As London Manston is currently an airport without night flying, this document considers only the impact of daytime aircraft noise (16 hours: 07:00 – 23:00)

Aircraft noise assessments at UK airports all tend to use a standardised method, that takes into account how noisy the flights were, and how many were heard. Noise contours using the  $L_{Aeq(16hr)}$  index are produced for many UK airports, including Heathrow, Gatwick, Stansted, and Manchester. Recent studies undertaken by the Department for Transport into future airport capacity have also included noise assessments using the  $L_{Aeq}$  unit.

**The noise assessment for London Manston Airport follows the same approach and methods used at airports across the UK, including Heathrow, Gatwick and Stansted (airports that are designated for the purposes of noise control by the Secretary of State for Transport). This noise assessment uses contours showing the equivalent continuous sound level  $L_{Aeq,16h}$ .**

The impact of the airborne aircraft noise relates primarily to the general community disturbance (annoyance) effect on local residents living in communities close to an airport's boundary or in areas that are directly overflown by arriving or departing aircraft. There are also effects on other noise sensitive buildings such as schools, hospitals and recreational areas. This report primarily considers residential disturbance, however in future, consideration should be given to other noise sensitive uses.

In considering applications for future developments in areas affected by noise, guidance for local planning authorities is set out in Planning Policy Guidance Note 24 – Planning and Noise (PPG24). This document establishes noise exposure categories related to the noise levels. The categories are set out in the following table.

$L_{Aeq,16h}$ dB	Guidance/Experience with regard to airborne aircraft noise (daytime)
>72	Planning permission for housing should normally be refused.  PPG 24 Category D.
69	"Very Much" annoyance predicted.
66-72	Planning permission for housing should not normally be granted, but can be permitted with soundproofing in certain circumstances.  PPG 24 Category C.
63	"Moderate" annoyance predicted.
57-66	Planning permission for housing to be given with appropriate conditions.  PPG 24 Category B.
57	Onset of annoyance predicted.

<57	<p>Planning permission for housing to be given, noise need not be considered as a determining planning factor.</p> <p>PPG 24 Category A.</p>
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**Airborne aircraft noise should be taken into account when it exceeds 57dB  $L_{Aeq,16h}$ . This level is generally accepted as the onset of low community annoyance. In areas affected by noise levels in excess of 66dB  $L_{Aeq,16h}$ , planning permissions for new residential developments should not normally be permitted.**

## 2.2 Noise Contouring

When assessing the impact of aircraft noise on people living near airports, it is necessary to quantify the noise in terms that indicate the likely effects on people. Average annoyance is commonly used as a measure of public response to noise intrusion.

The expression 'noise exposure' covers the physical dimensions of the noise experienced over a period of time by people at a particular location. Relevant technical problems of measurement and analysis is the presence of noise from other sources, often referred to as 'background noise'. Together, aircraft noise and background noise comprise the total or ambient noise.

In the vicinity of airports, noise of individual aircraft is generally very much more intense than that of other common noise sources. This means that the sounds of aircraft activity are easily identified and tend to exceed the levels of other background sounds (often dominated by road traffic noise) by margins of 20 dB or more. For this reason it has become normal practice to quantify aircraft noise exposure using event-based indices rather than the distribution statistics employed for the noise of road traffic and other more continuous sounds.

The characteristics of any particular aircraft noise event are controlled by aircraft type (especially its engines and propulsion system), weight, mode of operation (take off or landing), power settings, flight path, speed, atmospheric conditions (temperature, humidity, wind speed and direction and turbulence), the surrounding terrain and ground cover, including the presence of obstacles (natural and/or man-made).

The magnitude and extent of aircraft noise exposure around airports are usually shown on a map by contours of constant aircraft noise  $L_{Aeq,T}$  value. These contours are similar to the isobars on weather maps. Although, in principle, the contours could be established by measurement alone, this would require near continuous monitoring at a large number of positions over a long period of time. Instead, the contours are determined by computer modelling that simulates the noise levels and the number of aircraft movements. Such models do however use data based on very large numbers of field measurements and for the larger airports include data on the particular operating characteristics of aircraft.

For London Manston, noise contours have been produced for current and forecast activity using the Federal Aviation Authority INM computer programme. This method is widely used in UK, USA and at many airports throughout the world.

The process of noise contouring requires the future aircraft mix to be defined, typical destinations established, runway utilization, and departure and arrival routes. Using the noise data within the INM database and the aircraft flight path operational data, the computer then computes the noise levels around the airport.

The assessment of an airport's aircraft noise impact is usually through the production of aircraft noise contours, expressed in the  $L_{Aeq(T)}$  unit. This assessment is usually made for a 92 day period over mid summer.

## 2.3 Noise Monitoring

Although sophisticated computer based models are used to generate noise contours, the monitoring of individual noise events also plays an important role in noise control at an airport.

Noise monitoring has been used at UK airports for many years to measure the noise of individual aircraft operations. There are standardised monitoring locations, generally 6.5 km from the start of roll. This corresponds with the 'take-off' location used in the noise certification tests. The monitoring results are used to identify specific noise events, and at the major airports monitoring is used as part of a noise fine-tuning system.

Noise monitoring equipment has been installed at London Manston. Two monitors have been installed at either end of the runway (as close as possible to

the 6.5km position). It is somewhat unusual for an airport of the scale of London Manston to have invested in a noise monitoring system, given the scale of the present activity. A noise monitor has been in operation at Clarendon School Ramsgate since September 2001 and the monitor to the west of the Airport is expected to be operational shortly. In addition, Thanet District Council's Environmental Health Officers have the use of a portable aircraft noise monitor. The Airport Consultative Committee receive regular noise reports.

For Manston noise monitoring has already been used to check the accuracy of the noise contour computer programme's data on the large freighters by analysing the noise levels recorded at Clarendon School.

It is often suggested that noise monitoring could determine the parameter used in the noise contours, as opposed to simply checking the noise of individual aircraft that are incorporated into the contour. This is not usually possible as the noise contours relate to the average value over the summer 9 day period, and just to aircraft noise. Any long term measurement near an Airport will measure not only the aircraft noise but also the other environmental noise sources such as road traffic.

**The noise monitoring equipment in use at London Manston uses established practices and technologies that are in place at a large number of airports throughout the world. The monitoring programme in place at London Manston generally exceeds that which is used at other airports of similar size.**

### 3. AIRBORNE AIRCRAFT NOISE AT MANSTON

#### 3.1 Noise Contours

The Airport has entered into a Section 106 Agreement with Thanet District Council. Within this, there are obligations to prepare noise contours. A series of noise contours have been prepared. These are included as an appendix to this report. The most recent contours cover the period between 26th September 2000 and 26th September 2001. Although there have been changes in airport traffic recently, these are not considered to be of such magnitude that they would be expected to markedly alter the contour.

The noise contour produced (in continuous lines) are those from 57 dB  $L_{Aeq,16h}$  to 69 dB  $L_{Aeq,16h}$  in 6 dB steps. Also shown is the 54 dB  $L_{Aeq,16h}$  contour, contours at this value have been used as a sensitivity test in the recent National Consultation process.

The high average community annoyance contour, 69 dB  $L_{Aue,16h}$  is contained within the Airport site; and no people are exposed to that high level of exposure.

The moderate average community annoyance contour, 63 dB  $L_{Aeq,16h}$  extends from around the roundabout between the A253 and A256 to the east of the Airport and then into the fields south of Plumstone Farm on the western side of the Airport. These are residential properties within the contour at Cliffs End. These properties are physically close to the end of the runway. A small number of people are currently exposed to the moderate annoyance levels.

The low average community annoyance contours 57 dB  $L_{Aeq,16h}$  extend across the fields to near the A299 north of Monkton (east of St Nicholas at Wade) and in Ramsgate into the St Lawrence residential district and then to within 600 m of the Marina. There are therefore a considerable number of people exposed to this low annoyance levels. Without population statistics it is not possible to prepare an accurate assessment. Based on the usual population density in urban areas, the contour suggests the population could be several thousand, perhaps up to 3500.

This noise exposure is mainly due to the occasional landing of the large freighter aircraft over Ramsgate. The nature of landing noise is discussed briefly in Section 3.4 below.

The way in which the noise climate alters, will be related mainly to how services develop at the Airport, but will also be affected by the development of international noise regulations and how effective local noise amelioration measures are at the Airport.

It is envisaged that London Manston's international cargo operations will continue and expand, and that the Airport will see the development of short-haul scheduled and charter services, typical of a small UK regional airport. In the long-term there is the possibility of some long-haul activity. It is assumed that the passenger traffic is carried mainly by aircraft such as the Boeing 737 or Airbus A319. For charter operations the study has assumed the use of Boeing 757 and 767 aircraft.

The Airport's present activity is based on air cargo. The forecast movement projections assume growth from around 1,410 currently to 1980 (125,000 tonnes)

annually). At present a considerable percentage of the movements by large freighter aircraft are positioning either to or from London Manston (no cargo carried) and also the average load carried is much less than the aircraft capacity. It is common that the cargo operators arrive from Africa with heavy load but often return with very low loads. It is assumed that as the cargo services mature the tonnage carried per movement will increase markedly

The large freighter forecast assumes the continued use of the DC8-62F aircraft and the Chapter III compliant Boeing 747-200 types. It is also assumed that the current number of positioning flights will reduce.

The number of general aviation aircraft is expected to remain constant. In practice the noise of these smaller aircraft does not significantly affect the size of the noise contours.

The forecast noise contours are shown in the appendix. As for the current contours the noise contours produced are given for 57 dB  $L_{Aeq,16h}$  to 69 dB  $L_{Aeq,16h}$  in 6 dB steps.

The high average community annoyance contour, 69 dB  $L_{Aeq,16h}$  is still generally contained within the Airport site, although the contour just reaches the edge of the north west corner of the residential settlement in Cliffs End. This settlement is near the end of the runway, and it is therefore forecast that a small number of people may become exposed to the high annoyance levels.

The moderate annoyance community annoyance contour, 63 dB  $L_{Aeq,16h}$  extends slightly further out to the west of the Airport, and ends 2.5 kilometres to the east of St Nicholas at Wade. Over Ramsgate this contour now extends into the residential area of St Lawrence. It also extends further into the residential settlement near the end of the runway at Cliffs End. The number of people so exposed will increase from the current levels, and from the inspection of local maps and aerial photographs (in the absence of the population statistics) it is estimated that the population could be around 1,000.

The low average community annoyance contour, 57 dB  $L_{Aeq,16h}$ , extends further across the fields to around the junction of the A28 and A299 east of St Nicholas at Wade. In general there are few people resident in the area. In contrast at the other end of the Airport the noise contour now extends to the sea and therefore a considerable swathe of the population within Ramsgate are forecast to be exposed to this level of noise. The contour also extends further into the settlement of Cliffs End. The population is estimated to be around 7500.

Ramsgate clearly has the largest population affected by noise from the Airport. The forecast increase in noise at selected locations is shown in the table below.

#### Noise in Ramsgate

Location in Ramsgate	Distance from Runway (km)	Change in Noise dB $L_{Aeq,16h}$ (Approx)
Western edge of St Lawrence	1.3	+3
St Lawrence near A255	2.4	+3
In vicinity of Museum	3.5	+3
Sea Shore	4.2	+3

The significance in impact terms of a 3 dB increase has been considered at past public inquiries into airport developments, and in many Environment Assessments

#### Significance of Changes in Noise

- A change of less than 2  $L_{Aeq}$  units would not be discernible to most people.

<ul style="list-style-type: none"> <li>Changes between 2 and 3 units might be discernible but would not usually be significant.</li> </ul>
<ul style="list-style-type: none"> <li>Change of between 6 and 9 <math>L_{Aeq}</math> units would be regarded by most people as significant and noticeable and, especially at around a change of 9, as causing a marked deterioration in their environment.</li> </ul>

The analysis of the existing and forecast noise contours has indicated that the noise impact of the growth of the Airport is most significant in Ramsgate. The forecast noise contours indicate an overall increase in noise of around 3dB. This is based on an airport of the scale of 1.5 million passengers and 125,000 tonnes of cargo. Based on the approach taken at public inquiries into airport developments, a change in noise level between 2 and 3 dB might be discernible, but would not usually be significant.

This conclusion is based on the assumption that freight activity continues to operate the same aircraft types as present (Boeing 747-200 and DC8-62F). A sensitivity analysis that considers a shift to the use of Boeing 747-400F aircraft has been undertaken. This forecast contour is similar to the current contour although there are small increases in noise in the Ramsgate area.

The noise analysis is based on a pessimistic assumption about the use of more modern freighter aircraft. Should the Airport be able to attract operations by aircraft such as the Boeing 747-400 and Boeing 757-200, the current noise contour would increase only marginally despite the growth in air traffic.

It is also important to appreciate that as London Manston has no night-time activity the overall levels of community disturbance are significantly less than a large number of UK airports. In addition the number of people living around London Manston is relatively low.

### 3.2 Noise Monitoring

Noise monitoring has been carried out at Clarendon School since September 2001 and monthly reports provided to the Airport Company. The monthly reports give the readings of arriving and departing aircraft noise events related to the aircraft types and the airport operators. It also notes the noisiest twenty arrivals and departures in the month.

As expected, the noisiest events relate to movements by the large freighters, Boeing 747-200 and Douglas DC-8 62F. The results are expressed in terms of the  $L_{max}$  dB(A) level, that is the maximum sound level 'A weighted' recorded as the aircraft overflies; and also the SEL value, that is a specialised index in which the sound measuring device computes a value that is equivalent to the noise level with all the sound energy occurring in one second.

#### Typical Noise Levels at Clarendon School

Aircraft Type	Average of $L_{max}$ dB(A) Levels
Boeing 747-200 Arrival	93.7*
Boeing 747-200 Departure	87.7*
Douglas DC-8 53F Arrival	93.0
Douglas DC-8 55F Departure	-
Douglas DC-8 62F Arrival	89.2*
Douglas DC-8 62F Departure	92.0*
Antonov AN-12F Arrival	88.7

Antonov AN-12F Departure	91.6
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(\*More than 4 noise values averaged)

The noisiest events tend to be departures by Douglas DC8-62F aircraft and arrivals of Boeing 747 aircraft.

### 3.3 Departure Noise

Due to the prevailing wind, the majority of departures take off to the west over the fields, so the noisiest operation, climb-out, is undertaken away from major populated area. The departure route has been developed to avoid over flying St Nicholas at Wade.

The further reduction of departure noise will be as a result of the introduction of quieter aircraft and the optimisation of the departure flight procedures. Noise Abatement procedures have already been developed and published by the Airport.

### 3.4 Landing Noise

The most significant noise effect of the Airport is the noise from landing aircraft over Ramsgate. Aircraft approach the Airport on a 3<sup>o</sup> glide slope, such that the aircraft are relatively low over nearby housing. In approximate terms the aircraft will finally descend at 52m for each kilometre travelled, such that at the Marina, aircraft would be 235m above the aerodrome level (54m), or 289m above sea level.

At that stage of the final approach the landing aircraft will need to have lined up with the extended centre line of the runway, and when within 5 nautical miles of the landing threshold, the aircraft must be set up in its final landing configuration. The use of low power/low drag or continuous descent approach procedures are not applicable to this phase of the landing approach.

The basis of minimising approach noise is for the aircraft to:

- (i) be as high as possible at any given point in the descent
- (ii) use as low thrust as possible, and
- (iii) minimise changes in thrust.

The reduction of final approach landing noise can be influenced by the introduction of quieter aircraft, or the relocation of the landing threshold to the west. Shifting the landing threshold would result in landing aircraft being higher over Ramsgate. An additional measure could be the use of a non-standard approach glide slope (greater than 3 degrees). This however is unusual and is only undertaken at airports where the topography necessitates such non-standard approaches.

## 4. AIRBORNE AIRCRAFT NOISE (MITIGATION MEASURES)

The Airport Company has published a series of Noise Abatement Procedures, the most recent, published in February 2001, that seek to ensure that flight are conducted in such a way as to minimise the disturbance in the surrounding area.

As part of this study, a review has been undertaken of noise controls that are in place at other UK airports. Many of the airports studied are significantly busier than London Manston. There are no standard noise controls or guidelines that must be followed, rather, airports have tended to develop controls and mitigation measures that are tailored to their own local circumstances. The differences between particular airports can be quite significant, some like London Manston have soundproofing schemes, whereas Luton does not have a current scheme. In respect of night flights, some such as Heathrow and Manchester have restrictions on the number of night movements, others have no controls at all.

The noise mitigation measures at London Manston should reflect the balance necessary between the airports operational requirements as well as the interests of the neighbouring communities. London Manston is unusual for an airport of its size in that it has voluntarily introduced night flying restrictions, noise abatement measures and a sound insulation programme before the introduction of significant civil aircraft operations.

The Secretary of State for Transport is responsible directly for noise control at Heathrow, Gatwick and Stansted. The London airports therefore tend to be



benchmark against which other airports' noise control policies are judged. The main elements of the London Airport measures are:-

- Concentrating departing aircraft along specified routes that are designed to overfly as few people as practicable (known as noise preferential or minimum noise routes). (This measure has been adopted at London Manston).
- Implementing and maintaining a sound insulation grant scheme where the airport provide insulation for dwellings where occupants are likely to be seriously troubled by aircraft noise. (A measure already adopted at London Manston).
- Restricting the number of night flights, particularly those by noisier aircraft. (More stringent controls already exist at London Manston as the Airport does not operate at night).
- Setting of maximum noise limits for departing aircraft and monitoring those limits. (Monitoring is already in place at London Manston).

Having considered the various noise control measures adopted at various UK airports, it is clear that London Manston, even at this early stage in its development has put in place many of the noise control features typically found at much larger airports.

As the Airport is at an early stage in its development, it is recommended that further noise amelioration measures be developed where it can be established that an appropriate balance can be struck between developing the business and minimising the adverse effects on local communities.

From the work that has so far been undertaken, it is considered that arrival noise represents the most significant community disturbance. This is particularly influenced by the operation of older Boeing 747-200 and Douglas DC8 aircraft. Measures should be considered to encourage operators to replace these aircraft with more modern (and quieter equipment). This cannot be achieved without the involvement and the engagement of the operators. Consideration should be given to the establishment of maximum noise limits for both arriving and departing aircraft. Progress can also be made by sharing noise monitoring data with operators and their pilots. The establishment of such a forum enable pilots to share good practice and discuss operating procedures that may assist in reducing overall noise levels.

Further consideration could also be given to:

- Departure Climb Out Procedures
- Maximum noise limits for departing aircraft
- Establishing a daytime noise budget based on contour area
- Aircraft track monitoring
- Introducing a differential charging system based on aircraft type
- Arrival procedures

#### LONDON MANSTON AIRPORT NOISE CONTROLS

NOISE CONTROL FEATURES	IN PLACE Y/N
Noise preferential flight paths for departing aircraft	Yes
Noise and track monitoring	Yes (Noise)
Maximum noise limits for departing aircraft (supported by penalties)	No
Maximum noise limits for arriving aircraft (supported by penalties)	No
Operational procedures to minimise the impact of aircraft noise: • Instructions to avoid local areas	Yes
• Take-off climb procedures	Yes

• Restrictions/preferential use of runways	Yes
• Minimum altitude to join glidepath	Yes
• Use of continuous descent profile	Yes
• Use of low power, low drag	Yes
• Restricted use of reverse thrust	Yes
• Minimum altitude for visual circuits	Yes
• Restricted training times	Yes
• Restrictions on engine testing	Yes
• Restricted use of APUs	No
Night time budget noise (based on contour area)	No
Maximum limit on aircraft operations during night time period	No
Chapter 4 Quantified Fleet Targets	No
Prohibition of noisiest aircraft at night: 'Chapter 2'  QC16	Yes
QC8	Yes
QC4	Yes
Differential charging scheme: • By time of day	No
• By aircraft type	No
Secondary glazing scheme	Yes
Day time noise budget (contour area)	No
Purchase of worst affected properties	No
Effective Airport Consultative Committee	Yes
Noise Complaint Service	Yes

## 5. AIRCRAFT GROUND OPERATIONS NOISE

### 5.1 Sources of Group Operations Noise

The operations which give rise to ground noise are:

- Taxiing;
- Engine running on the apron prior to departure;
- Manoeuvring on the apron and taxiways;
- Auxiliary Power Unit (APU), and
- Engine maintenance runs on high power.

In general at most airports ground noise does not usually cause community disturbance in comparison to the noise of airborne aircraft noise. The complaints that do tend occur, usually relate to high power aircraft engine tests undertaken after maintenance, especially if undertaken at night.

## 5.2 Impact Assessment

Unlike the assessment of airborne aircraft noise, there is no definitive agreement on the method of assessment for ground noise. Various methods have been adopted in the past, and these lead to assessment of ground noise in terms of the equivalent continuous sound level  $L_{Aeq}$ . Various time periods have also been used, and consideration is usually given to the  $L_{Aeq,16h}$  for the daytime period 07.00-23.00 hours and  $L_{Aeq,8h}$  for the night-time period 23.00-07.00. These time periods are the same as those used for airborne aircraft noise contours

The level of ground noise can be compared with the existing ambient environmental noise at various nearby locations. For most locations near to Londo Manston these will be determined either by road traffic on the local network, or due to airborne aircraft noise. Various studies have been carried out to produce reference noise levels airport activities, which then can be used to predict the combined ground noise levels near the Airport.

To predict the noise levels at greater distances it is usually necessary to allow for the attenuation of ground noise with distance. A worst-case assumption made of 8 dB reduction per doubling of the distance from the source of noise where receiver locations are unscreened from the Airport. Where receiver locations have an obstructed view of the Airport, 12 dB reduction per doubling of distance has been adopted. This greater rate of attenuation is consistent with studies carried out elsewhere that have supported use of 12 dB per doubling of distance.

The following table gives some typical noise levels at a distance of 152m for some aircraft types. Using this data, noise levels at Cliffs End, Manston Village and the edge of the St Lawrence district of Ramsgate, have been assessed.

**Ground Operations Reference Noise Levels**

Aircraft Type	Reference Noise Levels dB $L_A$ at 152m			
	APU	Taxi	Manoeuvre	One Engine Test (High Power)
Small Passenger (B737)	62	68	73	89
Medium Passenger (B757)	64	73	78	91
Large Pass./Freights (B747)	65	79	84	100

Taking into account the generally open and grassed nature of the land around the Airport, the noise levels should reduce by 12 dB(A) per doubling of the distance from the reference noise levels above. This assumes that there is no significant screening between the aircraft and the receiver.

## Ground Noise near Manston Airport

Aircraft Operation	Noise Level dB(A) at Nearby Location		
	Cliffs End	Manston Village	St Lawrence
APU on Passenger Apron	28-31	38-41	15-18
Taxing to Runway End	51-62	47-58	28-39
Manoeuvring at end of Runway	64-75	49-60	33-44
Engine Test	52-63	55-66	40-51

As the typical ambient noise levels during the daytime in UK are around 50 dB(A) (based on the results from the National Noise Incident Study 2000/2001) the APU noise at these residential settlements is not considered to be significant. In fact due to the considerable distance of the housing in the St Lawrence district of Ramsgate none of the ground operations would be predicted to have significant effect.

The noise from aircraft movements at the end of the runway, dependent on aircraft type, are clearly audible events. In practice as these are followed by the noise of the aircraft departing with all engines on full power these predicted ground noise levels are considered to be significant in the overall noise climate.

The noise levels from engine testing are generally modest, and less than the criteria adopted for the regular night-time tests at Heathrow, 65 dB(A). Therefore these levels during daytime are clearly audible, however they should not cause significant disturbance problems unless they are especially prolonged.

**As the Airport is some distance from major centres of population, it is considered that ground noise should not be a major source of community disturbance. However some disturbance may arise as a consequence of a particular activity such as engine testing, and the effect of climatic conditions, such as wind.**

**Airborne aircraft are likely to be the main source of noise rather than ground movement and ground activity.**

### 5.3 Mitigation Measures

As mentioned previously, the Airport already has some noise amelioration and mitigation policies. This is primarily focused at reducing disturbance caused by airborne aircraft, however consideration should be given to reducing the noise impact of ground activity as part of a comprehensive noise control programme.

Consideration could therefore be given to the development of:-

- Appropriate targets for the use of Fixed Electrical Power rather than aircraft Auxiliary Power Units
- Targets and restrictions on the ground running of engines
- The establishment of approved areas of aircraft engine testing
- The development of noise amelioration measures such as the use of mufflers, sound baffles, blast screens etc.
- The restriction of high power maintenance runs.

## 6. CONCLUSIONS AND SUMMARY

The daytime noise assessment of aircraft operations at the Airport should be based on the generation of  $L_{Aeq,16h}$  noise contours. This is consistent with the approach taken by the major UK airports.

Daytime aircraft noise should be taken into account when it exceeds 57 dB  $L_{Aeq,16h}$ . This is considered to be the 'onset of community annoyance'.

Noise data is already collected by the Airport Company and by Thanet District Council, this can be used to inform the noise contour modelling and also assist in informing aircraft operators of their individual noise performance. In the longer term, when the Airport is more established, consideration could be given to the development and introduction of a system to penalise operators of the noisiest aircraft and to encourage the introduction of quieter types.

Analysis of the noise contours has indicated that the Airport's noise impact is most significant in Ramsgate. The future growth of the Airport could result in an increase in the area affected by aircraft noise. An airport handling 1.5 million passengers could result in an increase of some 3 dB over present day levels. This increase is considered to be discernable, but not significant. However, should the airport be successful in encouraging the phase out of the noisier aircraft types, then the future impact would be broadly similar to that of today.

Given the distance between the Airport and the centre of population, ground noise from the Airport is not considered to become a major source of community disturbance.

It is considered that arrival noise is the cause of the most significant disturbance in Ramsgate. It is recommended that measures to control arrival noise are considered. These could include the introduction of maximum noise levels and the development of operating procedures. This would require the involvement and participation of the airline operators. It is considered that this approach would be beneficial. The most significant influence on the local noise climate is the operation of Boeing 747-200 and DC8 aircraft. Encouraging the phase out of these aircraft would have a significant noise benefit.

Although London Manston Airport is in the early stages of its development, a number of noise amelioration and mitigation measures are already in place. In some areas these exceed those at other much busier UK airports. The development of future measures must strike a balance between the growth and development of the Airport and the need to minimise the negative effects on surrounding communities.

## [KIACC INDEX](#)

**MANSTON AIRPORT CONSULTATIVE COMMITTEE**  
**Minutes of meeting held at 7.30pm on 25<sup>th</sup> September 2003**  
**in the Departure Lounge London-Manston Airport**

<b>PRESENT</b>	
	Chairman
	Secretary
	Wiggins Group plc
	London Manston Airport
	Thanet District Council
	Thanet District Council
	Kent County Council
	Canterbury City Council
	Dover District Council
	SEEDA
	Manston Airport Group
	Acol Parish Council
	Birchington Parish Council
	Manston Parish Council
	Minster Parish Council
	Monkton Parish Council
	Ramsgate Residents
	St Nicholas Parish Council
	KAPC Dover
	KAPC Canterbury
	Cliffsend Residents Association
<b>ALSO PRESENT:</b>	
	Thanet District Council
	Wiggins Group plc
<b>APOLOGIES</b>	Apologies for absence were received from
	Wiggins Group
	KCC
	Cliffsend (Vera Hovenden alternate)
	Broadstairs Town Council
	TDC

The Chairman welcomed [REDACTED] to his first meeting, and members of the public attending as observers. He said [REDACTED], new Chief Executive of the Airport, would be joining the meeting but had been delayed in traffic.

1. **MINUTES** [The Minutes of the meeting held on 24<sup>th</sup> June 2003](#), having been previously circulated, were accepted and signed by the Chairman as a true record.

## 2.MATTERS ARISING

**2.1 ILS Beam:** In response to Cllr Flaherty, Alastair Robertson reported that the ILS was still not operational as had been hoped. There was a difference of opinion between the contractor and the CAA on the siting of the beam which apparently was some 2 metres off centre. Mr Robertson welcomed the Chairman's proposal that MACC write to the CAA in support of urgent commissioning. LMA was in contact with the CAA two/three times each week on the issue. **AGREED Action AJH**

**2.2 Item 5.5:** The Chairman referred to the short report from the Environment Agency, tabled at the meeting. The Mudflat Survey had been completed by the consultants, and results showed little, if any, effects on the quality of the water discharged at the outfall in Pegwell Bay from the runway run-off. English Nature had been reassured and both they and the Environment Agency were to meet Wiggins shortly to discuss the consent application to discharge. This had to be submitted to the EA in the first week of January 2004

2.2.1 In response to Vera Hovenden, Paul Tipple said the precise siting of the discharge pipe was on the shore below the Viking ship. The area into which the discharge flowed depended on tidal movement and current, but did not extend much beyond 200 yards of the outfall. It would be virtually impossible to detect beyond that distance due to the high quality of the discharge. Mrs Hovenden accepted Mr Tipple's offer of providing photographs. **Action PT** Alastair Robertson had, as agreed, provided Nick Cole with a copy of the confidential report concerning the incidence of low flying over Monkton. Responding to Mr Cole, Mr Robertson confirmed that it was in order to show the report to parishioners. Mr Cole expressed the disappointment of parishioners that it had taken 16 weeks to reply to their complaints.

2.4 Cllr Fullarton (KCC) asked for an update on the alteration of road signs that still indicated *Kent International Airport*. Alastair Robertson reported that LMA had asked KCC via Babbie for a quote for the Airport signs, and had been waiting more than sixteen weeks for a reply. Cllr Fullarton agreed to chase the matter up. **Action JF**

## 3. SECTION 106 RENEGOTIATION

3.1 The Chairman reminded the meeting that the Sec 106 Agreement between Wiggins and Thanet District Council would technically expire after three years at the end of September 2003. It would however remain in force until such time as an updated version had been negotiated.

3.2 Brian Lear (TDC) had had discussions with both the current leader of the Council and the leader of the opposition. The intention was to

leave the renegotiation until Spring 2004 by which time the restructuring of the Wiggins Group would be complete. The desirability of input from MACC was confirmed.

3.3 Paul Tipple welcomed this news. It was broadly the timeframe in which Wiggins would be looking to submit formal planning applications for improvements to the Airport's passenger handling capability, and would be the right time to focus on what changes might be needed to the Section 106 Agreement. Mr Tipple agreed that MACC should have the opportunity to contribute to the negotiations at an early stage in the process.

3.4 Malcolm Kirkaldie asked whether night flying would be banned in the revised agreement. Brian Lear said that all aspects of the existing agreement would be considered in the renegotiation. Mr Kirkaldie said there had recently been a notable increase in night flights. The Chairman said that night flights would be covered later in Alastair Robertson's report. The night flights currently taking place, under the terms of the S106, attracted fines that were paid into the Community Fund, thereby informing the committee of how many such flights took place.

3.5 The Chairman felt the Committee would be glad to be allowed to make a full input into the updated agreement. He added that, although it was entirely acceptable in current circumstances that there should be a delay until Spring 2004, it would be wrong to let the matter slide indefinitely. He hoped the parties concerned would do their best to stick to the forecast timetable. Members agreed with Paul Tipple that it would be helpful to have the item on the December Agenda, in order for all concerned to begin discussing possible changes. Members were invited to bring their initial thoughts to the December meeting in order to involve the Committee at an earlier stage than on the previous occasion. The Chairman agreed with Cllr John Bragg (Dover DC) that a structured timetable would be useful.

3.6 Malcolm Kirkaldie asked whether the renegotiation of the S106 would take place before or after the public enquiry into the Local Plan. Brian Lear said the intention of TDC was to have the renegotiated S106 in draft form before the enquiry.

3.7 Brian Lear confirmed to Cllr Ron Flaherty (Canterbury CC) that Canterbury and Dover Councils would be formally consulted.

#### **4. AIRPORT STATISTICS**

Alastair Robertson pointed out that the quarter covered was June/July/August 2003, but that he would, at the end of his report, refer to activity over the last few days.

4.1 **Complaints:** In comparison with the same period in 2002, the number of complaints had fallen. Of the ten incidents attracting the most complaints, the top three had been training flights.

4.1.1 Investigations into an Astraeus training flight on 5<sup>th</sup> June had shown transgression of at least two



regulations. As a consequence, permission for that operator to conduct training at Manston had been withdrawn indefinitely.

4.1.2 TNT training on 20<sup>th</sup> August, and Air Atlantique training on 21<sup>st</sup> August, whilst relatively quiet aircraft, had attracted complaints by reportedly flying over land rather than the sea. Although LMA records could not confirm this, eye witness reports were accepted and both airlines written to expressing displeasure at their training disciplines. TNT had responded with profuse apologies, and Mr Robertson was in correspondence with the senior training officer in an attempt to remedy the situation. As yet, no response had been received from Air Atlantique.

4.1.3 The Chairman asked whether there had been any training flights during the quarter that had not attracted complaints. Mr Robertson said there had not – training flights always generated complaints due to their repetitious nature.

4.1.4 Dennis Hart asked whether LMA had reached the stage whereby it was possible to indicate whether complaints were justified or otherwise, as at other airports. Alastair Robertson regretted this was not possible, and would not be so until such time as a more sophisticated radar system was installed. He hoped such installation might take place within, say, the next 18 months/2 years. Mr Robertson said it was not always easy to establish whether or not an aircraft was breaking rules, and when a complaint was received, the airport did its best to make an unbiased assessment.

**4.2 Runway Utilisation:** Mr Robertson said figures in general showed that the desired balance of 70% (Rnwy 28) – 30% (Rnwy 10) had been achieved. However, atmospheric conditions in August had resulted in 67% runway 10 utilisation, and 33% runway 28. The Chairman noted that this was the first month since the airport had been in civil operation that the proportion had been reversed.

**4.3 Section 106 Compliancy Report:** For the benefit of members of the public, Mr Robertson explained that each month a report was sent to MACC, TDC and to Head Office management to indicate how the Airport had complied with the basic principles of the Section 106 Agreement. These reports gave an indication of the volume of traffic through the Airport and the number of movements outside specified S106 hours of 0700 and 22.59

4.3.1 During June there had been two night flights, one commercial flight that had attracted a fine, plus a coastguard flight patrolling the Dover Straits. In July, ten

movements were recorded out of hours, five of which were commercial (two of which attracted fines), and five coastguard flights. Of the four night flights in August, two were commercial flights attracting fines, and two were coastguard flights.

4.4.2 During the quarter, 2 engine runs had taken place between the hours of 2100 and 2300, but no complaints had been received.

4.4.3 Three of the reported *Incidents Under Investigation* had been dealt with under para 4.1 above. Mr Robertson said that the incident on 10<sup>th</sup> June, when vortex wake from an arriving 757 had ripped roof tiles from a house in Ramsgate, had been a very serious incident that could have had a far more serious outcome. As reported at the previous meeting, measures had since been put in place to avoid recurrence, by changing the approach procedure, specifically for 757 aircraft which were prone to generating wake turbulence under specific atmospheric conditions. Under these new procedures, such aircraft would no longer approach over Ramsgate. LMA had made a without prejudice payment to the householder covering the cost of damage, and repayment of these costs would be sought from the airline operator.

**4.4 Late Activity during September 2003:** Alastair Robertson referred to the number of recent late movements: Air Atlanta B747 arrival at 2337hrs on 9/9/03; MK B747 departure at 2313hrs on 22/9/03; MK B747 departure at 2337 on 23/9/03; L1011 Tri-Star departure at 0208hrs on 24/9/03.

4.4.1 All four were technically commercial flights and had attracted fines. Mr Robertson said that these flights, of which there may be one or two more to come, were at the behest of the British Government in support of military operations in other parts of the world.

4.4.2 Vera Hovenden (Cliffsend) asked why, when residents had telephoned Manston concerning the L1011 Tri-Star departure, they had been told there had been no such flight. Alastair Robertson had concluded that there had been a misunderstanding as to which day of the week had been being discussed, and he apologised for any misinformation.

4.4.3 Mrs Hovenden also asked whether recent aerobatic flights had been for training purposes. She had been asked by residents if such flights could take place over the sea. Alastair Robertson explained that as the pilot was practising aerobatic routine for airshow purposes, he required a datum line such as a runway or road. Future flights would be directed elsewhere.

4.4.4 Nick Cole reported that the most disturbance from the MK departure at 2337 on 23 September had been caused when the aircraft circled over the sea at Minnis Bay, then returning over Thanet to join the flightpath to Dover. Could these flights not be directed round the coast to pick up the Dover flightpath? Mr Robertson referred to the Section 106 Agreement which said that aircraft departing out to Dover from the Westerly runway should take off from Runway 28, turn right at 1.5 nautical miles, fly up to the coast climbing to 3,000ft, before commencing a right turn back over Thanet at 4,000ft down to Dover. Alternative routes could be considered, particularly at late hours when other air traffic services would be unlikely to be disrupted. Mr Robertson continued that the route had been designed for a particular purpose. Whilst Nick Cole agreed that the route was designated in the S106, it was clear that night flights were taking off in breach of the S106. Mr Cole felt sure that no residents (or District Cllrs) would object to flights being re-routed outside that Agreement. Mr Robertson stressed that such night flights were not in contravention of the S106, which allowed for an element of non-scheduled flying on payment of a fine if an aircraft was below a specific Quota Count. Mr Cole accepted that, but still requested that these aircraft be re-routed. Alastair Robertson agreed to look at the matter again should flights during such hours recur.

4.4.5 Malcolm Kirkaldie reiterated Mr Cole's feelings. Ramsgate was similarly disturbed as flights took off and again as they circled back to head towards Dover. Mr Kirkaldie said when he had registered complaints regarding this "double-dose" of noise, the latter part had been ignored. Were the aircraft not by then in Manston airspace? Mr Kirkaldie felt that the S106 needed alteration in order to resolve the situation. Alastair Robertson said LMA controlled the airspace up to a height of 3,000, at which point control was passed to London Air Traffic Control.

4.4.6 The Chairman felt that the key point was that the agreed route was proving to be disturbing, particularly with night flights, and there appeared to be circumstances which might make it possible to change that to create less disturbance. He was grateful to Alastair Robertson for his offer to look into the matter.

4.5 In conclusion, Mr Robertson reminded MACC, and informed the audience, that LMA were always pleased to arrange to visit various local clubs and organisations to explain and discuss any aspect of the Airport's operation.

## 5. SITUATION REPORT - Wiggins Group plc

5.1 The Chairman welcomed Geoff Lansbury, congratulating him on his appointment as Chief Executive of the Airport.

5.2 Mr Lansbury said his appointment was a statement of the confidence and ambitions Wiggins had for the airport. It was felt important that a main Board Director should be Chief Executive of the airport, thereby giving the Airport representation on the main Board of Wiggins.

5.3 Referring to the suspension of Wiggins shares, Mr Lansbury said the shares had been suspended at the request of the company as it had been negotiating the terms for a sizeable refinancing package. Negotiations were virtually complete and it was anticipated that, subject to Stock Exchange approval, a circular to shareholders would be issued on 6<sup>th</sup> October, and the AGM scheduled for the end of October. This would provide the Wiggins Group with a significant injection of funds effectively removing its indebtedness and providing a platform for expansion of the Planestation network – now a core element of the business. The name of the company would likely change to **Planestation**, highlighting the company's move away from property development. As such, shares would be listed under *Transport* rather than *Building/construction*.

### 5.4 Business Development:

5.4.1 Mr Lansbury said that Wiggins' investment of £6m on new taxiway and aprons had increased cargo-handling capacity from 30,000 to over 250,000 tonnes p.a. The current month's throughput figures would be close to a record.

5.4.2 With regard to the local community, Mr Lansbury emphasised the importance of MACC as a conduit to ensure that the Airport's growth was sustainable and took into account the view of the community as a whole. As Chief Executive, he would be available to both MACC and any member of the public wishing to discuss any element of the business. The company tried to minimise disturbance, whilst benefiting the community. It was appreciated that the movement of cargo brought the benefit of jobs, but what was probably more important to local people was the opportunity to fly from Manston.

5.4.3 The company had recently announced that it had signed an agreement with the city of Melbourne in Florida where a new international terminal was to be built. The initial element of business for Wiggins would be using the terminal for flights to and from other Planestation airports, notably Manston. Mr Lansbury believed that was likely to be the first significant benefit to the community in terms of international flights. This new terminal was expected to be opened in the Spring of 2005, although before then it was hoped to utilise the

existing terminal, currently used for domestic traffic in the US, by the Summer of 2004.

5.4.4 Negotiations with other carriers were ongoing, including scheduled flights to Amsterdam during 2004, opening up the international network for people from this area.

5.4.5 Contracts were being negotiated for £2m worth of business for improvement of security cameras, perimeter fencing, and the construction of the border inspection post (*detailed in the Minutes for June 2003*) that would provide entry from outside the EU for onward movement within the EU. Cargo business was expected to increase over the next year to over 100,000 tonnes per annum. This would inevitably increase the number of flights, but not to a significant degree.

5.4.6 Summing up, Mr Lansbury assured the meeting that Wiggins was stable; Wiggins had no intention of doing anything other than support the expansion of the Airport and the Planestation network as a whole.

5.4.7 Nick Cole asked whether there had been any developments at the business park. Mr Lansbury said the small development for Invicta Produce Ltd (*mentioned in minutes June 2003*) was now in the hands of solicitors with completion expected within a month or so. Expansion on land within the Airport was constrained. The Inspection Post and small adjacent cargo shed were crucial to support the projected 100,000 tonnes of cargo. There was space for one more hangar alongside the existing Hangar 3 and it was anticipated that immediately following completion of the first two, it would be necessary to let a contract for a further hangar on that site. Beyond that, Wiggins would be looking to provide off-airport warehousing and hangars commencing June 2004.

5.4.8 Gerry Glover asked when, in view of the expected increase in freight traffic, action would be taken regarding the re-alignment of the road to alleviate disturbance to residents of Pouces Cottages. Mr Lansbury replied that as part of the planning approval in place, when volume of business reached a certain level, a right hand turn would be put in place, together with the provision of off-road parking to assist those particular properties.

5.4.9 Cllr John Bragg thought that many members considered the biggest determinant in the airport's development was improvement of the infrastructure. Latest news about high-speed trains was all negative for Thanet. There was no direct road access to the

airport linked to the M25, straight through to the Thanet Way. Mr Lansbury agreed that a good rail link was important, but considered the road link to be very good. Paul Tipple said that discussions led by KCC with Ministers and recently with the Strategic Rail Authority had revealed that the SRA had yet to put forward any formal recommendations to the Department for Transport notwithstanding that they had held their public consultation at least six months previously. Mr Tipple thought it would be at least two months before receiving any indication from the Department for Transport as to what they would actually want to see happen. There had been much speculation in the press as to whether, following the recent opening of the Phase I of the CTRL, fast trains would in future for domestic purposes stop at Ashford or whether it would be possible to bring those trains further up to Canterbury and on to Ramsgate. The position, both publicly and privately, being taken with Ministers was that the desire was for fast through services from London, calling at Ashford and Canterbury and running rapidly on to Ramsgate. If it transpired that for essentially financial reasons such a service could not be achieved immediately then at the very least Government would have to commit to upgrading the Ashford to Ramsgate line so that trains on that section could run at significantly faster speeds. This would require upgrading of signalling and power supply and improvements to two level crossings. The effect would be to reduce the Ashford to Ramsgate journey time to around 25 minutes. On that basis it would be conceivable to connect to a fast train to Ashford with a subsequent journey time of about 32 minutes, making the prospect of an overall journey time from London to Ramsgate of just over an hour not impossible.

5.4.10 Mr Lansbury said that Wiggins recognised that an airport was not the best neighbour people wanted. However, Thanet needed a fast rail link and the existence of the airport was a very strong argument in discussions. In the SERAS report published last year, Manston received very little consideration. From discussions held since, Mr Lansbury hoped that Manston would feature more prominently the White Paper due out later this year. He believed that recognition would be given to the contribution that Manston could make, and that that in turn would assist in the argument in support for a fast rail link.

5.4.11 The Chairman felt that whilst news of the possibility of passenger traffic would have been well received, similar reports in the past had not come to fruition. It was appreciated that an airport with no track record had difficulty in attracting passenger business.

Could Mr Lansbury give any assurances that the developments he had forecast would materialise? Geoff Lansbury said that progress had already been made on the cargo side, and current negotiations for passenger traffic showed a significant chance of coming to fruition. He had staked his personal reputation to his Board that he could come to Thanet, and change things and make a difference. Rather than rely on the decision making of others, Wiggin's intention with regard to the Florida airport was to create traffic itself with the assistance of other parties. There was a massive demand from people from Florida wanting to fly into London. Business would also come from Lahr in Germany leading to a Lahr, Manston, Florida link as well. Mr Lansbury's target was, working together with his colleagues, to actually create the airline link themselves, whilst at the same time negotiating to attract other parties to come to the airport.

5.4.12 John Garland asked whether the planned Paint Spray Hangar, for which planning permission had been granted some twelve months ago, had been abandoned. Mr Lansbury said the Paint Spray Plant had not been shelved. There was still a possibility that a number of negotiations that had been abandoned over the last two years due to the uncertainty in the industry at the time, may yet come to fruition within a few months. Dennis Hart assumed, therefore that there may be an application forthcoming for change of use, but Mr Lansbury explained that the Northern Grass had been designated for all maintenance facilities, including paint spraying, in custom built facilities to be leased on a long-term basis in order to preserve the integrity of the freehold. There was no intention of selling any part of the Northern Grass.

## **6. SECTION 106 COMPLIANCY**

**6.1 Noise Monitoring:** Paul Tipple said that the Noise Management Strategy Assessment presented at the previous meeting had been made available in libraries. The document had comprehensively reviewed the activities at Manston against the range of measures introduced, including the noise monitoring that had taken place on the roof of Clarendon School in Ramsgate over the past year/eighteen months, Noise Abatement Routes and the announcement of the Sound Insulation Grant Scheme. The report had concluded that, for an airport the size of Manston, at such an early stage of development, more had been done in the field of noise management than at many well established airports in the country.

6.1.1 Following discussion at the previous meeting, LMA was now trying to identify the phases in which further improvements could be introduced, the key to

which would be the introduction of a new radar facility that would enable the Airport to improve significantly its ability to track and more accurately monitor aircraft movement. Also under consideration would be at what stage in the growth of air traffic movements it would be sensible to introduce an air pilots' forum with the aim of improving flying techniques to help reduce the noise impact.

6.1.2 Mr Tipple confirmed that a second permanent noise monitor was now in operation at St Nicholas, having overcome difficulties with Kent Highways. The temporary mobile monitor at St Nicholas installed by Manchester Airport but now replaced, had itself not been in the optimum site, and this was reflected in the readings for July/August.

6.1.3 Moving to the Noise Monitoring Reports, Mr Tipple commented that readings showed noticeable increases in noise levels for both arrivals and departures. The readings for St Nicholas were significantly lower than those for Clarendon, despite similar aircraft types and routes. The figures had been distorted by RAF aircraft using Manston as a base before going on to air shows elsewhere. The Top Twenty noise events included the RAF movements which, Mr Tipple stated, were considerably higher than those for civil aircraft. Disregarding the RAF flights, the pattern had been similar to previous months, although the Clarendon monitor showed increased noise levels, primarily from MK Airlines. The 747-200 series aircraft were appreciably noisier than DC8 aircraft also flown by MK. Alastair Robertson was in discussion with MK Airlines to establish means of reducing the noise impact.

6.1.4 Referring to the considerably lower readings from the St Nicholas monitor, Mr Tipple quoted from advice received from Manchester Airport. This stated that the monitor was not sited beneath the extended centre line, but slightly to the north, whereas the Clarendon monitor was directly beneath the extended centre line. This would explain the difference in the recorded noise from the same aircraft between the two sites.

6.1.5 Nicholas Cole accepted that there was a difference in the mid point of the runway under each monitor. Noise registered at St Nicholas showed, contrary to the norm, that disturbance from arrivals was less than that of departures. Mr Cole suggested that the difference was nothing to do with the difference from mid-point of runway, but that aircraft were flying considerably closer to Monkton, and nowhere near the monitor. He had said on many occasions that aircraft were still flying over the village of Monkton. At a



previous meeting, Trevor Herron had agreed to provide a list of proposed sites for the mobile monitor, but this had not been forthcoming. The Chairman reported that he had been given the report at the start of the meeting and copies would be circulated with these minutes.

6.4.6 Alastair Robertson pointed out that the St Nicholas monitor had been operational for only two months. He felt that it was too early to be definitive, and would like to see figures for a longer period. Mr Robertson asked the Committee to remember that the positioning of the Clarendon monitor allowed for the exact monitoring of inbound aircraft on Runway 28 and departing aircraft on Runway 10, i.e. on identical flight paths; at St Nicholas, inbound aircraft fly to the south of the monitor whereas outbound aircraft should fly directly over the monitor. Until there had been the opportunity of obtaining a larger sample of readings, it would be difficult to draw firm conclusions.

6.1.7 The Chairman said it was a great relief to have two permanent monitors finally installed. It would presumably take time to calculate the significance of the readings to ensure they were producing meaningful results. Although Mr Cole might be right that until radar had been installed there would not be accurate information on actual routes flown, presumably when figures had been received for slightly longer, LMA would be able to deduce more reliable information from them.

6.1.8 In addition, the Chairman said that even allowing for military aircraft, flights had not been getting any quieter. He pointed out para 8.1. of the Section 106 Agreement that stated: *The owner will, having carried out twelve months of noise monitoring at the airport, agree with the Council new maximum noise levels for aircraft movements which will produce a significant reduction in the noise impact of individual aircraft over the previous two years of operation and which in no circumstances will be less than a 5% reduction over the average of the previous two years.* The Chairman said the S106 agreement had set an ambitious target which there was still time to reach and he was glad that work had begun on working towards that target.

6.1.9 Cllr John Bragg felt it was necessary to know the range of readings from top to bottom in order to achieve the 5% reduction target. Were additional figures available? Paul Tipple said every noise movement was recorded but did that he did not have the figures with him. The range would be about 5-6 decibels, depending upon aircraft type. Excluding RAF aircraft and the one Ilyushin flight, it was the 747-200's that created the greatest noise. As operators improved their fleet mix

over time, it was reasonable to look at such a level of reduction in noise. As the commercial side of the operation grew, so the mix of aircraft would change. The injection of passenger traffic would bring quieter aircraft, as would the introduction of Chapter IV in three years time. Mr Tipple hoped to be able to reduce the noise level to an average of 85 decibels over a period of 2-3 years.

6.1.10 Cllr Mike Roberts asked how the equipment was calibrated and how often it was checked. Paul Tipple replied that the contract with Manchester Airport provided for the noise monitoring equipment to be checked every 2/3 months. Cllr Roberts requested sight of the calibration certificate. He could not understand why there was such a marked difference in readings between the two monitors. Mr Tipple said there was no difficulty in making these papers available, and he would ask Manchester Airport to provide an explanation. **Action PT**

6.1.11 Malcolm Kirkaldie pointed out that Clarendon School was sited in an area subject to high noise levels. Even with a reduction of 5 decibels, the level of high-pitched disturbance would remain very high. Over a period of time this would have an effect on young people's hearing. Mr Kirkaldie said that when aircraft flew over the town of Ramsgate, the noise reverberated, making conversation impossible. He further maintained that use of reverse thrust was increasing rather than decreasing.

**6.2 Noise Insulation Scheme:** Paul Tipple reported that letters would be going out during the week to those households eligible for noise insulation grants, together with a brochure and application forms. Responses had been asked for by the end of October. A number of secondary glazing companies had been approached with the aim of running an open competition to identify one, or possibly two, providers to undertake the work.

**6.3 Air Quality Monitoring:** In the absence of Paul Martin, Brian Lear confirmed that readings, previously circulated, showed levels well within the requirements of the WHO.

**7 AIRPORT COMMUNITY TRUST FUND:** The Chairman reported that around a dozen grants of up to £500 each had been made. Thanks to the night flights reported earlier, there remained a substantial amount of money in the fund. The Chairman asked those present, including members of the public, if they knew of suitable projects that might benefit, to submit applications to the Secretary. New applications would be welcome.

## **8. ANY OTHER BUSINESS**

8.1 Vera Hovenden said that, as she worked full time, she was unable

to attend daytime meetings. She noted that, apart from the Secretary, she was the only female at the table. Mrs Hovenden asked the Committee to consider meeting more frequently in the evening – or each time – to enable more women to attend. The Chairman said this had been debated from time to time, but so far the balance had been in favour of daytime meetings apart from one a year to which the public were invited. Cllr Hart, whilst in favour of a balanced gender profile, would find evening meetings more difficult. The Chairman suggested contacting members by e mail to ascertain their views.

8.2 Malcolm Kirkaldie referred to commercial night flights being conducted "for operational reasons", and wondered whether this meant an increase in the number of early morning landings/ late night take offs. Would Alastair Robertson explain what these reasons were? Mr Robertson agreed to provide information for the next meeting. There was not yet a schedule in place, but a proviso in the S106 Agreement allowed for early movements for inbound flights from the United States. **Action A**

8.3 Bernard Clayson referred to minutes of the June meeting concerning the awaited Environment Impact Assessment. Trevor Herron had said that TDC were waiting for Wiggins to return the Environmental Statement.

8.3.1 Paul Tipple said further work was in hand to address the formal observations made by Thanet District Council on the Environmental Statement. The major focus was on developing a formal Transport Impact Assessment that would assess the likely impact of airport development on the road network and identify measures. Babbie had been contracted to produce the Assessment.

8.3.2 Weaknesses had also been identified with employment forecasts, in particular indirect and induced employment opportunities, predicted by Arthur D Little. Mr Tipple said no consultants could accurately forecast levels of induced employment for a particular district, rather than a region and that inevitably it would remain a grey area where 'best estimates' would need to be used.

8.3.3 Mr Tipple hoped that within the next 2-3 months there would be a more substantial Environmental Statement to re-submit to TDC, which would provide the basis upon which they Council would consider particular planning applications. It was usual for councils to take a view as to whether there was a requirement for an EIA based on the scale and nature of a particular development. Mr Tipple's broad understanding was that in the context of the airport, the requirement for a formal EIA was most likely to kick in when considering the impact of the new passenger terminal development, rather than that of, say, a cargo warehouse or single

hangar development.

8.3.4 Brian Lear said he would bring information to the next meeting as to what information had been requested. **Action BL**

8.4 Sam Hodgson asked whether there was any truth in reports of a Concorde aircraft being based at Manston. Paul Tipple said that British Airways had invited expressions of interest from those who might like to host one of the six Concorde aircraft for static display. LMA had agreed to put in a joint bid with Goodwood Travel of Canterbury. Nothing had as yet been heard from British Airways on their decision and a decision on the final shortlist of successful bidders was awaited.

**9 DATE OF NEXT MEETING:** The next meeting was scheduled for Tuesday 16<sup>th</sup> December at 2.30 p.m.

There being no further business, the meeting closed at 9.45pm

**MANSTON AIRPORT CONSULTATIVE COMMITTEE  
25TH SEPTEMBER 2003**

**MOBILE NOISE MONITOR LOCATION PLAN**

**SEPTEMBER 2003 to 2005 - CONSULTATION WITH M.A.C.C.**

**Introduction.**

To supplement the fixed noise monitoring stations at locations under the immediate flight path to the east and west of the runway London Manston Airport has provided a mobile monitor. A protocol for the use of the equipment has been agreed with the Council and consulted upon with MACC and the equipment delivered to the Council.

A member of the Environmental Management Team within Environmental Health has been going through equipment familiarisation and we are seeking the additional equipment required in the field. The equipment will then be ready for deployment with the purpose of this report to identify priority sites allowing the members of the M.A.C.C. to offer their comments before a decision is reached by the Council.

**Location Areas for 2003-4**

October 2003 – March 2004 Manston Village – to ensure contours fairly represent noise level exposure, including ground noise where possible.

April 2004 – September 2004 North Minster – to consider boundaries of the noise contours for noise insulation

considerations and the protection of any future development.

**Proposed Areas for 2004-5**

October 2004 – March 2005 St. Nicholas at Wade – as contours are based on ideal aircraft tracks this will evaluate if noise levels are as predicted and if not prompt consideration of whether routing is the cause.

April 2005 – September 2005 North Cliffsend – to provide additional resolution of noise levels given this is a relatively high exposure area subject to some noise insulation assistance.

The data will focus on the Single Event Level to identify aircraft above ambient and traffic levels. Locations must be acoustically suitable, away from high ambient levels, secure, accessible, serviced and permitted by the landowner.

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<b>COMPLAINT FORMS BY LOCATION</b>		
	<b>June - August 2003</b>	<b>June – August 2002</b>
<b>Ash</b>	<b>0</b>	<b>3</b>
<b>Barham</b>	<b>0</b>	<b>2</b>
<b>Birchington</b>	<b>1</b>	<b>3</b>
<b>Blean</b>	<b>0</b>	<b>0</b>
<b>Broadstairs</b>	<b>6</b>	<b>2</b>
<b>Cliffsend</b>	<b>2</b>	<b>0</b>
<b>Cliftonville</b>	<b>3</b>	<b>0</b>
<b>Deal</b>	<b>2</b>	<b>1</b>
<b>Herne</b>	<b>0</b>	<b>1</b>
<b>Herne Bay</b>	<b>27</b>	<b>19</b>
<b>Manston</b>	<b>2</b>	<b>0</b>
<b>Margate</b>	<b>2</b>	<b>0</b>
<b>Marshside</b>	<b>6</b>	<b>0</b>

<b>Minnis Bay</b>	<b>0</b>	<b>1</b>
<b>Minster</b>	<b>2</b>	<b>2</b>
<b>Monkton</b>	<b>1</b>	<b>2</b>
<b>Ramsgate</b>	<b>66</b>	<b>186</b>
<b>St. Nicholas at Wade</b>	<b>10</b>	<b>2</b>
<b>Stourmouth</b>	<b>1</b>	<b>0</b>
<b>Westgate on Sea</b>	<b>67</b>	<b>40</b>
<b>Whitstable</b>	<b>0</b>	<b>1</b>
<b>Total</b>		
<b>\ during June - August 2003 198 forms generated 320 complaints</b>		
<b>\ during June - August 2002 256 forms generated 496 complaints</b>		
<b>June - August 2003 total number of complainants was 37</b>		
<b>June - August 2002 total number of complainants was 47</b>		

<b>CAUSAL FACTORS</b>		
	<b>June - August 2003</b>	<b>June - August 2002</b>
<b>Noise</b>	<b>158</b>	<b>208</b>
<b>Pollution</b>	<b>9</b>	<b>71</b>
<b>Low Flying</b>	<b>122</b>	<b>182</b>
<b>Repeated Approaches</b>	<b>15</b>	<b>0</b>
<b>Off Route</b>	<b>8</b>	<b>32</b>
<b>Other</b>	<b>0</b>	<b>3</b>
<b>Not Related</b>	<b>8</b>	<b>0</b>

TOTAL		
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**COMPLAINTS GENERATED**

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**June - August 2003**

NO.	DATE	TIME	ARR/DEP	RWY	NOC	AIRLINE
1	05.06	1112	TRAINING	28	9	Astraeus
2	20.08	1340	TRAINING	10	6	TNT
3	21.08	1623	TRAINING	10	5	AIR ATLANTIQUE
4	14.07	2106	DEP	10	3	COYNE
5	03.06	0902	ARR	10	2	MK
6	03.06	1215	DEP	10	2	MK
7	10.07	1517	ARR	10	2	COYNE
8	17.07	1156	ARR	28	2	MK
9	04.08	1107	ARR	10	2	MK
10	05.08	1658	ARR	10	2	MK

**DEPARTURES SUMMARY**

<b>DEPARTURES SUMMARY</b>											
<b>June - August 2003</b>						<b>June - August 2002</b>					
	<i>Total</i>	<i>Rwy 28</i>	<i>%</i>	<i>Rwy 10</i>	<i>%</i>		<i>Total</i>	<i>Rwy 28</i>	<i>%</i>	<i>Rwy 10</i>	<i>%</i>
<b>June 03</b>						<b>June 02</b>					
Heavy	167	125	74.9	42	25.1	Heavy	103	72	69.9	31	30.1
Light	1168	656	56.2	512	43.8	Light	1264	894	70.7	370	29.3
Total	1335	781	58.5	554	41.5	Total	1367	966	70.7	401	29.3
<b>July 03</b>						<b>July 02</b>					



Heavy	131	94	71.8	37	28.2	Heavy	75	54	72.0	21	28.0
Light	1009	701	69.5	308	30.5	Light	981	615	62.7	366	37.3
Total	1140	795	69.7	345	30.3	Total	1056	669	63.4	387	36.6
<b>August 03</b>						<b>August 02</b>					
Heavy	139	55	39.6	84	60.4	Heavy	184	82	44.6	102	55.4
Light	1090	345	31.7	745	68.3	Light	960	496	51.7	464	48.3
Total	1229	400	32.5	829	67.5	Total	1144	578	50.5	566	49.5

## Section 106 Compliancy Reports

### June 03 - August 03

#### Airport Movements

	Jun-03	Jul-03	Aug-03	Quarterly Total
Fixed Wing	2670	2282	2464	7416
Helicopters	98	404	121	623
<b>Total</b>	<b>2768</b>	<b>2686</b>	<b>2585</b>	<b>8039</b>

#### Runway Utilisation

Runway 10	1274	733	1644	3651
Runway 28	1396	1549	820	3765
<b>Total</b>	<b>2670</b>	<b>2282</b>	<b>2464</b>	<b>7416</b>

Movements between 2300-0700	2	10	4	16
Training between 2300-0700	0	0	0	0
Departures to Europe between 0600-0700	0	0	0	0
Arrivals from United States between 0600-0700	0	0	0	0
Engine runs between 2100-2300	0	0	2	2
Engine runs between 2300-0800	0	0	0	0
Identified Breaches in Noise Abatement Procedures	1 <sup>1</sup>	0	2 <sup>3</sup>	2
Incidents Under Investigation	1 <sup>2</sup>	0	2 <sup>4</sup>	2

1 Astraeus Training: 5.6.03. Resolved: letter sent to airline and procedures tightened.

2 Ethiopian Airlines: 10.6.03. Resolved.

3 TNT Training 20.8.03, Air Atlantique Training 21.8.03. Resolved: letters sent to airlines and procedures tightened.

4 TNT Training 20.8.03, Air Atlantique Training 21.8.03. As above.

### Section 106 Compliancy Reports

June - August 2002

#### Port Movements

	Jun-02	Jul-02	Aug-02	Quarterly
Wing	2718	2096	2285	
Aircraft	114	146	119	
	<b>2832</b>	<b>2242</b>	<b>2404</b>	

#### Flight Utilisation

Day 10	790	762	1123
Day 28	1928	1334	1162
	<b>2718</b>	<b>2096</b>	<b>2285</b>

Flights between	2300-0700	4	4	12
Flights between	2300-0700	0	0	0
Flights to Europe between	0600-0700	0	0	0
Flights from United States between	0600-0700	0	0	0
Flights runs between	2100-2300	0	0	0
Flights runs between	2300-0800	0	0	0
Unrecorded Breaches in Noise Abatement Procedures		0	0	0

nts Under Investigation

0

1

0

**Runway Utilisation****June - August 2003**

	Jun-03		Jul-03		Aug-03		Quarterly Total	
		%		%		%		%
<b>total Fixed Wing Movements</b>	<b>2670</b>	<b>100.0</b>	<b>2282</b>	<b>100.0</b>	<b>2464</b>	<b>100.0</b>	<b>7416</b>	<b>100.0</b>
total Movements Rwy 28	1396	52.3	1549	67.9	820	33.3	3765	50.8
total Movements Rwy 10	1274	47.7	733	32.1	1644	66.7	3651	49.2
<b>breakdown by Category</b>								
<b>total Movements Rwy 28</b>	<b>1396</b>	<b>100.0</b>	<b>1549</b>	<b>100.0</b>	<b>820</b>	<b>100.0</b>	<b>3765</b>	<b>100.0</b>
total Light Movements Rwy 28	1169	83.7	1366	88.2	685	83.5	3220	85.3
total Heavy Movements Rwy 28	227	16.3	183	11.8	135	16.5	545	14.7
<b>total Movements Rwy 10</b>	<b>1274</b>	<b>100.0</b>	<b>733</b>	<b>100.0</b>	<b>1644</b>	<b>100.0</b>	<b>3651</b>	<b>100.0</b>
total Light Movements Rwy 10	1165	91.4	656	89.5	1495	90.9	3316	90.8
total Heavy Movements Rwy 10	109	8.6	77	10.5	149	9.1	335	9.2
<b>total Heavy Movements</b>	<b>336</b>	<b>100.0</b>	<b>260</b>	<b>100.0</b>	<b>284</b>	<b>100.0</b>	<b>880</b>	<b>100.0</b>
total Heavy Movements Rwy 28	227	67.6	183	70.4	135	47.5	545	61.9
total Heavy Movements Rwy 10	109	32.4	77	29.6	149	52.5	335	38.1

**Runway Utilisation**

## June - August 2002

	Jun-02		Jul-02		Aug-02		Quarterly Total	
		%		%		%		%
<b>Total Fixed Wing Movements</b>	<b>2718</b>	<b>100.0</b>	<b>2096</b>	<b>100.0</b>	<b>2285</b>	<b>100.0</b>	<b>7099</b>	<b>100.0</b>
Total Movements Rwy 28	1928	70.9	1334	63.6	1162	50.9	4424	62.2
Total Movements Rwy 10	790	29.1	762	36.4	1123	49.1	2675	37.8
<b>Breakdown by Category</b>								
<b>Total Movements Rwy 28</b>	<b>1928</b>	<b>100.0</b>	<b>1334</b>	<b>100.0</b>	<b>1162</b>	<b>100.0</b>	<b>4424</b>	<b>100.0</b>
Total Light Movements Rwy 28	1775	92.1	1222	91.6	983	84.6	3980	90.0
Total Heavy Movements Rwy 28	153	7.9	112	8.4	179	15.4	444	10.0
<b>Total Movements Rwy 10</b>	<b>790</b>	<b>100.0</b>	<b>762</b>	<b>100.0</b>	<b>1123</b>	<b>100.0</b>	<b>2675</b>	<b>100.0</b>
Total Light Movements Rwy 10	742	93.9	726	95.3	1000	89.0	2468	92.3
Total Heavy Movements Rwy 10	48	6.1	36	4.7	123	11.0	207	7.7
<b>Total Heavy Movements</b>	<b>201</b>	<b>100.0</b>	<b>148</b>	<b>100.0</b>	<b>302</b>	<b>100.0</b>	<b>651</b>	<b>100.0</b>
Total Heavy Movements Rwy 28	153	76.1	112	75.7	179	59.3	444	68.2
Total Heavy Movements Rwy 10	48	23.9	36	24.3	123	40.7	207	31.8

## QUARTERLY BENZENE DIFFUSION TUBE REPORT FOR LONDON MANSTON AIRPORT - MAY/JUNE/JULY 03

Figures supplied by Thanet District Council

SITE	MONTH	LEVEL (ppb)
HILL HOUSE DRIVE MINSTER	May 2003	<0.1
	June 2003	<0.1
	July 2003	0.8

BELL DAVIES DRIVE MANSTON	May 2003	<0.1
	June 2003	<0.1
	July 2003	1.0
HIGH STREET MANSTON	May 2003	<0.1
	June 2003	<0.1
	July 2003	0.4

**Results are exempt from lab corrections**

The current standard set by the WHO is 5ppb

The Air Quality Objective set by the Government is 5ppb as a running annual mean to be achieved by 31/12/2003

**QUARTERLY NITROGEN DIOXIDE DIFFUSION TUBE REPORT FOR LONDON MANSTON AIRPORT –MAY/JUNE/JULY 03**

*Figures supplied by Thanet District Council*

SITE	MONTH	LEVEL (ppb)
HILL HOUSE DRIVE MINSTER	May 2003	8.5
	June 2003	5.3
	July 2003	7.5
BELL DAVIES DRIVE MANSTON	May 2003	10.6
	June 2003	Contaminated sample
	July 2003	10.3
HIGH STREET MANSTON	May 2003	9.2
	June 2003	6.3
	July 2003	7.2

**Results are exempt from lab corrections**

The current Air Quality Objective set by the Government is an annual mean of 21ppb.

Average Noise Level Report		Arr
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August 2003		Dep
	January 2003	A
	January 2003	D
	February 2003	A
	February 2003	D
	March 2003	A
	March 2003	D
	April 2003	A
	April 2003	D
	May 2003	A
	May 2003	D
	June 2003	A
	June 2003	D
	July 2003	A
	July 2003	D
	August 2003	A
	August 2003	D

St Nicholas EMU 1			
Average Noise Level Report August 2003		Arr Dep	Avg. Lmax dB(A)

	<b>July 2003</b>	<b>A</b>	<b>81.8</b>
	<b>July 2003</b>	<b>D</b>	<b>86.1</b>
	<b>August 2003</b>	<b>A</b>	<b>79.9</b>
	<b>August 2003</b>	<b>D</b>	<b>84.3</b>

Manston Airport Community Fund

Sir Alistair Hunter Chairman  
 Paul Tipple Wiggins plc  
 RonFlaherty Canterbury City Council  
 John Garland Birchington  
 Nick Cole Monkton  
 Brian Lear Thanet District Council  
 Tessa Sherriff Secretary

Since the June meeting, the following were considered suitable projects for funding, and cheques have been presented.

**Monkton Parish Council** £500 towards renovation of village stocks  
**Manston Village Hall** £150 towards stone name plate for hall  
**Beltinge Day Nursery** £500 towards new mobile building  
**St Ethelberts Catholic Primary School, Ramsgate** £500 towards big toys for pre-school class

**£1650**

**Total of previous grants**     **£2544**     **£4195**  
**Balance of Community Fund** **£5,869.76**

There were further applications, that were, after consideration, rejected:

**Herne & Broomfield PC** £500 towards total cost of £63,500 multi games court and youth shelter  
**Swalecliffe WI** £500 towards new flooring for hall  
**Cliffsend Shop Assn** £500 towards extension to village hall for community shop and post office

We are awaiting further information on the following:

**Birchington Community Garden** £100 towards reclamation of small area of waste land

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**Manston Airport Consultative Committee (M.A.C.C)****UPDATE from Environment Agency****Re: Re: Manston Airport**

We have had a meeting with Wiggins to discuss the consent application, which has to be submitted to us in the first week of January.

They have had the Mudflat Survey completed by the consultants, and this shows little if any effects on the bay from the runway run-off.

' English Nature are reassured regarding the survey of Pegwell Bay, I am meeting them and Wiggins shortly.

*Nick Williams, 16/09/2003*

Noise Monitoring, Top twenty noise events

Between 01/06/2003 and 30/06/2003

Location: Clarendon House Grammar School Monitor No.2

<b>Airline</b>	<b>Date</b>	<b>Time</b>	<b>Runway</b>	<b>A/C Type</b>	<b>Registration</b>	<b>SEL</b>	<b>Lmax dB(A)</b>
MKA MK Airlines Ltd	10/06/200	11 :36	28	B742 9	GMKQ	101.8	96.2
MKA MK Airlines Ltd	13/06/200	12:12	28	B742 9	GMKQ	100.8	96.1
MKA MK Airlines Ltd	19/06/200	12:09	28	B742 9	GMKL	100.9	95.1
MKA MK Airlines Ltd	04/06/200	13:30	28	B742 9	GMKQ	100.6	94.6
MKA MK Airlines Ltd	02/06/200	11 :44	28	B742 9	GMKP	99.6	93.5
MKA MK Airlines Ltd	11/06/200	09: 13	28	B742 9	GMKJ	99.3	93.3
MKA MK Airlines Ltd	20/06/200	11:54	28	B742 9	GMKP	98.5	92.4
MKA MK Airlines Ltd	11/06/200	10:43	28	B742 9	GMKL	98.5	92.3
MKA MK Airlines Ltd	27/06/200	11 :50	28	B742 9	GMKP	98.5	92.2
MKA MK Airlines Ltd	30/06/200	12:44	28	B742 9	GMKL	98.2	92.2
ABD Air Atlanta Iceland	04/06/200	13:44	28	B742	TFARF	98.2	92.1
MKA MK Airlines Ltd	06/06/200	14:06	28	B742 9	GMKL	98.6	92.1
MKA MK Airlines Ltd	10/06/200	12:55	28	B742 9	GMKP	97.6	91.2
ABD Air Atlanta Iceland	02/06/200	11:57	28	B742	TFARF	97.0	90.8
MKA MK Airlines Ltd	09/06/200	10:37	28	B742 9	GMKL	97.3	90.8
MKA MK Airlines Ltd	19/06/200	10:35	28	DC86 9	GMKK	97.3	89.8
KA MK Airlines Ltd	13/06/200	13: 14	28	DC86 9	GMKG	96.3	89.3
MKA MK Airlines Ltd	11/06/200	07:24	28	DC86 9	GMKK	97.4	89.3
MKA MK Airlines Ltd	01/06/200	10:16	28	DC86 9	GMKK	96.6	89.1

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**Manston Airport Consultative Committee (M.A.C.C)**

**Minutes of meeting held at 2.00pm on 16<sup>th</sup> December 2003  
in the Departure Lounge London-Manston Airport**

**PRESENT**

[REDACTED] r Chairman  
 [REDACTED] Secretary  
 [REDACTED] Wiggins Group plc  
 [REDACTED] Wiggins Group plc  
 [REDACTED] London Manston Airport  
 [REDACTED] Thanet District Council  
 [REDACTED] Canterbury City Council  
 [REDACTED] Dover District Council  
 [REDACTED] Airport Users' Assn.  
 [REDACTED] e Manston Airport Group  
 [REDACTED] Broadstairs Town Council  
 [REDACTED] Acol Parish Council  
 [REDACTED] Manston Parish Council  
 [REDACTED] Minster Parish Council  
 [REDACTED] Monkton Parish Council  
 [REDACTED] St Nicholas Parish Council  
 [REDACTED] KAPC Dover  
 [REDACTED] KAPC Canterbury  
 [REDACTED] Cliffsend Residents Association

**ALSO PRESENT:**

[REDACTED] Thanet District Council  
 [REDACTED] Thanet District Council

**APOLOGIES**

Apologies for absence were received from:

[REDACTED] PC ([REDACTED] alternate); [REDACTED]  
 ([REDACTED] alternate); [REDACTED] TDC; [REDACTED] KCC;  
 [REDACTED] KCC; [REDACTED] TDC; [REDACTED] PC; [REDACTED]  
 [REDACTED] Ramsgate.

The Chairman welcomed [REDACTED], Head of Environmental Services, TDC. He also pointed out that, in addition to representing Broadstairs Town Council on MACC, [REDACTED], as Deputy Leader would also speak on behalf of TDC as appropriate.

**1. MINUTES** The Minutes of the meeting held on 25<sup>th</sup> September [REDACTED] having been previously circulated, were accepted and signed by the Chairman as a true record.

**2. MATTERS ARISING**

**2.1. ILS Beam:** Alastair Robertson confirmed that the ILS had been operational since 3<sup>rd</sup> November. Cllr Flaherty thought aircraft noise had been marginally less since the installation, but would be in a better position to report at the next meeting.

**2.2 Item 2.2.1:** Paul Tipple confirmed that photographs showing the siting of the

Pegwell Bay discharge were being forwarded to Vera Hovenden, as requested.

**2.3 Item 6.1.10** The Secretary had been provided with a faxed copy of Calibration details of the noise monitors, requested by Cllr Roberts. It was agreed to forward a copy to him (as he was not present), and to Bernard Clayson at his request. **Action TMS**

### 3. SITUATION REPORT – Wiggins

**3.1 Refinancing:** Tony Freudmann reported that £49.5m gross had been raised from some 60 institutions, who would between them control substantially less than 50% of the Company. Of the money raised, subject to resolution at the Wiggins Group AGM to be held on 5<sup>th</sup> January 2004, a substantial part would go to repay short and medium term debt, but in simple terms the Company would be left with around £20m working capital and long term debt secured against Manston Airport with the Bank of Scotland. It was satisfying that some major institutions had supported the project. Mr Freudmann said the last few months had been difficult, particularly as the Airport continued to run at a loss. There was pressure on the company to turn that round as quickly as possible, which Wiggins would now have the finance to do.

**3.2 Future of Air Transport – White Paper:** Mr Freudmann referred to the summary of the announcement by the Secretary of State that day, and outlined the key elements as follows:

**3.2.1** A second runway to be built at Stansted in 2011/2012

**3.2.2** A new runway to be built at Heathrow as soon as possible after Stansted – 2015/2020 period with various safeguards

**3.2.3** No action would be taken to overturn current planning against a second runway at Gatwick until 2019. Option of two new runways at Gatwick not supported

**3.2.4** Maximum use of the existing single runway at Luton was supported, but no second runway

**3.2.5** There was no case for a 2<sup>nd</sup> hub airport in the SE of England

**3.2.6** A new airport at Cliffe was not supported

**3.2.7** There was no support for development at Alconbury for passengers or freight, which had been a potential threat to Manston.

**3.2.8** There was considerable scope for London City, Norwich, Southampton, Southend and Manston to help meet demand for air services. Nor should the potential for Lydd, Shoreham and Biggin Hill be overlooked.

**3.2.8.1** Mr Freudmann said Wiggins were reasonably satisfied that this represented constructive response to the representations made. A short press release was to be issued that day, welcoming the recognition of the considerable scope for Manston; the end of uncertainty concerning Cliffe and Alconbury. Manston now had a clear run until 2011 – the earliest date on which any new infrastructure would be created.

**3.2.8.2** Cllr John Bragg referred to the proposal to keep under review the case for a possible new runway at East Midlands to cope with anticipated growth of freight movements and growing passenger volumes. Tony Freudmann found it difficult to see how East Midlands Airport could accommodate any significant development due to constraints imposed by lack of available land.

**3.2.8.3** Mr Freudmann pointed out that the document concluded by stating that it did not support any of the

other proposals for alternative locations put forward during consultation. The Government would not take steps to artificially constrain demand for air traffic, such as raising fuel duty, but would work together with the industry to reduce the environmental effects of airport development.

**3.3 Florida flights:** Tony Freudmann confirmed that the company had, in October 2003, signed an agreement with an airport in Melbourne, Florida to run and develop their international terminal. Melbourne airport already had about 0.5m domestic US passengers travelling with major airlines. Melbourne had approached Manston, recognising its potential for continental capacity, and a population likely to welcome the availability of flights to Florida.

**3.4** Mr Freudmann reported encouraging response from one or two tour operators, who, having cut back operations into Florida, were now looking to resume in 2004/2005, and there was a good chance that at least one would operate out of Manston. Mr Freudmann said that, unlike Orlando and Sandford Airports, Melbourne did not have slot constraints. This advantage was being promoted in the start of discussions with operators out of UK into Florida. There had been favourable response, together with encouragement from East Kent travel agents.

**3.5** Public authorities in Florida were also keen to encourage traffic from Florida to East Kent. With their cooperation it was hoped that, of the seat allocation on flights of around 350 passengers, around 80-100 could be reserved for US travellers inbound to East Kent.

**3.6** It was hoped that, following last month's visit by Melbourne Airport executives, an announcement would be forthcoming within the next few weeks.

**3.7** Cllr Flaherty thought the outcome of the **Strategic Rail Authority** consultation was vital to the above. Paul Tipple reported that as a result of productive discussions that the East Kent Partnership had held, it had become clear that the SRA's formal proposal was to run, from 2007, new fast trains from Ramsgate via Canterbury, Ashford and on to St Pancras; at the same time, as these trains would be parked overnight at Ramsgate, to run new trains on the North Kent line on a stopping service to the Medway Towns, from thence non-stop to London. Journey time would be about 1hr 10mins. In addition, the SRA were looking at ways in which the new trains could be routed through Shakespeare Tunnel, thereby bringing Dover into the equation. A final decision from the Secretary of State was awaited.

**3.7.1** Cllr Flaherty thought it was all very well the SRA stating what was required but there seemed to be no commitment from Government. Mr Tipple reported that Government was, before Christmas, meant to be taking decisions on contracts for the new trains. Mr Tipple felt that announcement would indicate a clear commitment to run those trains into E. Kent. SRA's next phase would be the detailed timetabling, projected to take place in March/April 2004, resulting in a document to be submitted to interested contractors. Mr Tipple felt the SRA's projected 2007 completion date was tight in terms of getting sufficient numbers of the new trains built and in service.

**3.7.2** Paul Tipple agreed with the Chairman's assertion that a large part of the County's resources over the past month or two had been

devoted to endeavouring to ensure that the recommendation from the SRA actually came to fruition.

**3.8 Development:** Paul Tipple reported that Wiggins were about to open discussions with TDC on improvements to the passenger terminal and related infrastructure improvements in order to provide essential capacity to support future scheduled and charter operations. Contracts for the new warehouse/border inspection post facility would shortly be let with the aim of starting work at the beginning of January 2004. The visual aspect of the bespoke facility would considerably improve the area involved – the patch of land between the existing cargo shed on the west of the airport, and the MoD motor transport building. It was hoped that the facility would be operational by June/July. Improvements to the road access to the new facility would include off road parking on Airport land for the residents of Pouces Cottages. The detail would be discussed with residents.

**3.8.1 Environmental Statement:** Wiggins had accepted the views and concerns set out in TDC's response to the Environmental Statement submitted in early 2002, which had been the subject of extensive consultation. These included the need for a Transport Impact Assessment, the need to address noise and noise management, and to better understand the nature of the induced employment that would result from the Airport's planned future development.

3.8.1.1 Mr Tipple reported that most of this follow-on work had been going on over the past year, but had not been brought formally to fruition pending a final understanding of the next phase of intended development. Once the exact detail of the development proposal was available it would be possible to align formal assessments and planning applications.

3.8.1.2 Brian Lear (TDC) said he was satisfied with what had been said, but the Council would want to see the details at the time of any planning application being submitted. The principle of a document that was "live" and continued to be updated and improved as developments occurred was something with which TDC was comfortable.

## 1. AIRPORT STATISTICS – [previously circulated](#)

Alastair Robertson summarised the following:

**4.1 Complaints:** A total of 428 forms had generated 889 complaints, from 31 individual complainants. This compared with 156 forms generating 260 complaints during the same period in 2002, from 26 individual complainants.

**4.1.1** The increase in the number of complaints principally related to noise and low flying.

**4.1.2** Of the Top Ten complaints generated, the first five related to late night flights of which members were aware. Tony Freudmann would elaborate on these later in the Agenda. Only one daytime flight had caused complaint (4no.) but no procedures had been breached. The remaining four flights, although late in the evening, had not in any way

infringed the S106 Agreement.

**4.1.2.1** Cllr Bob Bayford noted that although there had been more late flights in the same period the previous year, fewer complaints had been made. Alastair Robertson's records showed that the majority of relevant flights in the 2002 period had been by lighter aircraft for HM Coastguard, plus three by commercial aircraft.

**4.1.2.2** In response to Cllr Bayford's further enquiry regarding complaints of off-route flying, Mr Robertson stated that only one flight had been identified as in fact being off-route, having turned late over Herne Bay/Beltinge.

**4.2 Departures Summary/Runway Utilisation:** Mr Robertson said figures in general showed a similar pattern to figures for the previous year. Climatic conditions prevalent in Autumn/early Winter had to be taken into account.

**4.3 Section 106 Compliancy Report:** Movements between 2300-0700: Of the 14 such flights in September 2003, six had been by heavy aircraft, the remainder HM Coastguard; October 2003, eight heavy aircraft and four HM Coastguard; November 2003, two heavy aircraft – no others.

**4.4** Mr Robertson drew attention to the additional information sheet detailing **late flights** that had occurred. These had generated a total of 51 forms identifying 82 specific complaints.

**4.5** Cllr Flaherty asked Mr Robertson if it were fair to say that complaints had to be lived with, as it appeared nothing could be done apart from identifying incidents. Did members have to tell their electorate that they were wasting their time? The Chairman recalled that, until the current quarter, the number of complaints had steadily decreased. The number of complaints had quadrupled over the same period in 2002. To what extent did this increase relate to the exceptional night flights?

**4.5.1** Alastair Robertson said figures would have been only marginally better had those flights not taken place. There had, in the last three months, been a dramatic increase in complaints received from a handful of specific complainants. Mr Robertson said complaints received were taken very seriously and consideration was given to ways of mitigating the noise, where possible adjusting flight paths. It was not a waste of people's time to complain. The Airport wanted to know what was going on in the community, and the adverse effect that the Airport had, in order to change some procedures, where possible, when planning for the future.

**4.5.2** Malcolm Kirkaldie said he had submitted a number of complaints. He did point out that, in addition to himself, he had complained on behalf of all his family.

**4.5.3** Cllr John Bragg accepted that one complaint form could be from a group of people. However, he felt that the number of complaints was extremely low, with only 31 people complaining during the current quarter, considering the extent of the population. Mr Robertson explained that in each of the three months in question there had been five main complainants producing 152 forms in September, 179 in October (when the night flights occurred), and 97 in November, the

balance having been submitted by individuals. Malcolm Kirkaldie stated that he submitted dozens of complaint forms each month.

**4.5.4** The Secretary added that at the DfT consultation on new Guidelines for Consultative Committees, representatives from London City, Gatwick, and Prestwick committees had said they received few complaints as residents accepted that little could be done except when expansion was planned. The case at Manston was different in that it was a developing Airport, and changes had already been made wherever possible.

4.5.5 Cllr Flaherty felt that although residents recognised the existence of the Airport, there was an acceptance over the last two years that aircraft had been approaching over Herne Bay at around 15-1600 feet. Now that the ILS beam had become operational, Cllr Flaherty sought assurance that the beam would raise incoming flights to a height of 2000 feet over Herne Bay/Beltinge are

4.5.6 The Chairman said that assurance could not be given by the complaints system. What the discussion showed to him was that individual complaints deserved to be looked at seriously and given the best answers possible – which, with experience, the Airport had got better at. The more complaints received, the more difficult it became to answer them in minute detail. The Chairman felt the Airport was providing that customer service and occasionally drawing lessons from the pattern of flights. He did not feel any substantial lessons could be drawn from the number of complaints, nor from the trend. More important were objective factors such as addressing the question of night flying, noise monitoring and mechanism currently being developed, and radar tracking of outgoing aircraft when finances permitted. The Chairman's recommendation was that those were the measures that should be looked at to provide the kind of reassurance sought.

**4.5.7** Alastair Robertson said as the ILS beam had been operational for only a few weeks, it was too early to say conclusively whether or not there had been any significant improvement in the situation. However, he assured Cllr Flaherty that any pilot, given the opportunity of flying an ILS approach against anything else, would always take that opportunity.

**4.5.8** Robin Tapsell said that, despite previous assurances from Mr Robertson, aircraft did overfly Monkton village but residents felt there was no point in making official complaints, as nothing had been done. Mr Robertson agreed with Mr Tapsell that it was important for residents to file complaints in order for accurate assessment to be made. There had, on Sunday 7<sup>th</sup> November, been an Air Atlanta training session carrying out 12 visual approach circuits to Runway 10. A visual approach would vary slightly from the route of an ILS approach. Mr Tapsell accepted Alastair Robertson's offer of sight of a map indicating the route. Mr Robertson said this was a difficult issue and he believed that an aircraft in such close proximity to the runway would not have veered sufficiently from the centre line to be several hundred yards south over the village of Monkton. Agreed to continue ongoing



discussion outside the meeting. **Action AR**

**5. Section 106 Compliancy** Paul Tipple reported that over the last three months, there had been a reduction in noise levels generated. The bar chart for Clarendon School November readings showed a peak in departure noise. Manchester Airport had made the following observations on these readings:

**5.1.1** there was no difference in the performance of the two monitors

**5.1.2** there was a difference in the location of the two sites, Clarendon being directly under the extended centreline and closer to the start of roll from Runway 10 than St Nicholas was to the start of roll from Runway 28

**5.1.3** peak departure noise levels at Clarendon were higher than those recorded previously, although the overall noise climates were generally the same

**5.1.4** November figures showed a notable increase in the number of particularly noisy departures, two of which exceeded 101dB. These particular movements had had a significant and disproportionate effect on the average

**5.1.5** in any noise monitoring regime, there was always the issue of the relationship of the monitoring site and the track taken by aircraft

**5.1.6** there were differences in the geography between the two sites

**5.1.7** Manchester Airport would like to introduce an additional portable monitor at Clarendon in a more open area to see if noise reflection was an issue, possibly leading to a distorted figure

**5.1.8** Manchester had also suggested that, in parallel, it would be helpful to sit down with the airline operators concerned to enable the noise experts to understand the operating practices and procedures that pilots were working to.

**5.1.9** The Committee agreed with Paul Tipple's proposal to instruct Manchester to proceed without delay so that information would be available for the next MACC meeting. Mr Tipple agreed to Brian Lear's request that TDC be informed of the results. **Action PT**

**5.1.10** Steve Anderson of MK Airlines confirmed Alastair Robertson's explanation that noise generated depended upon the weight of the freight carried. MK Airlines would be happy to work with Manchester and to vet the settings of the aircraft engines in use. Mr Anderson agreed that the figures appeared very strange.

**5.1.11** Malcolm Kirkaldie did not find the figures at all strange. Having been in the military himself, he felt sure that the situation arose from the use of old aircraft, with a massive weightload, using full throttle to get airborne. Mr Kirkaldie said that had there been a proper Environmental Assessment, this would have been picked up many months previously. He had watched aircraft struggling to get to

sufficient height and he feared that, without some action, there would be an incident.

**5.2 Noise Insulation update:** Paul Tipple reported that responses had been received from all residents qualifying under the scheme. Meetings had been held with residents, each individual case having been gone through. It had been agreed that certain properties already fitted with secondary glazing would be given the full amount of the grant to provide acoustic loft insulation. This had been agreed because much of the noise suffered by those residents was a result of aircraft taking off to the east virtually alongside properties close to the runway.

**5.3 Pollution Monitoring:** Readings had been previously circulated. Brian Lear confirmed that they remained well within WHO requirement.

**5.3.1** Cllr Bragg requested information on new mandatory limits referred to in the White Paper. Brian Lear agreed to provide these as soon as they became available. **Action BL**

**5.4 Night Flights:** Tony Freudmann reported that since September a total of 17 flights had operated between the hours of 2300-0700. Of that number, 14 had been involved in meeting requests of the Coalition Provisional Authority (CPA) in Baghdad for airlifted assistance in support of the civil reconstruction of Iraq, and three had been aircraft under charter to the British MoD for flying troops to and from Afghanistan. Thanet District Council had discussed the matter at a recently held meeting.

**5.4.1** When LMA agreed, in August 2003, to support the flights to Iraq, it had been on the basis that departure times would be within normal operating hours. However, as the security situation in Iraq deteriorated, increasing the risk of attacks to aircraft landing at Baghdad, Manston had been asked to delay departure times. Mr Freudmann accepted that these flights had occurred at extremely unsocial hours.

**5.4.2** Mr Freudmann assured the meeting that, contrary to public speculation that the aircraft had been carrying hazardous cargo, no munitions or any other hazardous material had been involved. He was, however, not in a position to reveal the exact nature of the cargo.

**5.4.3** The MoD flights to Afghanistan at the request of the British Government had involved flying British troops undertaking their UN responsibilities. The late arrival on 9<sup>th</sup> September had been due mainly to air traffic delays en route to Manston, whilst the late departures on 24<sup>th</sup> and 30<sup>th</sup> September had been caused by a series of unforeseen technical difficulties.

**5.4.4** With regard to the acceptability of the flights in relation to the Section 106 Agreement, Mr Freudmann confirmed that acceptance of the CPA sponsored flights to Iraq had resulted in the quota of 12 humanitarian flights permitted in any calendar year being exceeded. However, when the Sec 106 Agreement was signed in September 1999 it had not been envisaged that the UK, let alone Manston, would have been handling relief flights to war areas.

**5.4.5** Mr Freudmann repeated that there was no intention of trying to ease in a night flying operation, in fact 8000 tonnes of commercial freight business had been rejected earlier in the year. Wiggins had signed the S106 Agreement and had every intention of adhering to its

terms.

**5.4.6** Before the next TDC meeting in February, there was an onus on the Company to ensure that Council members were as fully briefed as possible.

**5.4.7** Cllr Bob Bayford (Deputy Leader TDC) reported that the Council had taken the decision to uphold the terms of the S106 Agreement completely. Although recognising that many issues were involved, the Council had been unimpressed by the edict from CPA that these flights should be treated as humanitarian. It had been decided to seeking assurance from relevant authorities as to the nature of the flights, brief Council members at the next TDC meeting, and then consider policy concerning fining.

**5.4.7.1** Brian Lear felt Council members were looking for an understanding of whether the cargo fitted into the immediate, or medium/long term, relief of suffering in that country.

**5.4.7.2** Gerry Glover reported an allegation that had been made on Radio Kent the previous week that the Sec 106 Agreement had been breached because, regardless of the cargo, when it was known in advance that time limits would be breached, there was an obligation to advise TDC accordingly. Mr Glover said that if such an obligation was part of the S106, more care would need to be taken should similar occasions arise.

**5.4.7.3** Ron Flaherty considered that a copy of any such advice on proposed late flying should be forwarded to Canterbury City Council.

**5.4.7.4** Malcolm Kirkaldie then passed a sheet of questions round the table. The Chairman said that some of the points had been answered in discussion. He suggested that he and the Secretary obtain relevant statements from those to whom the remaining questions were addressed, and circulate the response to MACC members. **Action: AJH, TMS**

**5.4.7.5** The Chairman said a number of points had emerged from the discussion, in particular a question as to the definition of "humanitarian flights" - no such definition was contained within the S106 Agreement. TDC would be making its own investigations on this point, and reach its own conclusions. But even if the flights were designated "humanitarian" the S106 Agreement permitted only 12 such flights in any one year – and this number had been substantially exceeded. The question here was whether exceptional circumstances justified this and (given that the figure of 12 had been arbitrarily chosen by the negotiators) what

number of night flights per year should be regarded as tolerable.

**5.4.7.6** Steve Anderson of MK Airlines thanked LMA for the support his company had received and apologised for any inconvenience caused to local residents. Those involved had been acting to support their Government with the situation in Iraq. Mr Anderson thought LMA should be applauded for their efforts.

## **6. SECTION 106 RENEGOTIATION**

**6.1.** The Chairman reminded the meeting that the current S106 remained in operation until such time as it had been renegotiated. Brian Lear confirmed that such renegotiation was due to take place in early 2004, to give new members of MACC the opportunity to consider the matter fully, after which a draft document would be put before MACC for consultation.

**6.2.** The Chairman asked whether, as had been requested at the previous meeting, members wished to put forward any suggestions (apart from Noise Management and Night Flights). Members accepted the Chairman's invitation that, in the first instance, they forward suggestions to the Secretary for take up by the negotiators. There would still be time to produce a summary for the next MACC meeting.

**6.2.1.** Robin Tapsell asked whether TDC would be writing to Parish Councils for views. Whilst pointing out that all adjacent Parish Councils were represented on MACC, Brian Lear said TDC would be happy to accept views from individual Parish Councils.

**6.3.** The Chairman proposed that any suggestions should be forwarded by 1<sup>st</sup> February 2004 to: Brian Lear at TDC, to the MACC Secretary, and to Paul Tipple. This would ensure that MACC and the two negotiators were fully informed. **Action: Community Representatives**

## **7. AIRPORT COMMUNITY FUND:**

**7.1** The Secretary had previously circulated a report detailing grants amounting to a total of £8145.00. The balance remaining was £3919.76. Three further applications had been received for consideration. The Chairman thanked committee members for publicising the Fund.

**7.1.1.** Len Claisse asked whether the night flights discussed earlier would attract fines adding to the balance. The Chairman said this would depend upon the decision taken by Thanet District Council in February, in the light of advice the Council received.

## **8. ANY OTHER BUSINESS**

Paul Tipple informed members that the appointment of the Chairman and Secretary had lapsed in March 2002. It was, therefore, necessary for the committee to decide whether or not it was content to approve the re-election of the current Chairman and Secretary for a further period of three years, up to March 2005. Nick Cole, although absent due to a company board meeting, had expressed his view that the committee had been well served and proposed re-election. Mr Tipple was happy to second the proposal, and both Chairman and Secretary were re-elected.

**8.2 New draft Guidelines for Airport Consultative Committees:** ([previously circulated to members](#)) The Department for Transport had, after consultation, issued new Guidelines after a period of twelve years. Both the Chairman and Alastair Robertson, Airport Director, had been pleased to note that Manston, although a developing airport, already complied with the majority of suggestions that had been made during the consultation process.

**8.2.1** The Chairman reinforced the guideline that Consultative Committees were not a dispute resolving body, but a forum for discussion.

**8.2.2** Malcolm Kirkaldie asked if an arbitration system could be set up to resolve differences of opinion. The Chairman agreed with Alastair Robertson and Brian Lear that the S106 was a legal agreement between TDC and Wiggins, the terms of which had to be followed. Mr Lear added that TDC were happy to discuss problems that may arise.

**8.3 Timing of MACC meetings:** Members were content with the current arrangement of quarterly meetings, three held in the afternoon, the fourth (to which public and press were invited) in the evening.

**9 DATES of MEETINGS 2004:** The Chairman said proposed dates would be circulated with the Minutes, after consultation with Thanet District Council and the Airport.

There being no further business, the meeting closed at 4.45pm.

**Dates for future meetings:**

MARCH Thursday 11<sup>th</sup> 2.00pm  
JUNE Thursday 3<sup>rd</sup> 2.00pm  
SEPTEMBER Monday 6<sup>th</sup> 7.30pm  
DECEMBER Tuesday 14<sup>th</sup> 2.00pm

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DRAFT**Guidelines for Airport Consultative Committees**

The guidance set out below is intended to assist those who provide facilities for consultation at aerodromes. Aerodromes to which section 35 of the Civil Aviation Act 1982 applies have a responsibility to provide facilities for consultation at aerodromes. However, this guidance will also be applicable to any aerodrome with a consultation process and others with an interest in consultative procedures. We recognise the differences in circumstance between individual aerodromes and that arrangements and procedures for one committee may not be appropriate for another. It is important that the aerodrome and the committee retain the flexibility to adapt to local circumstances.

**1. The legislation**

1.1 Section 35 of the Civil Aviation Act 1982 (as amended), which deals with facilities for consultation at certain aerodromes, states:

(1) "This section applies to any aerodrome which is designated for the purposes of this section by an Order made by the Secretary of State.

(2) "The person having the management of any aerodrome to which this section applies shall provide:-

1. for users of the aerodrome,
2. for any local authority (or, if the person having the management of the aerodrome is a local authority, for any other local authority in whose area the aerodrome or any part thereof is situated or whose area is in the neighbourhood of the aerodrome), and
3. for any other organisation representing the interests of persons concerned with the locality in which the aerodrome is situated,

adequate facilities for consultation with respect to any matter concerning the management or administration of the aerodrome which affects their interests.

(3) "The reference in subsection (2)(b) above to any local authority includes in relation to the area of Greater London a reference to the Mayor of London acting on behalf of the Greater London Authority."

**2. The purposes of consultation**

The purposes of consultation are:

- to enable a two-way exchange of information between aerodrome operator, communities in the vicinity of the aerodrome, local business representatives and other interested parties;
- to allow the concerns of interested parties to be raised and taken into account by the aerodrome operators, with a genuine desire on all sides to resolve any issues that may emerge;
- to complement the legal framework within which the aerodrome operates;

However,

- consultation is not intended to detract from or constrain the responsibility of management to manage the aerodrome.

**3. The form of consultation**

3.1 The nature of ‘adequate facilities for consultation’ will depend upon the type and scale of the aerodrome operation and is likely to be airport specific. An aerodrome engages with those affected by and involved in its operation in a number of ways, of which a consultative committee is only one mechanism.

3.2 However, the Department recognises that the best means of ensuring fair treatment of the different categories of statutory consultees is through a consultative committee formed for this purpose. This provides an opportunity for the aerodrome to consult with all relevant groups simultaneously but also allows those groups to engage with one another directly.

3.3 A consultative committee provides:

- an opportunity for information exchange between aerodrome and interested parties;
- a structured forum for discussion and to make recommendations to the aerodrome management;
- the possibility of reaching common understanding between interested groups about the nature of aerodrome operation, thereby increasing the scope for issues to be resolved amiably. However, people interested in and affected by an aerodrome operation may have mutually inconsistent viewpoints and it is not realistic to expect that all matters of concern will be able to be resolved through discussion;
- to promote understanding about aerodrome operations more widely, through dissemination by committee members of relevant information.

However,

- a consultative committee is *not* a dispute resolution forum;
- a consultative committee does not have any executive or decision making power over the airport.

### **Constitution of Consultative Committees**

#### **4. Terms of reference.**

The terms of reference of the committee should be sufficiently widely drawn to allow it to consider all matters arising from the operation of the aerodrome. The exact terms of reference will be at the discretion of the committee but would be expected to cover facilities and services at the airport, input into environmental monitoring of the aerodrome, surface access, responses to formal consultation papers issued by government and other regulatory authorities and consideration of the economic impact of committee recommendations.

#### **Examples of Terms of Reference**

- Consider Airport issues as they affect the communities represented or the amenities of the airport;
- make suggestions to the Airport where this might further the interests of the communities represented;
- to stimulate the interest of the local population in the development of the aerodrome;
- to protect and enhance the interests of the users of the aerodrome;
- to monitor the environmental impact of all aspects of the operation of the Airport and to advise on operating

procedures resulting from such monitoring with a view to minimising noise or other pollution from whatever source;

- to discuss with the Airport formal procedures for recording complaints about aircraft noise and other adverse effects of the Airport.

**5. Officers of consultative committees** To maintain the confidence of the general public it is important that the Chairman is not closely identified with any sectional interest. Where the Chairman is appointed by the airport, this appointment should be made with the involvement of the committee. To ensure continuity in the operation of the committee it is desirable for the Chair to be appointed for a minimum period of three years, although there should be no prescribed maximum period of appointment. The Chairman may receive appropriate remuneration based on local circumstances and workload.

**5.2. Secretariat.** A properly resourced secretariat should be appointed to ensure the effective working of the committee. The necessary secretarial support will depend upon the size of the committee, the volume of papers handled. The duties of the secretariat shall be to;

- prepare minutes of the committee and distribute them to all members;
- issue notices of meetings of the committee and to place on the agenda any matters that are proper for the committee to consider;
- circulate relevant documents.

The Committee should determine how the costs of providing this adequate secretarial support should be met.

## **6. Composition of consultative committees**

**6.1 Representation.** Section 35 of the Civil Aviation Act 1982 specifies the categories of bodies or organisations that should be consulted: see above, para 1.1.

**6.2** It is important that all those significantly affected by or involved in the operation of the aerodrome should, so far as reasonably possible, have access to a representative who can speak on their behalf. While the exact size of the committee will depend upon local circumstances, the committee should be of a manageable size to perform its function. For fair and equal treatment of the different categories, it is more important to ensure that there is a representative balance of affected interests rather than to attempt equal numeric representation. The groups represented will vary between aerodromes: the users at an airport with commercial and GA flights may potentially encompass a wider spectrum of interested parties than either a purely commercial or small GA aerodrome. The scale of interest from the local community is also likely to be more significant at larger aerodromes.

**6.3 Members' tenure.** If possible, the term of office for members should be more than one year. Where a member is unable to attend he or she should be permitted to send a notified deputy of suitable standing. Elected council members and others nominated *ex officio* may, of course, be obliged to resign upon loss of office. Represented councils should have procedures to ensure smooth transition following local elections.

### **Examples of good practice in representation**

- Many committees require community organisations on the committee to have a written constitution and



documented membership, to avoid over-representation of those who are most vocal. Luton conducts a formal review of the balance and representation of the committee at its AGM.

- At Bristol, members of the committee nominated candidates for appointment of its Chairman from outside the committee membership. The airport MD, together with the committee secretary, interviewed candidates, and made a recommendation upon which the committee voted.
- At East Midlands the post of Chairman was advertised, and candidates were interviewed by the airport management and a representative from each category of member.

## 7. Airport management.

It is essential that the airport management participate fully in the committee by attending meetings and by providing relevant information. As the committee's role is to advise the airport management we recommend that airport officers should not be formally members of the committee, as it appears illogical for the airport management to be a position whereby they are advising themselves.

## 8. Advisers.

It is often useful, especially at the larger airports' committees, if members are permitted to be accompanied by technical advisers (for example, elected council members may be supported by officers). Such advisers should not, however, intervene in committee proceedings unless invited to do so by the Chairman.

### Examples of good practice in providing technical advice

- Heathrow ACC retains a technical consultant and ensures that technical matters are brought to the attention of the Committee with sufficient notice.
- Luton recommends that local authority members should consider appointing an appropriate aviation consultant to act as a specialist technical information officer.
- Depending on the size of the aerodrome and the subject matter for consideration, the committee could consider appointing an appropriate consultant having aviation and/or other relevant expertise to act as a specialist adviser to the committee as a whole.

**London City organises, as do several other airports and their committees, an annual familiarisation tour of airport facilities to assist members in understanding the complexity of aerodrome operation.**

## 9. Sub groups.

It may be useful for some committees, particularly at the larger airports but not necessarily limited to these, to form sub groups dealing with specific issues or areas. For example at Manchester Airport three smaller sub groups – Users Group, Technical Advisory Group and Community Trust Fund – have been created. These groups meet on the same cycle as the main committee and can cover topics in more detail and investigate particular issues on behalf of the main committee e.g. provision for disabled passengers. However, the need for sub groups will depend on the scale of activities and the location of the particular airport.

### Organisation of Meetings

## 10. Agenda and Papers

**10.1 Agenda.** If possible all members should make available to the Committee (through the

Secretary) at as early a date as possible details of any matter of concern to that member which he or she wishes to raise at a meeting of the Committee. Provided that a matter is within the terms of reference, it is recommended that all committee members be able to propose agenda items for discussion.

**10.2 Circulation of documents.** Papers should be circulated well in advance to allow representatives to fully prepare and obtain technical advice if necessary. The secretariat will need to ensure that the circulation of papers does not breach copyright or privacy.

<u>Examples of Agenda Items</u>
Airport Operator's Report;
<ul style="list-style-type: none"> <li>• Airport Statistics;</li> <li>• Passenger numbers and new services</li> <li>• Complaints</li> <li>• Runway utilisation</li> <li>• Night flights</li> <li>• Environmental statement;</li> <li>• Noise and Track keeping</li> <li>• Community noise monitoring</li> <li>• Local air quality monitoring</li> <li>• Noise insulation schemes</li> <li>• Surface Access</li> <li>• Airport Development</li> <li>• Airspace Changes</li> <li>• Government Consultations</li> <li>• EU Regulations</li> <li>• Community Initiatives</li> </ul>

## 11. Proceedings.

**11.1 Participation.** To ensure the effective operation of the committee; it may be considered useful to have a commitment from all members actively to participate in the work and discussions of the committee. During meetings it is important that members should be given adequate opportunity to represent their views and that no organisation or one group should dominate proceedings.

**11.2 Voting.** It is expected that matters would be resolved by consensus The Chairman should avoid taking votes on matters other than those relating to the membership of the committee and its sub-groups.

**11.3 Minutes.** The minutes of the meeting should be concise, but thorough. They should reflect the range of views and advice and/or recommendations to the airport operator put forward by members and should not merely reflect the majority viewpoint on any issue.

<u>Examples of Presentations</u>
<ul style="list-style-type: none"> <li>• Surface Access</li> <li>• Air Passenger Rights</li> </ul>

- Airport Development
- Noise measurement techniques

## 12. Venue

The venue of the meeting should be decided by the committee. Unless otherwise agreed by the committee, the management of the aerodrome should arrange adequate facilities for meetings, having regard to travel convenience of members from the whole catchment. Venues should be accessible by public transport where reasonably possible.

## 13. Frequency of meetings

The consultative committee should meet at least three times a year, unless the committee is satisfied that fewer meetings would suffice.

## 14. Administrative Costs

The expenses incurred by the committee should be met in such a way as the Committee may determine. However, the default option is for the airport, particularly if designated under s.35, to cover expenses. It would not be expected that individuals' expenses would be met by the committee.

### Engaging with the Wider Community

## 15. Publicity.

The wider local community and airport users should be made aware of the existence of the consultative committee and its role in relation to aerodrome operation. Any publicity undertaken by the aerodrome should be in proportion to the scale of the aerodrome operation.

## 16. Public access to meetings.

The public and the press should be admitted to meetings at the discretion of the committee. It is recognised that in some circumstances public access could hinder the flow of information, possibly preventing free and frank discussion. Therefore it may be necessary to hold meetings in private when matters of a confidential or sensitive nature are being discussed.

### Publicising the committee to the wider community

The existence and role of the committee should be extensively publicised to the wider community. This could be achieved by:

- a visible notice at the airport;
- local press coverage;
- an annual or biennial committee report;
- references in airport and represented organisations' public reports;
- information on the airport website (or on a dedicated consultative committee website, if resources allow).

Organisations represented on the committee should be encouraged to provide hyperlinks from their own websites.

## 17. Complaints

17.1 The aerodrome should have an agreed formal procedure for recording complaints about aircraft noise and other impacts of the aerodrome on the environment. These arrangements, which should be very well publicised, should provide for complaints to be made to the aerodrome management by telephone or in writing. Complainants should normally be invited to give their name, address, telephone number and sufficient detail to enable any investigation to be carried out.

17.2 Passenger complaints could be reviewed by a passenger services sub-committee if the committee has established one.

17.3 The number and general location of complaints should be made available to the committee.

17.4 Airports might suggest that complainants if dissatisfied with the airport response contact the committee to raise the matter for discussion. However, it should be remembered that the consultative committee is a forum to raise issues of concern, not an arbiter of last resort and its recommendations are not binding on the aerodrome. So, it should not be the committee's function to investigate individual complaints as a matter of routine. Where, exceptionally, this is done, for example because of wider issues arising, the secretariat should ensure that complainants are made anonymous unless express permission has been given for their identities and addresses to be circulated.

### Good Practice for Engaging with the Community

- Wycombe Air Park holds a thirty minute open session after the meeting for the public to raise any concerns.
- London City allows the public to attend and speak at the chair's discretion, if given notice.
- Gatwick invites the press to meetings, which allows matters of wider public interest to be publicised.
- Luton encourages local groups to join alliances to ensure the communication of accurate information to interested local residents.
- Other committees admit the press and public on specific occasions when particular matters are being discussed.

### Interaction between Airport Consultative Committees

1. The sharing of good practice and information between consultative committees is to be strongly encouraged. The committee should determine how this is managed in practice.
2. The Government issues these guidelines to assist those who are required to provide adequate facilities for consultation under Section 35 of the Civil Aviation Act 1982 and any aerodrome with a consultation process. It believes that local issues are best resolved locally, through the consultative committee. It has no direct role in the operation or conduct of consultative committees. AED/VEN 21 Nov.03

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<1>In these guidelines 'aerodrome' applies to any aerodrome, irrespective of the size of operation. The term 'airport' is used interchangeably.

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## Manston Airport Community Fund

Sir Alistair Hunter	Chairman
Paul Tipple	Wiggins plc
RonFlaherty	Canterbury City Council
John Garland	Birchington
Nick Cole	Monkton
Brian Lear	Thanet District Council
Tessa Sherriff	Secretary

Since the September meeting, the following were considered suitable projects for funding, and cheques have been presented.

<b>Chilton Primary School</b>	£500	towards library books
<b>Thanet Disabled Riding Centre</b>	£500	towards upkeep/maintenance
<b>Kent Search &amp; Rescue</b>	£500	towards new equipment
<b>Salmestone Primary School</b>	£500	towards playground games
<b>Total</b>	<b>£2000</b>	
<b>Total of previous grants</b>	<b>£4195</b>	<b>£6195</b>
<b>Balance of Community Fund</b>	<b>£5869.76</b>	

In addition, cheques have been requested from TDC for the following:

<b>Ellington Infant School</b>	£500	towards outdoor classroom/garden
<b>Thanet Rural Regeneration</b>	£450	towards cost of training day
<b>St Mary Magdalene Church Monkton</b>	£500	towards new electronic organ
<b>Chilton Primary School</b>	£500	towards outdoor play facilities
<b>Total</b>	<b>£1950</b>	
which will leave a balance of	<b>£3919.76</b>	

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***Manston Airport Consultative Committee (M.A.C.C)***

[Committee Members Letter](#)

[Wiggins Letter to TDC re Night-Flights](#)

[Noise Monitors](#)

[Community Fund](#)

[LMA Stats](#)

[Air Quality](#)

[Guidelines for Airport Consultative Committees](#)

**Manston Airport Consultative Committee**  
**PO Box 168**  
**Broadstairs**  
**Kent CT10 2GW**  
**Telephone / Fax 01843 862185**  
E-mail: [113311.1250@compuserve.com](mailto:113311.1250@compuserve.com)

**To All Committee Members:**

I apologise for the delay in forwarding the attached Agenda and papers for the meeting to be held on Tuesday 16<sup>th</sup> December at 2pm - I had been waiting to receive all relevant papers and e mailed them to you on Wednesday 10<sup>th</sup>.

I have just been informed at this late hour that due to technical problems, Compuserve have not been delivering e mails for several days, which is why this is coming to you via the system at the Airport.

**Noise Readings**

It is not possible to send by e mail the Top 20 Arrival and Departure readings. These will be tabled.

**LMA Statistics**

Individual complaints are available for perusal by any member on request. Members are normally requested to let me have any specific queries at least 24hrs before meetings. (Unlikely to be possible this time)

**Gender profile of MACC**

Apart from one alternate representative, all MACC members are male. It was suggested at the September meeting that this may be because MACC meets during the day, with the exception of the one occasion per year to which the public are invited. There have also been requests from groups whose members are in full time employment and therefore unable to attend daytime meetings, that a change of timing be considered, in order to achieve the best representation. The Chairman will be

asking for your views on 16<sup>th</sup> December.

### **Section 106 Agreement Re-negotiation**

Consultation on this is due in Spring 2003 and members were requested to consult with their electorate and bring comments and suggestions to the December meeting.

### **Dates for Meetings in 2004**

It would be helpful if you would bring your next year's diary with you in order that dates for next year's meetings may be decided upon.

Again, my apologies for the delay and the inconvenience to you.

Tessa Sherriff  
12 December 2003

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## LMA Stats

<b>COMPLAINT FORMS BY LOCATION</b>		
	<b>September - November 2003</b>	<b>September - November 2002</b>
<b>Ash</b>		<b>1</b>
<b>Beltinge</b>		<b>2</b>
<b>Birchington</b>	<b>1</b>	<b>1</b>
<b>Canterbury</b>	<b>4</b>	<b>2</b>
<b>Dover</b>		<b>1</b>
<b>Herne Bay</b>	<b>25</b>	<b>24</b>
<b>Kingsdown</b>		<b>2</b>
<b>Manston</b>		<b>1</b>
<b>Marshside</b>		<b>4</b>
<b>Minster</b>	<b>7</b>	
<b>Monkton</b>	<b>1</b>	<b>1</b>
<b>Ramsgate</b>	<b>299</b>	<b>93</b>
<b>St. Nicholas at Wade</b>	<b>8</b>	<b>2</b>
<b>Sandwich</b>		<b>1</b>
<b>Tankerton</b>	<b>3</b>	
<b>Walmer</b>		<b>1</b>
<b>Westgate on Sea</b>	<b>79</b>	<b>20</b>
<b>Whitstable</b>	<b>1</b>	
<b>Total</b>	<b>428</b>	<b>156</b>
\ during September - November 2003 428 forms generated 889 complaints		
\ during September - November 2002 156 forms generated 260 complaints		
<b>September - November 2003 total number of complainants was 31</b>		
<b>September - November 2002 total number of complainants was 26</b>		

<b>CAUSAL FACTORS</b>		
	<b>September - November 2003</b>	<b>September - November 2002</b>
<b>Noise</b>	<b>398</b>	<b>113</b>
<b>Pollution</b>	<b>142</b>	<b>15</b>
<b>Low Flying</b>	<b>249</b>	<b>111</b>
<b>Repeated Approaches</b>	<b>3</b>	<b>3</b>
<b>Off Route</b>	<b>74</b>	<b>6</b>
<b>Other</b>	<b>0</b>	<b>0</b>
<b>Not Related</b>	<b>23</b>	<b>12</b>
<b>TOTAL</b>	<b>889</b>	<b>260</b>

<b>TOP 10 COMPLAINTS GENERATED</b>						
<b>September - November 2003</b>						
NO.	DATE	TIME	ARR/DEP	RWY	NOC	AIRLINE
1	11.10.03	2348	Dep	10	7	African International
2	30.09.03	0054	Dep	10	6	British European
3	08.10.03	2352	Dep	28	5	MK Airlines
4	13.10.03	2353	Dep	10	5	MK Airlines
5	17.10.03	0103	Dep	10	5	MK Airlines
6	15.09.023	1159	Arr	10	4	MK Airlines
7	17.09.03	2257	Dep	10	4	MK Airlines
8	01.10.03	2256	Dep	28	4	MK Airlines
9	04.11.03	2258	Dep	10	4	MK Airlines
10	23.11.03	2257	Dep	10	4	MK Airlines

<b>DEPARTURES SUMMARY</b>											
<b>September - November 2003</b>						<b>September - November 2002</b>					
	<i>Total</i>	<i>Rwy 28</i>	<i>%</i>	<i>Rwy 10</i>	<i>%</i>		<i>Total</i>	<i>Rwy 28</i>	<i>%</i>	<i>Rwy 10</i>	<i>%</i>
<b>September 03</b>						<b>September 02</b>					
Heavy	138	60	43.5	78	56.5	Heavy	81	30	37.0	51	63.0
Light	1014	392	38.7	622	61.3	Light	1136	385	33.9	751	66.1
Total	1152	452	39.2	700	60.8	Total	1217	415	34.1	802	65.9
<b>October 03</b>						<b>October 02</b>					
Heavy	127	65	51.2	62	48.8	Heavy	113	53	46.9	60	53.1
Light	755	433	57.4	322	42.6	Light	662	401	60.6	261	39.4
Total	882	498	56.5	384	43.5	Total	775	454	58.6	321	41.4
<b>November 03</b>						<b>November 02</b>					
Heavy	86	42	48.8	44	51.2	Heavy	106	80	75.5	26	24.5
Light	713	390	54.7	323	45.3	Light	539	410	76.1	129	23.9
Total	799	432	54.1	367	45.9	Total	645	490	76.0	155	24.0

### Section 106 Compliancy Reports

<b>September 03 - November 03</b>				
<b>Airport Movements</b>				
		<b>Sep-03</b>	<b>Oct-03</b>	<b>Nov-03</b>
				<b>Quarterly Total</b>

Fixed Wing		2296	1755	1603	<b>5654</b>
Helicopters		60	106	78	<b>244</b>
<b>Total</b>		<b>2356</b>	<b>1861</b>	<b>1681</b>	<b>5898</b>
<b>Runway Utilisation</b>					
Runway 10		1396	765	718	<b>2879</b>
Runway 28		900	990	885	<b>2775</b>
<b>Total</b>		<b>2296</b>	<b>1755</b>	<b>1603</b>	<b>5654</b>
Movements between	2300-0700	14	12	2	<b>28</b>
Training between	2300-0700	0	0	0	<b>0</b>
Departures to Europe between	0600-0700	0	0	0	<b>0</b>
Arrivals from United States between	0600-0700	0	0	0	<b>0</b>
Engine runs between	2100-2300	0	0	0	<b>0</b>
Engine runs between	2300-0800	0	0	0	<b>0</b>
Identified Breaches in Noise Abatement Procedures		0	0	0	<b>0</b>
Incidents Under Investigation		0	0	0	<b>0</b>

**September - November 2002**

<b>Airport Movements</b>		<b>Sep-02</b>	<b>Oct-02</b>	<b>Nov-02</b>	<b>Quarterly Total</b>
Fixed Wing		2440	1546	1291	<b>5277</b>
Helicopters		174	110	186	<b>470</b>
<b>Total</b>		<b>2614</b>	<b>1656</b>	<b>1477</b>	<b>5747</b>
<b>Runway Utilisation</b>					
Runway 10		1608	635	302	<b>2545</b>
Runway 28		832	911	989	<b>2732</b>
<b>Total</b>		<b>2440</b>	<b>1546</b>	<b>1291</b>	<b>5277</b>
Movements between	2300-0700	9	7	7	<b>23</b>
Training between	2300-0700	0	0	0	<b>0</b>
Departures to Europe between	0600-0700	0	0	0	<b>0</b>
Arrivals from United States between	0600-0700	1	0	0	<b>1</b>
Engine runs between	2100-2300	0	1	0	<b>1</b>
Engine runs between	2300-0800	0	0	0	<b>0</b>
Identified Breaches in Noise Abatement Procedures		0	0	0	<b>0</b>
Incidents Under Investigation		0	0	0	<b>0</b>

## Runway Utilisation

September - November 2003								
	Sep-03		Oct-03		Nov-03		Quarterly Totals	
		%		%		%		%
<b>Total Fixed Wing Movements</b>	<b>2296</b>	<b>100.0</b>	<b>1755</b>	<b>100.0</b>	<b>1603</b>	<b>100.0</b>	<b>5654</b>	<b>100</b>
Total Movements Rwy 28	900	39.2	990	56.4	885	55.2	2775	49.1
Total Movements Rwy 10	1396	60.8	765	43.6	718	44.8	2879	50.9
<b>Breakdown by Category</b>								
<b>Total Movements Rwy 28</b>	<b>900</b>	<b>100.0</b>	<b>990</b>	<b>100.0</b>	<b>885</b>	<b>100.0</b>	<b>2775</b>	<b>100</b>
Total Light Movements Rwy 28	779	86.6	860	86.9	782	88.4	2421	87.2
Total Heavy Movements Rwy 28	121	13.4	130	13.1	103	11.6	354	12.8
<b>Total Movements Rwy 10</b>	<b>1396</b>	<b>100.0</b>	<b>765</b>	<b>100.0</b>	<b>718</b>	<b>100.0</b>	<b>2879</b>	<b>100</b>
Total Light Movements Rwy 10	1250	89.5	648	84.7	646	90.0	2544	88.4
Total Heavy Movements Rwy 10	146	10.5	117	15.3	72	10.0	335	11.6
<b>Total Heavy Movements</b>								
<b>Total Heavy Movements Rwy 28</b>	<b>267</b>	<b>100.0</b>	<b>247</b>	<b>100.0</b>	<b>175</b>	<b>100.0</b>	<b>689</b>	<b>100</b>
Total Heavy Movements Rwy 28	121	45.3	130	52.6	103	58.9	354	51.4
Total Heavy Movements Rwy 10	146	54.7	117	47.4	72	41.1	335	48.6

## September - November 2002

	Sep-02		Oct-02		Nov-02		Quarterly Totals	
		%		%		%		%
<b>Total Fixed Wing Movements</b>	<b>2440</b>	<b>100.0</b>	<b>1546</b>	<b>100.0</b>	<b>1291</b>	<b>100.0</b>	<b>5277</b>	<b>100</b>
Total Movements Rwy 28	832	34.1	911	58.9	989	76.6	2732	51.8
Total Movements Rwy 10	1608	65.9	635	41.1	302	23.4	2545	48.2
<b>Breakdown by Category</b>								
<b>Total Movements Rwy 28</b>	<b>832</b>	<b>100.0</b>	<b>911</b>	<b>100.0</b>	<b>989</b>	<b>100.0</b>	<b>2732</b>	<b>100</b>
Total Light Movements	751	90.3	797	87.5	821	83.0	2369	86.7

Rwy 28								
Total Heavy Movements Rwy 28	81	9.7	114	12.5	168	17.0	363	13.3
<b>Total Movements Rwy 10</b>	<b>1608</b>	<b>100.0</b>	<b>635</b>	<b>100.0</b>	<b>302</b>	<b>100.0</b>	<b>2545</b>	<b>100</b>
Total Light Movements Rwy 10	1517	94.3	519	81.7	258	85.4	2294	90.1
Total Heavy Movements Rwy 10	91	5.7	116	18.3	44	14.6	251	9.9
<b>Total Heavy Movements</b>	<b>172</b>	<b>100.0</b>	<b>230</b>	<b>100.0</b>	<b>212</b>	<b>100.0</b>	<b>614</b>	<b>100</b>
Total Heavy Movements Rwy 28	81	47.1	114	49.6	168	79.2	363	59.1
Total Heavy Movements Rwy 10	91	52.9	116	50.4	44	20.8	251	40.9

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## London Manston Airport Consultative Committee

### Average Noise Level Report

#### November 2003 Clarendon school EMU 2

2003	Arrival/ Departure Avg.	Lmax dB(A)
January	A	91.3
January	D	91.5
February	A	90.6
February	D	89.1
March	A	90.0
March	D	89.0
April	A	90.5
April	D	88.9
May	A	90.0
May	D	88.7
June	A	90.7
June	D	90.1
July	A	91.5
July	D	92.5
August	A	93.6
August	D	89.5
September	A	90.1
September	D	89.7
October	A	90.2
October	D	90.6
November	A	89.4
November	D	93.8

### Average Noise Level Report

#### November 2003 St Nicholas EMU 1

	Arrival/ Departure	Avg. Lmax dB(A)
July	A	81.8
July	D	86.1
August	A	79.9
August	D	84.3
September	A	78.1
September	D	86.9
October	A	75.7
October	D	83.7
November	A	75.9
November	D	82.3

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**QUARTERLY BENZENE DIFFUSION TUBE REPORT FOR LONDON MANSTON AIRPORT -  
AUGUST/SEP/OCT 03**

*Figures supplied by Thanet District Council*

<b>SITE</b>	<b>MONTH</b>	<b>LEVEL (ppb)</b>
HILL HOUSE DRIVE MINSTER	August 2003	0.2
	September 2003	0.36
	October 2003	
BELL DAVIES DRIVE MANSTON	August 2003	0.2
	September 2003	0.48
	October 2003	
HIGH STREET MANSTON	August 2003	0.3
	September 2003	0.44
	October 2003	

**Results are exempt from lab corrections**

The current standard set by the WHO is 5ppb

The Air Quality Objective set by the Government is 5ppb as a running annual mean to be achieved by 31/12/2003

**QUARTERLY NITROGEN DIOXIDE DIFFUSION TUBE REPORT FOR LONDON MANSTON  
AIRPORT –AUG/SEPT/OCT 03**

*Figures supplied by Thanet District Council*

<b>SITE</b>	<b>MONTH</b>	<b>LEVEL (ppb)</b>
HILL HOUSE DRIVE MINSTER	August 2003	9.2
	September 2003	11.0
	October 2003	15.00
BELL DAVIES DRIVE MANSTON	August 2003	4.1



	September 2003	11.9
	October 2003	16.2
HIGH STREET MANSTON	August 2003	4.4
	September 2003	8.0
	October 2003	13.6

**Results are exempt from lab corrections**

The current Air Quality Objective set by the Government is an annual mean of 21ppb.

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## LONDON MANSTON AIRPORT – NIGHT FLIGHTS

11 December 2003  
Our ref: LMA/DOP/03/3170

Cllr Sandy Ezekiel  
Leader  
Thanet District Council  
PO Box 9  
Cecil Street  
Margate  
Kent CT9 1XZ

Dear Cllr Ezekiel

### LONDON MANSTON AIRPORT – NIGHT FLIGHTS

I understand that the Council is to meet this evening to address, amongst other things, the recent spate of night flights operating from Manston Airport. I should like to take this opportunity to provide as full an explanation as I can of the circumstances surrounding these activities.

First, however, I should like to offer our sincere apologies to Thanet residents who have been disturbed by night flights. We take seriously our obligations to keep to the absolute minimum the number of night flights operating outside of our established operating hours, and I wish to assure you that the decision to allow them to happen at all is not taken lightly. Careful consideration is given in weighing the balance between the operating/commercial imperatives of the airline operator on the one hand and the level of disturbance to those residents living under the flight path on the other.

Since September of this year a total of 17 flights have operated outside of the Airport's established operating hours of 0700-2300. Of that figure, 14 flights have been involved in meeting the requests of the Coalition Provisional Authority (CPA) in Iraq for airlifted humanitarian assistance in support of the civil reconstruction of Iraq, and three were aircraft under charter to the British Ministry of Defence for flying troops to and from Afghanistan. I should like to address each of these categories in turn.

When, in August 2003, we agreed to support the humanitarian flights to Iraq it was on the basis that departure times would not be outside of our established operating hours. Sadly, as the general security situation in Iraq deteriorated the risk of attacks to aircraft of landing at Baghdad International Airport increased to the point that we were asked to delay departure times to help minimise the risks to crews. We therefore found ourselves in the unenviable position of having to allow later departures at extremely unsocial and normally unacceptable hours to help meet what I hope you will agree were exceptional circumstances. I am pleased to say that those aircraft departing late from Manston arrived safely in Iraq.

The recent incident of a DHL cargo aircraft being attacked as it took off from Baghdad serves to illustrate all too graphically the very real dangers confronting airline operators and the civil authorities in Iraq as they fly in badly needed emergency and other aid. Our reticence in this matter owes much to the need to avoid publicising such flights lest in so doing so we add unnecessarily to the dangers. I am aware of speculation publicly that these aircraft were carrying hazardous cargo, and I should like to take this opportunity to assure you and the Council that there is no question of any of these flights conveying munitions or any other hazardous material to Iraq. As a result however of a combination of local factors in Iraq, including the attack on the DHL aircraft, humanitarian and other emergency aid flights are now being directed to locations elsewhere in the Middle East. A consequence of this decision is that we are no longer being asked to delay departures for security reasons.

Turning now to the Ministry of Defence flights, I can state that the flights on 9, 24 and 30 September were at the request of the British Government and involved flying British troops to and from Afghanistan where they were undertaking their UN responsibilities. The late arrival on 9 September was due primarily to air traffic delays en route to Manston. The departures on 24 and 30 September were scheduled to depart from Manston before 2300 hours, but due to a series of unforeseen technical difficulties both aircraft were seriously delayed.

Finally, I should like to say a word or two about the acceptability of these flights in relation to the Section 106 Agreement. The effect of accepting the late departure of CPA sponsored flights to Iraq has of course taken us above the quota of 12 such flights in any calendar year (section 1.4.2 of the Agreement refers). As you know we have sought advice from the Council as to how these flights should be treated. As I hope I have made clear our agreement to support these humanitarian flights was given in good faith and on the understanding that they would depart Manston between 2200 and 2230 hours, namely within normal operating hours and not between the night-time flying parameters of 2300-0700 hours as set out in the Section 106. In other words it was a response to the deteriorating security situation in Iraq that prompted the subsequent later departure times and not, as some critics of the Airport might wish to argue, a back-door attempt to establish regular night flights. In that latter regard I should like formally to state that the Airport has no plans to introduce regular night flying, and that even if it did it would first be necessary to develop a Night Time Flying Policy for consideration by the Council consistent with our obligations under the Section 106 Agreement.

I hope that against that background the Council will be minded to suspend temporarily the limitation on the number of humanitarian and emergency aid flights. At the time when the architects of the Section 106 Agreement determined the limitation I doubt whether anyone seriously envisaged that as a country (yet alone an airport in Kent) we would be facing demands for such assistance to be delivered to the war-torn areas of Sierra Leone, Afghanistan and now Iraq, to name but three. Nor I suspect would they have envisaged those flights having to depart from Manston at what in normal circumstances would rightly be regarded as wholly unacceptable times in order to minimise the very real and evident danger to those flight crews having to fly into hostile environments.

I am sending a copy of this letter to Cllr Richard Nicholson, Richard Samuel and to Sir Alistair Hunter in his capacity as Chairman of the Manston Airport Consultative Committee.

Yours sincerely

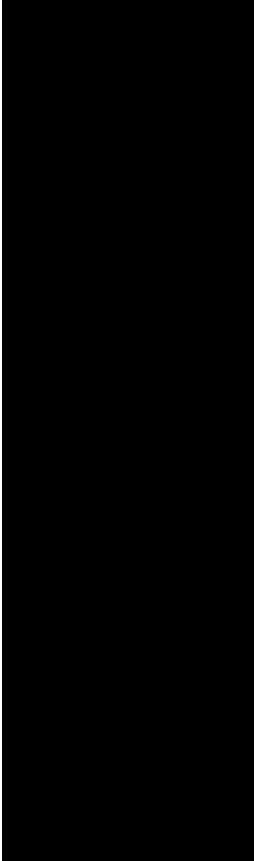
Paul Tipple  
Director of Corporate Affairs  
London Manston Airport plc

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***Manston Airport Consultative Committee (M.A.C.C)***

**Minutes of meeting held at 2.00pm on 11<sup>th</sup> March 2004  
in the Departure Lounge Kent International Airport**

**PRESENT**



Chairman  
Secretary  
Planestation  
Planestation  
Kent International Airport  
Thanet District Council  
Thanet District Council  
Canterbury City Council  
Kent County Council  
Dover District Council  
Manston Airport Group  
Ramsgate  
Broadstairs Town Council  
Manston Parish Council  
Minster Parish Council  
Monkton Parish Council  
Chamber of Commerce  
St Nicholas Parish Council  
KAPC Dover  
KAPC Canterbury  
Cliffsend Residents Association

**ALSO PRESENT:**



and



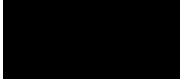
Thanet District Council  
Thanet District Council  
Observers representing Mike Kruger, Airport Users Assn.

**APOLOGIES**

Apologies for absence were received from:



KCC



Birchington PC

(alternate )

MAG

**1. MINUTES** [The Minutes of the meeting held on 16<sup>th</sup> December 2003](#), having been previously circulated, were accepted and signed by the Chairman as a true record.

**2. MATTERS ARISING**

**2.1. ILS Beam:** Now that the ILS was operational, Cllr Flaherty stated that he would be pressing the management on an ongoing basis about a new radar system, as "one was useless without the other". Alastair Robertson did not agree that the ILS beam was useless without new radar equipment. Mr Robertson would be delighted to give

Cllr Flaherty, and the committee as a whole, an update on a regular basis. A meeting with the supplier was due to be held the following Monday.

**2.2. Item 4.5.8.** Discussions between the Airport Director and Nick Cole regarding overflying of Monkton village had not yet taken place. It was agreed that ongoing discussion take place between the parties involved. **ACTION AR/NC**

**2.3.Item 5.3: Pollution Monitoring.** In response to Cllr Bragg, Brian Lear reported that new mandatory limits had now been published, and he would provide these to MACC. **ACTION BL**

### **3. SITUATION REPORT – Planestation**

**3.1.** Tony Freudmann reported the successful outcome of Wiggins restructuring and refinancing and the subsequent repayment of mezzanine debt and other liabilities. At the EGM on 5 January 2004 shareholders had also passed a resolution giving effect to the change of the company's name to PlaneStation Group plc. Mr Freudmann also reported that the Group's Chief Executive, Oliver Iny, had been relieved of his duties on 8<sup>th</sup> March. The Group's directors would appoint an interim Chief Executive.

**3.1.1.** Mr Freudmann had been assured that these changes would not affect the policy regarding Manston or the Group's other airports. It was important to make the point that the major investors who were involved in the changes, were those who had subscribed to the Group's equity offering in respect of which Manston was the central part.

**3.1.2.** Management of Manston would remain unchanged, with Alastair Robertson as Airport Director, Tony Freudmann Chairman of the Airport Company, Paul Tipple Director of Corporate Affairs, and Geoff Lansbury as Chief Executive of the Airport.

**3.1.3.** Mr Freudmann concluded by stating that a decision had been made to change the name of the airport to Kent International Airport-Manston.

### **3.2. Business Development – passenger traffic**

Paul Tipple referred to the announcement (*previously circulated*) confirming that a conditional agreement was now in place between the Airport and EUjet who wanted to use Manston as a UK hub for their future scheduled passenger services throughout the UK and into Europe. EUjet was raising the funds needed to support the operation with the active support of Rothschild, its stockbrokers. Mr Tipple said there was every confidence that the required funding would be secured in the near future. At that point it would be possible to announce the route destinations and other details. EUjet would be operating Fokker 100 aircraft – a Chapter 4 modern jet aircraft seating 108 passengers – which should help considerably in minimising the noise impact of the operation.

**3.2.1.** EUjet had forecast 300,000 passengers in the first year, increasing over a 3yr period to over 2m passengers. Mr Tipple said as it was clear that the present terminal building would be inadequate, plans were being finalised to put in place minimum essential extensions to the building, together with associated car parking facilities. A formal planning application would be

put forward to Thanet District Council. In support of that application, Mr Tipple was due to meet Babbie, who were concluding the formal Traffic Impact Assessment which would identify the impact of road movements into and out of the Airport and surrounding area as a result of the projected passenger throughput. The TIA would also identify what essential immediate road improvements would need to be made.

**3.2.2.** Mr Tipple stated that Bickerdike Allen had been commissioned to draw up a new noise contour on the premise of the Fokker 100 being the main passenger aircraft.

**3.2.3.** It was hoped that these two documents, allied to that part of the earlier Environmental Statement addressing non-traffic and non-noise issues would be sufficient to enable TDC to take a view. A presentation on the development would be given to MACC as soon as possible.

**3.3. Border Inspection Post:** Paul Tipple reported that work was well under way and on course for an expected operational commencement in the summer.

**3.4. Environmental Impact Assessment:** The Chairman referred to previous meetings when TDC had stated that a fuller Environmental Assessment would be required at such time that any major planning application was submitted. It appeared from Mr Tipple's report that the two documents proposed covered the two areas of potential controversy, i.e. noise monitoring of air traffic, and ground traffic.

3.4.1. Brian Lear said TDC was aware of the intention, and a view would be taken when formal application was received.

3.4.2. Pete Binding pointed out that as the Fokker 100 aircraft had a quota count of 0.5, they would be exempt from the S106 Agreement and therefore permitted to fly at any time of day or night. Alastair Robertson said that the flying hours would be within the terms of the S106. Brian Lear pointed out that, regardless of quota count, no regular night flights were permitted under the S106 without an agreed night flying policy. No approach had been made in this connection.

3.4.3. In response to various questions, Paul Tipple explained that, for commercial reasons, actual destinations had not yet been made public. It was expected that there would be some 29 route destinations across Europe (including the UK and Ireland) all well-known and established airports. Initially the Airport would need to recruit about 100 extra staff and it was understood that EUjet would also be recruiting a similar number from the local catchment area. The EUjet fleet would initially comprise 5 aircraft, increasing to 7 to cover the winter schedule projected to commence in October 2004.

3.4.4. Dennis Hart asked whether the planning application would accommodate any other airline operators attracted to Manston. Paul

Tipple confirmed that plans for extension of the passenger terminal would allow for estimated peak hour usage and for peaks associated with wide bodied transatlantic charter flights to Florida.

3.4.5. Nick Cole asked where the parking space was to be allocated, but Mr Tipple was unable at present to identify the exact location apart from stating that it would not be south of the A299, and would be within easy reach of the terminal building.

#### **4. SECTION 106 AGREEMENT RENEGOTIATION**

4.1. The Chairman asked the two negotiating partners whether there had been any progress. Brian Lear said a timetable for discussions was being set up.

4.2 The Chairman said there had been remarkably few contributions from community representatives (Acol PC and Manston PC only), and he encouraged those Councils and community groups who had not submitted comments to give the matter serious consideration, copying any responses to the Secretary, Paul Tipple and Brian Lear. Several bodies had expected a draft on which to comment and Brian Lear confirmed that it was the intention to submit a draft to MACC members for comment.

#### **5. AIRPORT STATISTICS – *previously circulated***

Alastair Robertson summarised the following:

**5.1. Complaints:** A total of 214 forms had generated 488 complaints, from 26 individual complainants. This compared with 227 forms generating 387 complaints during the same period the previous year, from 17 individual complainants.

**5.1.1.** The Chairman noted an increase in the number of complaints related to off-route flying, and Mr Robertson drew attention to the 60 complaints received from one Westgate-on-Sea resident.

**5.1.1.1.** Mr Robertson conceded to Cllr Bayford's request that Complaints by Location indicated the number of complainants from each location. Nick Cole thought it should be remembered that in some locations, all complaints may be channelled through one source. **ACTION AR**

**5.1.2.** Of the Top Ten complaints generated, most related to MK flights, which was not surprising since MK Airlines formed the great majority of current business.

**5.2. Departures Summary/Runway Utilisation:** Mr Robertson said figures showed roughly 50/50 runway utilisation, rather than the 70%/30% target. This was because of unusual climatic conditions.

**5.3. Section 106 Compliancy Report:** Movements between 2300-0700: Of the 8 such flights, one had been by heavy aircraft, the remainder HM Coastguard.

#### **6. REPORT by TDC on NIGHT FLIGHTS**

**6.1.** The Chairman asked for any questions on the previously circulated report by TDC which detailed recent night flights to Iraq and neighbouring destinations, showing those on which fines had been levied.

**6.1.1.** Pete Binding queried the list of flights provided to TDC

Councillors, and the list from which fines had been calculated covering the whole year. Sec 106 Compliancy Reports presented to MACC did not appear to match up with the list provided to TDC. For example, in May 2003, the information provided to MACC showed 10 night flights, whereas the list provided to TDC showed no flights having occurred in May 2003. Brian Lear pointed out that the 10 flights in question had all been Coastguard flights by light aircraft. Alastair Robertson confirmed that the information requested by TDC had referred to heavy aircraft only. Confusion may have arisen from the erroneous inclusion of one Medivac flight. Mr Robertson said S106 reports normally indicated the number of light aircraft movements, although unfortunately that information had been omitted on this particular occasion.

## **7. Section 106 Compliancy**

### **7.1. Noise Monitoring**

**7.1.1.** Paul Tipple reported that as a result of discussions at the previous meeting Manchester Airport had been commissioned to research the apparent inconsistency between readings from noise monitors at either end of the runway, and to find a method of making the readings directly comparable. With the help of Paul Martin of TDC they had identified suitable siting for a portable monitor at the Clarendon School end, in a position relative to the St Nicholas monitor, so that comparisons could be made. This work was now ongoing, and would carry on for a three month period.

**7.1.2.** Mr Tipple confirmed in answer to a question that the portable monitor in question was not an additional one, but the one operated by TDC. The Chairman said this would presumably mean that the portable monitor would not be used for its intended purpose of testing noise levels at other locations until the exercise had been completed.

**7.1.3.** Nick Cole asked whether the suggested discussions on operating practices and procedures had taken place between airline operators and Manchester Airport. Paul Tipple said first priority was to get the mobile monitor installed.

**7.1.4.** Referring to proposed new noise contours, Bernard Clayson felt noise measures should be judged on the noisiest, not quietest, aircraft. Paul Tipple explained that noise contours depended upon aircraft types, and average noise levels. It was important that, as planning applications were submitted, TDC were sufficiently informed in order to appreciate the implications of operating, for example, the EUjet aircraft. The type of aircraft for the projected Melbourne flights had been factored in to the 2005 forecast.

**7.1.5.** Mr Tipple also confirmed that Manston was capable of handling transatlantic flights, as it had done previously. Alastair Robertson confirmed the existence of adequate emergency take-off space – which did not have to be actual runway. At present, current business did not require extension of the runway. Should specific long-range business require extension, this was likely to be at the Western end, as set out in the Master Plan. In response to Pete Binding, Paul Tipple agreed that for strategic planning purposes, it was right to identify where an extension would go, should the scenario arise.



**7.2. Noise Insulation update**

7.2.1. Paul Tipple reported that costings had been received from glaziers and loft insulation installers. Qualifying residents were being written to setting out prices and financial contribution required. It was hoped that by the end of March, glaziers and loft insulators would have been formally contracted. In answer to Pete Binding and Dennis Hart, Mr Tipple said some 50 residences qualified under the scheme, and should present residents have declined the scheme, new owners would be eligible to take up the offer.

**7.3. Pollution Monitoring**

7.3.1. Paul Martin reported that readings from the monitors around the airport were the lowest in the area.

**8. AIRPORT COMMUNITY FUND**

8.1. The Secretary had previously circulated a report detailing grants made. A statement from TDC showed a total of £14,519.76 having been accrued. The current Fund balance was £6,529.76.

8.2. The Chairman said numerous enquiries had been received following TDC's decision to impose fines of £52,000 on the Iraq flights. However, there were several stages of negotiation to go through before any of the money reached the Fund. Although it would be preferable to have a situation where no fines needed to be made, the Fund was a useful way of dispensing money to worthwhile projects around the community.

**9. DATE of NEXT MEETING Thursday 3<sup>rd</sup> June 2004**

The Chairman said in view of projected passenger business, a new venue would be actively sought. Details to be advised. (*see note below*)

There being no further business, the meeting closed at 3.15pm.

-----

1<sup>st</sup> April 2004

**To All MACC Members:**

**Future meetings:**

It has been necessary, due to difficulty in finding a suitable venue, to change the date of the December meeting. Details are as follows:

June Thursday 3<sup>rd</sup> 2pm Manston Village Hall  
December **Wednesday 15<sup>th</sup>** 2pm Manston Village Hall  
September Monday 6<sup>th</sup> 7pm to be advised

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## Airport Community Fund update

Once the Fund was publicised, mostly by word of mouth, applications for funding from a variety of projects were received. Closing date for applications was **31<sup>st</sup> December 2002. There was £4,000 in the fund at that time.**

<b>Grants made 10<sup>th</sup> March 2003</b>			
Walking Bus Group	£350		
Church of St Christopher, Newington	£500		
Acol Parish Church	£132		
Minster Museum	£326		
St John Ambulance, Ramsgate	£480		
Cliffsend Village Hall	£300		
St Nicholas at Wade Church	£457		
<b>TOTAL</b>		<b>£2545</b>	
<b>Balance in Fund as at Friday 6 March 2003</b>			<b>£1,519.76</b>
<b>Balance on account as at 1<sup>st</sup> June 2003</b> made up of £6,455 in fines and £88.25 in accrued interest up until 2/6/03.			<b>£6,543.25</b>
<b>Grants made 11<sup>th</sup> July 2003</b>			
Monkton Parish Council	£500		
Manston Village Hall	£150		
Beltinge Day Nursery	£500		
St Ethelbert's School	£500		
<b>TOTAL</b>		<b>£1650</b>	
<b>Balance of Community Fund</b>			<b>£5,869.76</b>
<b>Grants made 4<sup>th</sup> November 2003</b>			
Chilton Primary School Ramsgate	£500		
Kent Search and Rescue	£500		
Thanet Disabled Riding Centre	£500		
Salmestone Primary School	£500		
<b>TOTAL</b>		<b>£2000</b>	
<b>Balance of Community Fund</b>			<b>£3,869.76</b>
<b>Balance of Fund 2.12.03 (notified by TDC)</b>			<b>£5,869.76</b>
<b>Grants Made 17<sup>th</sup> December 2003</b>			
Ellington Infant School	£500		
Thanet Rural Regeneration	£450		
St Mary Magdalene Church Monkton	£500		
Chilton Primary School	£500		
<b>TOTAL</b>		<b>£1,950</b>	
<b>Total grants made during 2003</b>		<b>£8,145</b>	
<b>Balance of fund 31 January 2004 (per TDC)</b>			<b>£3,919.76</b>

<b>Grants made 2 February 2004</b>			
Monkton CEP School	£390.00		
Monkton Under 5's Playgroup	£500.00		
<b>TOTAL</b>		<b>£890.00</b>	
<b>Grants made 27 February 2004</b>			
St Laurence Primary School	£500.00		
Cliftonville Primary School	£500.00		
Holy Trinity School	£500.00		
<b>TOTAL</b>		<b>£1,500.00</b>	
<b>Balance of fund 27 February 2004 (per TDC)</b>			<b>£1,529.76</b>

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***Manston Airport Consultative Committee (M.A.C.C)***

**Title: Night Flights – 1 September 2003 to 31 December 2003**

**To: Manston Airport Consultative Committee – 11 March 2004**

**From: Brian Lear – Acting Strategic Director, Thanet D.C.**

**Classification: Unrestricted**

**1. Introduction**

1. Members of the Committee will be aware I am sure from the local press reports that Thanet District Council (the Council) considered the issue of night flights during the latter part of 2003 for a second time on the evening of the 19 February 2004. At the earlier Council meeting in December 2003 members had deferred making a decision to allow the Chief Executive to seek further information from the airport operators.
2. The Chief Executive's report of the 19 February indicated that despite requesting the information required by members he had been unable to gain the detail and clarity required. Members were therefore advised of the number of flights that the airport had reported to the Council as having occurred between the hours of 2300 and 0700 from January to December 2003. This information is provided at Annex 1 to this report.
3. Members were also advised that the Section 106 Agreement allows up to 12 flight movements during these hours in any one calendar year provided the Council is satisfied that they can be properly considered to come within the exception of, humanitarian mercy or emergency flights by a relief organisation. Any other flight movement by an aircraft with a Quota Count (QC) rating of more than 4 would be a breach of the Agreement and subject to a fine.
4. Following debate on the issues to hand the Council determined that the night flights were a breach of the Agreement and that the airport operator would be required to pay the requisite fine. On the evening of the debate 41 members voted for the enforcement of the Agreement, 1 voted against enforcing the Agreement, 1 abstained and 2 did not vote.

**1. The Fine Requested**

1. The Annex to this report provides the committee with detail of the number of flight movements that the Airport Director reported to the Council for two period – January to August 2003 and September to December 2003. From this table it can be seen that there were 13 flight movements in the first period and 17 in the second.
2. The Council was considering the night flights that had occurred since 1 September 2003 at the meeting on the 19 February but the level of fine is affected by what has happened prior to September – whether or not a particular aircraft has already contravened the Agreement on one or more occasion.
3. It will be seen that of the 13 that occurred in the first part of 2003, 5 were either commercial aircraft with a QC of 4 or less or a light aircraft for the purposes of the Agreement. Based on this information and the list of aircraft that had undertaken flight movements between September and December 2003 the fine that accrues for the September to December period is £52,000. The fine column of the table indicates how this figure has been arrived at.
4. This report deals with the last 3 months of 2003 but the Committee needs to be aware that the airport has and continues to submit fine payments for the period prior to the 1

September 2003.

## 2. Action Initiated

1. Following the decision by Council the Chief Executive has now written to the Mr. G. Lansbury formally advising him of the Council's decision. The airport has also been invited through this letter to forward the fine imposed to the account of the Manston Environmental Improvement Fund that the Council holds on behalf of this committee.

3.2 A copy of the table provided as the Annex to this report had been previously provided to the Airport Director but a further copy has also been provided with the above letter so that the airport can challenge the calculation if they believe it is incorrect. It is also possible that the airport may decide to challenge the substantive decision of the Council but to date we have no reason to believe that the airport will do so.

## 3. Recommendation

1. Members of the Committee are invited to note the contents of this report and the committee will be updated through the Chair of any progress in this matter.

Brian Lear 4 March 2003

## ANNEX 1

-

### Night Flights – London Manston Airport

1. The table below now provides details on the number of night flights that occurred during the whole of 2003. Members will note that 5 of these flights were undertaken by an aircraft with a Quota Count (QC) rating of 4 or less and as such do not contravene the Section 106 Agreement.
2. An assumption has been made that every flight by an aircraft with a QC rating in excess of 4 would be considered a breach of the Agreement, even if that flight left London Manston at 2304. On this basis there are 8 breaches of the Agreement up to the 31 August 2003.
3. The total level of fine has been calculated for the period 01 September 2003 to 31 December 2003 and for the 15 breaches of the Agreement the level of fine that may be demanded is assessed as **£52,000**. The reason for this substantial level of fine is that a number of aircraft that breached the Agreement since September had also breached the Agreement before September therefore the number of multiple fines has increased. The maximum being £16,000 for aircraft 9GMKJ which has breached the Agreement of 5 occasions in 2003.
4. The level of fine reflects the Council's decision that none of the flights are considered to be humanitarian, mercy or emergency flights by a relief organisation.

Night flights from 01 January 2003 to 31 August 2003

	<b>Airline</b>	<b>Time</b>	<b>Reg. No.</b>	<b>Fine</b>	<b>T y p e</b>
30/01/03	Air Atlanta	2304	TFABP	Y	?
08/02/03	Air Atlanta	2325	TFATE	Y	B-747
22/03/03	MK Airlines	0050	9GMKP	Y	B-747
26/03/03	MK	0001	9GMKJ	Y	B-747
29/03/03	MK	2349	9GMKN	Y	DC 8
03/06/03	Silkway	2309	4KAZ29	Y	DC 8
11/07/03	-	0639	G-LENY	N	PA34 (Light a/c)
22/07/03	Cathay Pacific	0645	BHXD	N	A 340 (QC2)
23/07/03	MK	0023	9GMKP <sup>2</sup>	Yx2	B-747
25/07/03	Cathay Pacific	0653	BHXD	N	A340 (QC2)
28/07/03	Cathay Pacific	0639	BHXD	N	A340 (QC2)
28/08/03	MK	2334	9GMKH	Y	DC 8
28/08/03	Heli Air Services	2306	LZCBG	N	AN 12 (QC2)

## Night Flights from 01 September 2003 to 31 December 2003

<b>D a t e</b>	<b>Airline</b>	<b>Destination</b>	<b>Reg. No.</b>	<b>Fine</b>	<b>Type</b>
09/09/03	Air Atlanta	Bander	TF ARF	£1k	B-747
22/09/03	MK Airlines	Baghdad	9GMKL	£1k	B-747
23/09/03	MK	Baghdad	9GMKP <sup>3</sup>	£4k	B-747
24/09/03	Air Luxor	Kabul	CS TMR	£1k	L-1011 Tristar
27/09/03	MK	Baghdad	9GMKM	£1k	B-747
30/09/03	European Aviation	Kabul	G-BDXG	£1k	B-747
04/10/03	MK	Baghdad	9GMKJ <sup>2</sup>	£2k	B-747
06/10/03	MK	Baghdad	9GMKJ <sup>3</sup>	£4k	B-747
08/10/03	MK	Baghdad	9GMKJ <sup>4</sup>	£8k	B-747
11/10/03	African International	Baghdad	ZSOZV	£1k	DC 8
13/10/03	MK	Baghdad	9GMKJ <sup>5</sup>	£16k	B-747
17/10/03	MK	Malta	9GMKO	£1k	DC 8
17/10/03	MK	Baghdad	9GMKL <sup>2</sup>	£2k	B-747
22/10/03	MK	Baghdad	9GMKQ	£1k	B-747
06/11/03	MK	Baghdad	9GMKQ <sup>2</sup>	£2k	B-747
07/11/03	MK	Larnaca	9GMKO <sup>2</sup>	£2k	DC 8
09/12/03	MK	Sharjah	9GMKL <sup>3</sup>	£4k	B-747
				<b>£52,000</b>	

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### Monthly Noise Events

1. [Clarendon 01/12/2003 and 31/12/2003 Arrivals Rwy 280](#)
2. [Clarendon 01/01/2004 and 31/01/2004 Arrivals Rwy 280](#)
3. [Clarendon 01/01/2004 and 31/01/2004 Departures Rwy 100](#)
4. [St Nicholas 01/12/2003 and 31/12/2003 Arrivals Rwy 100](#)
5. [St Nicholas 01/01/2004 and 31/01/2004 Arrivals Rwy 100](#)
6. [St Nicholas 01/01/2004 and 31/01/2004 Departures Rwy 280](#)

#### Monthly Noise Events - Top Twenty (Arrivals) Rwy 280

Between 01/12/2003 and 31/12/2003

Location: Clarendon House Grammar School Monitor No. 2

Airline	Date	Time	Runway	A/C Type	Registration	SEL Lmax dB(A)	
MKA MK Airlines Ltd	23/12/20	21:46	28	B742	9GMKM	101.9	96.5
MKA MK Airlines Ltd	12/12/20	18:21	28	B742	9GMKM	101.9	96.1
MKA MK Airlines Ltd	15/12/20	19:05	28	B742	9GMKQ	101.5	95.4
MKA MK Airlines Ltd	27/12/20	11:20	28	B742	9GMKM	101.0	94.9
MKA MK Airlines Ltd	25/12/20	12:57	28	B742	9GMKJ	101.4	94.9
MKA MK Airlines Ltd	22/12/20	11:18	28	DC86	9GMKO	101.2	94.8
MKA MK Airlines Ltd	28/12/20	08:54	28	B742	9GMKQ	101.6	94.8
MKA MK Airlines Ltd	20/12/20	11:57	28	B742	9GMKJ	100.4	94.6
	26/12/20	12:06	28	DC8	9GMKO	101.7	94.2
MKA MK Airlines Ltd	22/12/20	21:37	28	B742	9GMKJ	100.6	94.2
MKA MK Airlines Ltd	13/12/20	19:59	28	B742	9GMKQ	100.9	93.9
DAH Air Algerie SpA	11/12/20	17:09	28	B742	TFATD	99.9	93.4
	22/12/20	11:59	28	B742	TFATD	100.1	93.2
MKA MK Airlines Ltd	10/12/20	11:59	28	B742	9GMKP	99.3	93.0
MKA MK Airlines Ltd	31/12/20	13:06	28	B742	9GMKM	98.7	92.9
MKA MK Airlines Ltd	21/12/20	11:59	28	B742	9GMKP	99.6	92.9
MKA MK Airlines Ltd	22/12/20	11:18	28	DC86	9GMKO	99.7	92.4
MKA MK Airlines Ltd	16/12/20	13:57	28	DC86	9GMKO	99.7	92.2
MKA MK Airlines Ltd	20/12/20	10:26	28	B742	9GMKL	98.3	92.0

#### Monthly Noise Events - Top Twenty (Arrivals) Rwy 280

Between 01/01/2004 and 31/01/2004

Location: Clarendon House Grammar School Monitor No. 2

Airline	Date	Time	Runway	A/C Type	Registration	SEL Lmax	dB(A)
MKA MK Airlines Ltd	07/01/20	11:50	28	B742	9GMKQ	102.6	97.2
MKA MK Airlines Ltd	24/01/20	12:41	28	B742	9GMKQ	102.7	96.8
MKA MK Airlines Ltd	06/01/20	13:08	28	B742	9GMKJ	101.5	95.6
MKA MK Airlines Ltd	16/01/20	21:32	28	B742	9GMKQ	101.6	95.3
MKA MK Airlines Ltd	20/01/20	18:52	28	B742	9GMKQ	100.4	95.0
ADB Antonov Design Bureau	09/01/20	20:34	28	AN22	UR09307	102.9	94.6
MKA MK Airlines Ltd	13/01/20	16:53	28	B742	9GMKQ	100.9	94.4



MKA MK Airlines Ltd	17/01/20	17:22	28	B742	9GMKJ	99.8	93.5
MKA MK Airlines Ltd	05/01/20	13:12	28	B742	9GMKL	99.7	93.2
MKA MK Airlines Ltd	19/01/20	13:39	28	B742	9GMKL	99.6	92.9
MKA MK Airlines Ltd	28/01/20	11:27	28	B742	9GMKM	99.2	92.6
MKA MK Airlines Ltd	12/01/20	15:56	28	B742	9GMKP	99.6	92.5
MKA MK Airlines Ltd	27/01/20	14:29	28	B742	9GMKL	98.9	92.4
MKA MK Airlines Ltd	01/01/20	10:52	28	DC86	9GMKK	99.7	92.3
MKA MK Airlines Ltd	21/01/20	12:02	28	B742	9GMKP	98.1	92.0
MKA MK Airlines Ltd	13/01/20	12:58	28	B742	9GMKL	98.9	92.0
MKA MK Airlines Ltd	27/01/20	17:13	28	B742	9GMKP	98.8	91.9
MKA MK Airlines Ltd	15/01/20	11:31	28	DC86	9GMKH	98.9	91.8
MKA MK Airlines Ltd	11/01/20	09:20	28	DC86	9GMKG	99.1	91.7

### Monthly Noise Events - Top Twenty (Departures) Rwy 100

Between 01/01/2004 and 31/01/2004

Location: Clarendon House Grammar School Monitor No. 2

	Date	Time	Runway	A/C Type	Registration	SEL Lmax
is Ltd	07/01/20	20:19	10	B742	9GMKQ	107.1
is Ltd	25/01/20	20:14	10	DC86	9GMKH	105.5
is Ltd	07/01/20	18:35	10	DC86	9GMKG	105.9
is Ltd	20/01/20	20:34	10	B742	9GMKQ	100.3
is Ltd	23/01/20	15:51	10	B742	9GMKP	98.4
is Ltd	02/01/20	15:47	10	B742	9GMKQ	98.6
is Ltd	26/01/20	13:09	10	B742	9GMKQ	96.6
is Ltd	17/01/20	20:45	10	B742	9GMKJ	96.0
is Ltd	14/01/20	12:34	10	B742	9GMKP	96.5

### Monthly Noise Events - Top Twenty (Arrivals) Rwy 100

Between 01/12/2003 and 31/12/2003

Location: St Nicholas Roundabout Monitor No. 1

Airline	Date	Time	Runway	A/C Type	Registration	SEL Lmax	dB(A)
MKA MK Airlines Ltd	29/12/20	11:45	10	DC86	9GMKG	90.4	81.1
MKA MK Airlines Ltd	08/12/20	10:33	10	DC86	9GMKH	88.9	79.8
MKA MK Airlines Ltd	03/12/20	22:06	10	B742	9GMKQ	89.5	79.4
MKA MK Airlines Ltd	18/12/20	10:33	10	DC86	9GMKG	88.2	78.6
MKA MK Airlines Ltd	05/12/20	14:07	10	DC86	9GMKG	89.0	77.3
BEC ???	01/12/20	08:27	10	AN12	UN11373	87.7	77.3
MKA MK Airlines Ltd	17/12/20	15:30	10	B742	9GMKL	87.1	76.7
MKA MK Airlines Ltd	02/12/20	14:53	10	DC86	9GMKO	89.2	76.5
VEA Vega Airlines	04/12/20	08:19	10	AN12	LZVED	86.6	76.4
MKA MK Airlines Ltd	01/12/20	11:59	10	DC86	9GMKG	87.8	76.2
MKA MK Airlines Ltd	04/12/20	12:30	10	DC86	9GMKH	86.3	76.1
	08/12/20	11:38	10	B742	TFABA	86.9	75.8

BRW Bright Aviation Services	06/12/20	08:06	10	AN12	LZBRP	84.2	75.8
MKA MK Airlines Ltd	06/12/20	13:00	10	B742	9GMKM	85.4	75.6
BRW Bright Aviation Services	06/12/20	11:57	10	AN12	LZBRC	84.8	75.6
MKA MK Airlines Ltd	07/12/20	10:49	10	DC86	9GMKK	86.2	75.4
	07/12/20	16:17	10	B742	TFABA	85.7	75.4
MKA MK Airlines Ltd	04/12/20	10:11	10	B742	9GMKL	88.3	75.2
MKA MK Airlines Ltd	18/12/20	14:12	10	DC86	9GMKH	86.2	75.0

### Monthly Noise Events - Top Twenty (Arrivals) Rwy 100

Between 01/01/2004 and 31/01/2004

Location: St Nicholas Roundabout Monitor No. 1

Airline	Date	Time	Runway	A/C Type	Registration	SEL Lmax	dB(A)
MKA MK Airlines Ltd	26/01/20	12:54	10	DC86	9GMKG	90.8	80.1
MKA MK Airlines Ltd	23/01/20	13:28	10	B742	9GMKP	88.2	79.5
MKA MK Airlines Ltd	23/01/20	10:51	10	DC86	9GMKG	87.9	77.7
MKA MK Airlines Ltd	26/01/20	10:59	10	B742	9GMKQ	88.3	76.3
MKA MK Airlines Ltd	02/01/20	12:18	10	DC86	9GMKG	87.0	76.2
MKA MK Airlines Ltd	02/01/20	13:58	10	B742	9GMKQ	87.1	76.0

### Monthly Noise Events - Top Twenty (Departures) Rwy 280

Between 01/01/2004 and 31/01/2004

Location: St Nicholas Roundabout Monitor No. 1

Airline	Date	Time	Runway	A/C Type	Registration	SEL Lmax	dB(A)
MKA MK Airlines Ltd	04/01/20	19:09	28	DC86	9GMKH	102.0	93.2
MKA MK Airlines Ltd	11/01/20	19:25	28	DC86	9GMKG	102.9	91.4
MKA MK Airlines Ltd	13/01/20	20:01	28	B742	9GMKQ	100.9	91.3
ETH Ethiopian Airlines	14/01/20	17:16	28	DC86	9GMKG	99.7	89.3
MKA MK Airlines Ltd	18/01/20	15:52	28	DC86	9GMKK	98.7	88.4
MKA MK Airlines Ltd	29/01/20	15:22	28	DC86	9GMKG	99.3	88.2
MKA MK Airlines Ltd	09/01/20	13:47	28	DC86	9GMKG	98.3	87.7
AIN African International Airways	23/01/20	21:07	28	DC86	ZSOZV	97.5	87.6
MKA MK Airlines Ltd	19/01/20	21:15	28	DC86	9GMKH	98.4	87.6
VDA Volga Dnepr Airlines	18/01/20	20:45	28	A124	82047	96.2	87.1
MKA MK Airlines Ltd	23/01/20	14:31	28	DC86	9GMKG	96.6	86.7
MKA MK Airlines Ltd	13/01/20	12:53	28	DC86	9GMKH	95.3	86.5
MKA MK Airlines Ltd	16/01/20	15:27	28	DC86	9GMKK	98.0	86.3
AIN African International Airways	21/01/20	20:58	28	DC86	ZSOZV	97.5	86.1
ETH Ethiopian Airlines	29/01/20	13:41	28	DC86	9GMKK	94.8	84.7
MKA MK Airlines Ltd	05/01/20	17:08	28	B742	9GMKL	93.6	84.3
PSW Pskovavia	13/01/20	21:32	28	AN26	RA26107	93.9	84.0
AIN African International	11/01/20	21:32	28	DC86	ZSOSI	93.7	83.5

Airways							
ADB Antonov Design Bureau	20/01/20	12:49	28	AN22	UR09307	94.0	82.3
MKA MK Airlines Ltd	27/01/20	19:52	28	B742	9GMKP	93.0	82.2

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**Manston Airport Consultative Committee (M.A.C.C)****Statistics**

COMPLAINT FORMS BY LOCATION		
	December 03 – February 04	December 02 – February 03
Birchington		1
Broadstairs		2
Canterbury	2	1
Cliffsend		1
Herne Bay	7	2
Marshside	6	
Minster	1	
Ramsgate	130	167
St. Nicholas at Wade	3	1
Sandwich		1
Walmer	1	
Westgate on Sea	60	51
Whitstable	4	
<b>Total</b>	<b>214</b>	<b>227</b>

during December 03 – February 04 214 forms generated 488 complaints
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during December 02 – February 03 227 forms generated 387 complaints
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December 03 – February 04 total number of complainants was 26
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December 02 – February 03 total number of complainants was 17
---

**CAUSAL FACTORS**

	December 03 – February 04	December 02 – February 03
	<b>204</b>	<b>207</b>
<b>on</b>	<b>47</b>	<b>49</b>
<b>ying</b>	<b>164</b>	<b>120</b>
<b>led Approaches</b>	<b>3</b>	<b>4</b>
<b>ute</b>	<b>67</b>	<b>2</b>
	<b>0</b>	<b>1</b>
<b>lated</b>	<b>3</b>	<b>4</b>
<b>.</b>	<b>488</b>	<b>387</b>

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**TOP 10 COMPLAINTS GENERATED**


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December 03 – February 04

DATE	TIME	ARR/DEP	RWY	NOC	AIRLINE
07.01.04	2019	DEP	28	7	MK
11.01.04	2132	DEP	28	7	African International
02.01.04	1358	ARR	28	7	MK
17.01.04	0959	DEP	28	6	MK
14.01.04	1716	DEP	28	5	MK
09.12.03	2344	DEP	10	5	MK
07.01.04	1835	DEP	10	4	MK
19.01.04	2115	DEP	28	4	MK
11.01.04	2021	DEP	28	4	MK
22.01.04	1515	DEP	28	4	MK

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**DEPARTURES SUMMARY**


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December 03 – January 04						December 02 – February 03					
	Total	Rwy 28	%	Rwy 10	%		Total	Rwy 28	%	Rwy 10	
<b>03</b>						<b>December 02</b>					
	105	49	46.7	56	53.3	Heavy	81	34	42.0	47	
	697	299	42.9	398	57.1	Light	499	189	37.9	310	
	802	348	43.4	454	56.6	Total	580	223	38.4	357	
						<b>January 03</b>					
	91	83	91.2	8	8.8	Heavy	162	143	88.3	19	
	369	349	94.6	20	5.4	Light	530	434	81.9	96	
	460	432	93.9	28	6.1	Total	692	577	83.4	115	
<b>4</b>						<b>February 03</b>					
	75	61	81.3	14	18.7	Heavy	123	50	40.7	73	
	499	412	82.6	87	17.4	Light	628	189	30.1	439	
	574	473	82.4	101	17.6	Total	751	239	31.8	512	

## Section 106 Compliancy Reports

December 2003 - February 2004

ents

Dec-03	Jan-04	Feb-04	Quarterly Total
1603	921	1150	3674
34	59	68	161
<b>1637</b>	<b>980</b>	<b>1218</b>	<b>3835</b>

tion

892	57	247	1196
711	864	903	2478
<b>1603</b>	<b>921</b>	<b>1150</b>	<b>3674</b>

ween	2300-0700	3	4	1	8
n	2300-0700	0	0	0	0
urope between	0600-0700	0	0	0	0
ited States between	0600-0700	0	0	0	0
ween	2100-2300	0	0	0	0
ween	2300-0800	0	0	0	0
ies in Noise Abatement		0	0	0	0
Investigation		0	0	0	0

December 02 - February 03

ents

Dec-02	Jan-03	Feb-03
1160	1383	1503
62	100	88
<b>1222</b>	<b>1483</b>	<b>1591</b>

tion

732	229	1016
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		428	1154	487
		<b>1160</b>	<b>1383</b>	<b>1503</b>
ween	2300-0700	3	3	4
n	2300-0700	0	0	0
urope between	0600-0700	0	0	0
ited States between	0600-0700	0	0	0
ween	2100-2300	0	0	0
ween	2300-0800	0	0	0
ses in Noise Abatement Procedures		0	0	0
Investigation		0	0	0

### Runway Utilisation

#### December 2003 - February 2004

	Dec-03		Jan-04		Feb-04		Quarterly Total	
		%		%		%		
<b>Fixed Wing Movements</b>	<b>1603</b>	<b>100.0</b>	<b>921</b>	<b>100.0</b>	<b>1150</b>	<b>100.0</b>	<b>3674</b>	<b>100.0</b>
Movements Rwy 28	711	44.4	864	93.8	903	78.5	2478	67.5
Movements Rwy 10	892	55.6	57	6.2	247	21.5	1196	32.5
<b>broken down by Category</b>								
<b>Movements Rwy 28</b>	<b>711</b>	<b>100.0</b>	<b>864</b>	<b>100.0</b>	<b>903</b>	<b>100.0</b>	<b>2478</b>	<b>67.5</b>
Light Movements Rwy 28	594	83.5	703	81.4	774	85.7	2071	56.4
Heavy Movements Rwy 28	117	16.5	161	18.6	129	14.3	407	11.1

<b>movements Rwy 10</b>	<b>892</b>	<b>100.0</b>	<b>57</b>	<b>100.0</b>	<b>247</b>	<b>100.0</b>	<b>1196</b>	<b>1</b>
ght Movements Rwy 10	779	87.3	41	71.9	219	88.7	1039	8
avy Movements Rwy 10	113	12.7	16	28.1	28	11.3	157	1
<b>heavy Movements</b>	<b>230</b>	<b>100.0</b>	<b>177</b>	<b>100.0</b>	<b>157</b>	<b>100.0</b>	<b>564</b>	<b>1</b>
avy Movements Rwy 28	117	50.9	161	91.0	129	82.2	407	7
avy Movements Rwy 10	113	49.1	16	9.0	28	17.8	157	2

## December 2002 - February 2003

	<b>Dec-02</b>		<b>Jan-03</b>		<b>Feb-03</b>		<b>Quarterly T</b>
		<b>%</b>		<b>%</b>		<b>%</b>	
<b>Red Wing Movements</b>	<b>1160</b>	<b>100.0</b>	<b>1383</b>	<b>100.0</b>	<b>1503</b>	<b>100.0</b>	<b>4046</b>
movements Rwy 28	428	36.9	1154	83.4	487	32.4	2069
movements Rwy 10	732	63.1	229	16.6	1016	67.6	1977
<b>own by Category</b>							
<b>movements Rwy 28</b>	<b>428</b>	<b>100.0</b>	<b>1154</b>	<b>100.0</b>	<b>487</b>	<b>100.0</b>	<b>2069</b>
ght Movements Rwy 28	362	84.6	874	75.7	376	77.2	1612
avy Movements Rwy 28	66	15.4	280	24.3	111	22.8	457
<b>movements Rwy 10</b>	<b>732</b>	<b>100.0</b>	<b>229</b>	<b>100.0</b>	<b>1016</b>	<b>100.0</b>	<b>1977</b>



ght Movements Rwy 10	638	87.2	191	83.4	877	86.3	1706
avy Movements Rwy 10	94	12.8	38	16.6	139	13.7	271
<b>avy Movements</b>	<b>160</b>	<b>100.0</b>	<b>318</b>	<b>100.0</b>	<b>250</b>	<b>100.0</b>	<b>728</b>
avy Movements Rwy 28	66	41.3	280	88.1	111	44.4	457
avy Movements Rwy 10	94	58.8	38	11.9	139	55.6	271

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#### Monthly Noise Events

1. [Clarendon 01/12/2003 and 31/12/2003 Arrivals Rwy 280](#)
2. [Clarendon 01/01/2004 and 31/01/2004 Arrivals Rwy 280](#)
3. [Clarendon 01/01/2004 and 31/01/2004 Departures Rwy 100](#)
4. [St Nicholas 01/12/2003 and 31/12/2003 Arrivals Rwy 100](#)
5. [St Nicholas 01/01/2004 and 31/01/2004 Arrivals Rwy 100](#)
6. [St Nicholas 01/01/2004 and 31/01/2004 Departures Rwy 280](#)

#### Monthly Noise Events - Top Twenty (Arrivals) Rwy 280

Between 01/12/2003 and 31/12/2003

Location: Clarendon House Grammar School Monitor No. 2

Airline	Date	Time	Runway	A/C Type	Registration	SEL Lmax dB(A)	
MKA MK Airlines Ltd	23/12/20	21:46	28	B742	9GMKM	101.9	96.5
MKA MK Airlines Ltd	12/12/20	18:21	28	B742	9GMKM	101.9	96.1
MKA MK Airlines Ltd	15/12/20	19:05	28	B742	9GMKQ	101.5	95.4
MKA MK Airlines Ltd	27/12/20	11:20	28	B742	9GMKM	101.0	94.9
MKA MK Airlines Ltd	25/12/20	12:57	28	B742	9GMKJ	101.4	94.9
MKA MK Airlines Ltd	22/12/20	11:18	28	DC86	9GMKO	101.2	94.8
MKA MK Airlines Ltd	28/12/20	08:54	28	B742	9GMKQ	101.6	94.8
MKA MK Airlines Ltd	20/12/20	11:57	28	B742	9GMKJ	100.4	94.6
	26/12/20	12:06	28	DC8	9GMKO	101.7	94.2
MKA MK Airlines Ltd	22/12/20	21:37	28	B742	9GMKJ	100.6	94.2
MKA MK Airlines Ltd	13/12/20	19:59	28	B742	9GMKQ	100.9	93.9
DAH Air Algerie SpA	11/12/20	17:09	28	B742	TFATD	99.9	93.4
	22/12/20	11:59	28	B742	TFATD	100.1	93.2
MKA MK Airlines Ltd	10/12/20	11:59	28	B742	9GMKP	99.3	93.0
MKA MK Airlines Ltd	31/12/20	13:06	28	B742	9GMKM	98.7	92.9
MKA MK Airlines Ltd	21/12/20	11:59	28	B742	9GMKP	99.6	92.9

MKA MK Airlines Ltd	22/12/20	11:18	28	DC86	9GMKO	99.7	92.4
MKA MK Airlines Ltd	16/12/20	13:57	28	DC86	9GMKO	99.7	92.2
MKA MK Airlines Ltd	20/12/20	10:26	28	B742	9GMKL	98.3	92.0

### Monthly Noise Events - Top Twenty (Arrivals) Rwy 280

Between 01/01/2004 and 31/01/2004

Location: Clarendon House Grammar School Monitor No. 2

Airline	Date	Time	Runway	A/C Type	Registration	SEL Lmax	dB(A)
MKA MK Airlines Ltd	07/01/20	11:50	28	B742	9GMKQ	102.6	97.2
MKA MK Airlines Ltd	24/01/20	12:41	28	B742	9GMKQ	102.7	96.8
MKA MK Airlines Ltd	06/01/20	13:08	28	B742	9GMKJ	101.5	95.6
MKA MK Airlines Ltd	16/01/20	21:32	28	B742	9GMKQ	101.6	95.3
MKA MK Airlines Ltd	20/01/20	18:52	28	B742	9GMKQ	100.4	95.0
ADB Antonov Design Bureau	09/01/20	20:34	28	AN22	UR09307	102.9	94.6
MKA MK Airlines Ltd	13/01/20	16:53	28	B742	9GMKQ	100.9	94.4
MKA MK Airlines Ltd	17/01/20	17:22	28	B742	9GMKJ	99.8	93.5
MKA MK Airlines Ltd	05/01/20	13:12	28	B742	9GMKL	99.7	93.2
MKA MK Airlines Ltd	19/01/20	13:39	28	B742	9GMKL	99.6	92.9
MKA MK Airlines Ltd	28/01/20	11:27	28	B742	9GMKM	99.2	92.6
MKA MK Airlines Ltd	12/01/20	15:56	28	B742	9GMKP	99.6	92.5
MKA MK Airlines Ltd	27/01/20	14:29	28	B742	9GMKL	98.9	92.4
MKA MK Airlines Ltd	01/01/20	10:52	28	DC86	9GMKK	99.7	92.3
MKA MK Airlines Ltd	21/01/20	12:02	28	B742	9GMKP	98.1	92.0
MKA MK Airlines Ltd	13/01/20	12:58	28	B742	9GMKL	98.9	92.0
MKA MK Airlines Ltd	27/01/20	17:13	28	B742	9GMKP	98.8	91.9
MKA MK Airlines Ltd	15/01/20	11:31	28	DC86	9GMKH	98.9	91.8
MKA MK Airlines Ltd	11/01/20	09:20	28	DC86	9GMKG	99.1	91.7

### Monthly Noise Events - Top Twenty (Departures) Rwy 100

Between 01/01/2004 and 31/01/2004

Location: Clarendon House Grammar School Monitor No. 2

	Date	Time	Runway	A/C Type	Registration	SEL Lmax
is Ltd	07/01/20	20:19	10	B742	9GMKQ	107.1
is Ltd	25/01/20	20:14	10	DC86	9GMKH	105.5
is Ltd	07/01/20	18:35	10	DC86	9GMKG	105.9
is Ltd	20/01/20	20:34	10	B742	9GMKQ	100.3
is Ltd	23/01/20	15:51	10	B742	9GMKP	98.4
is Ltd	02/01/20	15:47	10	B742	9GMKQ	98.6
is Ltd	26/01/20	13:09	10	B742	9GMKQ	96.6
is Ltd	17/01/20	20:45	10	B742	9GMKJ	96.0
is Ltd	14/01/20	12:34	10	B742	9GMKP	96.5

### Monthly Noise Events - Top Twenty (Arrivals) Rwy 100

Between 01/12/2003 and 31/12/2003

Location: St Nicholas Roundabout Monitor No. 1

Airline	Date	Time	Runway	A/C Type	Registration	SEL Lmax	dB(A)
MKA MK Airlines Ltd	29/12/20	11:45	10	DC86	9GMKG	90.4	81.1
MKA MK Airlines Ltd	08/12/20	10:33	10	DC86	9GMKH	88.9	79.8
MKA MK Airlines Ltd	03/12/20	22:06	10	B742	9GMKQ	89.5	79.4
MKA MK Airlines Ltd	18/12/20	10:33	10	DC86	9GMKG	88.2	78.6
MKA MK Airlines Ltd	05/12/20	14:07	10	DC86	9GMKG	89.0	77.3
BEC ???	01/12/20	08:27	10	AN12	UN11373	87.7	77.3
MKA MK Airlines Ltd	17/12/20	15:30	10	B742	9GMKL	87.1	76.7
MKA MK Airlines Ltd	02/12/20	14:53	10	DC86	9GMKO	89.2	76.5
VEA Vega Airlines	04/12/20	08:19	10	AN12	LZVED	86.6	76.4
MKA MK Airlines Ltd	01/12/20	11:59	10	DC86	9GMKG	87.8	76.2
MKA MK Airlines Ltd	04/12/20	12:30	10	DC86	9GMKH	86.3	76.1
	08/12/20	11:38	10	B742	TFABA	86.9	75.8
BRW Bright Aviation Services	06/12/20	08:06	10	AN12	LZBRP	84.2	75.8
MKA MK Airlines Ltd	06/12/20	13:00	10	B742	9GMKM	85.4	75.6
BRW Bright Aviation Services	06/12/20	11:57	10	AN12	LZBRC	84.8	75.6
MKA MK Airlines Ltd	07/12/20	10:49	10	DC86	9GMKK	86.2	75.4
	07/12/20	16:17	10	B742	TFABA	85.7	75.4
MKA MK Airlines Ltd	04/12/20	10:11	10	B742	9GMKL	88.3	75.2
MKA MK Airlines Ltd	18/12/20	14:12	10	DC86	9GMKH	86.2	75.0

### Monthly Noise Events - Top Twenty (Arrivals) Rwy 100

Between 01/01/2004 and 31/01/2004

Location: St Nicholas Roundabout Monitor No. 1

Airline	Date	Time	Runway	A/C Type	Registration	SEL Lmax	dB(A)
MKA MK Airlines Ltd	26/01/20	12:54	10	DC86	9GMKG	90.8	80.1
MKA MK Airlines Ltd	23/01/20	13:28	10	B742	9GMKP	88.2	79.5
MKA MK Airlines Ltd	23/01/20	10:51	10	DC86	9GMKG	87.9	77.7
MKA MK Airlines Ltd	26/01/20	10:59	10	B742	9GMKQ	88.3	76.3
MKA MK Airlines Ltd	02/01/20	12:18	10	DC86	9GMKG	87.0	76.2
MKA MK Airlines Ltd	02/01/20	13:58	10	B742	9GMKQ	87.1	76.0

### Monthly Noise Events - Top Twenty (Departures) Rwy 280

Between 01/01/2004 and 31/01/2004

Location: St Nicholas Roundabout Monitor No. 1

Airline	Date	Time	Runway	A/C Type	Registration	SEL Lmax	dB(A)
MKA MK Airlines Ltd	04/01/20	19:09	28	DC86	9GMKH	102.0	93.2
MKA MK Airlines Ltd	11/01/20	19:25	28	DC86	9GMKG	102.9	91.4
MKA MK Airlines Ltd	13/01/20	20:01	28	B742	9GMKQ	100.9	91.3
ETH Ethiopian Airlines	14/01/20	17:16	28	DC86	9GMKG	99.7	89.3

MKA MK Airlines Ltd	18/01/20	15:52	28	DC86	9GMKK	98.7	88.4
MKA MK Airlines Ltd	29/01/20	15:22	28	DC86	9GMKG	99.3	88.2
MKA MK Airlines Ltd	09/01/20	13:47	28	DC86	9GMKG	98.3	87.7
AIN African International Airways	23/01/20	21:07	28	DC86	ZSOZV	97.5	87.6
MKA MK Airlines Ltd	19/01/20	21:15	28	DC86	9GMKH	98.4	87.6
VDA Volga Dnepr Airlines	18/01/20	20:45	28	A124	82047	96.2	87.1
MKA MK Airlines Ltd	23/01/20	14:31	28	DC86	9GMKG	96.6	86.7
MKA MK Airlines Ltd	13/01/20	12:53	28	DC86	9GMKH	95.3	86.5
MKA MK Airlines Ltd	16/01/20	15:27	28	DC86	9GMKK	98.0	86.3
AIN African International Airways	21/01/20	20:58	28	DC86	ZSOZV	97.5	86.1
ETH Ethiopian Airlines	29/01/20	13:41	28	DC86	9GMKK	94.8	84.7
MKA MK Airlines Ltd	05/01/20	17:08	28	B742	9GMKL	93.6	84.3
PSW Pskovavia	13/01/20	21:32	28	AN26	RA26107	93.9	84.0
AIN African International Airways	11/01/20	21:32	28	DC86	ZSOSI	93.7	83.5
ADB Antonov Design Bureau	20/01/20	12:49	28	AN22	UR09307	94.0	82.3
MKA MK Airlines Ltd	27/01/20	19:52	28	B742	9GMKP	93.0	82.2

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***Manston Airport Consultative Committee (M.A.C.C)***

**Title: Night Flights – 1 September 2003 to 31 December 2003**

**To: Manston Airport Consultative Committee – 11 March 2004**

**From: Brian Lear – Acting Strategic Director, Thanet D.C.**

**Classification: Unrestricted**

**1. Introduction**

1. Members of the Committee will be aware I am sure from the local press reports that Thanet District Council (the Council) considered the issue of night flights during the latter part of 2003 for a second time on the evening of the 19 February 2004. At the earlier Council meeting in December 2003 members had deferred making a decision to allow the Chief Executive to seek further information from the airport operators.
2. The Chief Executive's report of the 19 February indicated that despite requesting the information required by members he had been unable to gain the detail and clarity required. Members were therefore advised of the number of flights that the airport had reported to the Council as having occurred between the hours of 2300 and 0700 from January to December 2003. This information is provided at Annex 1 to this report.
3. Members were also advised that the Section 106 Agreement allows up to 12 flight movements during these hours in any one calendar year provided the Council is satisfied that they can be properly considered to come within the exception of, humanitarian mercy or emergency flights by a relief organisation. Any other flight movement by an aircraft with a Quota Count (QC) rating of more than 4 would be a breach of the Agreement and subject to a fine.
4. Following debate on the issues to hand the Council determined that the night flights were a breach of the Agreement and that the airport operator would be required to pay the requisite fine. On the evening of the debate 41 members voted for the enforcement of the Agreement, 1 voted against enforcing the Agreement, 1 abstained and 2 did not vote.

**1. The Fine Requested**

1. The Annex to this report provides the committee with detail of the number of flight movements that the Airport Director reported to the Council for two period – January to August 2003 and September to December 2003. From this table it can be seen that there were 13 flight movements in the first period and 17 in the second.
2. The Council was considering the night flights that had occurred since 1 September 2003 at the meeting on the 19 February but the level of fine is affected by what has happened prior to September – whether or not a particular aircraft has already contravened the Agreement on one or more occasion.
3. It will be seen that of the 13 that occurred in the first part of 2003, 5 were either commercial aircraft with a QC of 4 or less or a light aircraft for the purposes of the Agreement. Based on this information and the list of aircraft that had undertaken flight movements between September and December 2003 the fine that accrues for the September to December period is £52,000. The fine column of the table indicates how this figure has been arrived at.
4. This report deals with the last 3 months of 2003 but the Committee needs to be aware that the airport has and continues to submit fine payments for the period prior to the 1

September 2003.

## 2. Action Initiated

1. Following the decision by Council the Chief Executive has now written to the Mr. G. Lansbury formally advising him of the Council's decision. The airport has also been invited through this letter to forward the fine imposed to the account of the Manston Environmental Improvement Fund that the Council holds on behalf of this committee.

3.2 A copy of the table provided as the Annex to this report had been previously provided to the Airport Director but a further copy has also been provided with the above letter so that the airport can challenge the calculation if they believe it is incorrect. It is also possible that the airport may decide to challenge the substantive decision of the Council but to date we have no reason to believe that the airport will do so.

## 3. Recommendation

1. Members of the Committee are invited to note the contents of this report and the committee will be updated through the Chair of any progress in this matter.

Brian Lear 4 March 2003

## ANNEX 1

-

### Night Flights – London Manston Airport

1. The table below now provides details on the number of night flights that occurred during the whole of 2003. Members will note that 5 of these flights were undertaken by an aircraft with a Quota Count (QC) rating of 4 or less and as such do not contravene the Section 106 Agreement.
2. An assumption has been made that every flight by an aircraft with a QC rating in excess of 4 would be considered a breach of the Agreement, even if that flight left London Manston at 2304. On this basis there are 8 breaches of the Agreement up to the 31 August 2003.
3. The total level of fine has been calculated for the period 01 September 2003 to 31 December 2003 and for the 15 breaches of the Agreement the level of fine that may be demanded is assessed as **£52,000**. The reason for this substantial level of fine is that a number of aircraft that breached the Agreement since September had also breached the Agreement before September therefore the number of multiple fines has increased. The maximum being £16,000 for aircraft 9GMKJ which has breached the Agreement of 5 occasions in 2003.
4. The level of fine reflects the Council's decision that none of the flights are considered to be humanitarian, mercy or emergency flights by a relief organisation.

Night flights from 01 January 2003 to 31 August 2003

<b>D a t e</b>	<b>Airline</b>	<b>Time</b>	<b>Reg. No.</b>	<b>Fine</b>	<b>T y p e</b>
30/01/03	Air Atlanta	2304	TFABP	Y	?
08/02/03	Air Atlanta	2325	TFATE	Y	B-747
22/03/03	MK Airlines	0050	9GMKP	Y	B-747
26/03/03	MK	0001	9GMKJ	Y	B-747
29/03/03	MK	2349	9GMKN	Y	DC 8
03/06/03	Silkway	2309	4KAZ29	Y	DC 8
11/07/03	-	0639	G-LENY	N	PA34 (Light a/c)
22/07/03	Cathay Pacific	0645	BHxD	N	A 340 (QC2)
23/07/03	MK	0023	9GMKP <sup>2</sup>	Yx2	B-747
25/07/03	Cathay Pacific	0653	BHxD	N	A340 (QC2)
28/07/03	Cathay Pacific	0639	BHxD	N	A340 (QC2)
28/08/03	MK	2334	9GMKH	Y	DC 8
28/08/03	Heli Air Services	2306	LZCBG	N	AN 12 (QC2)

## Night Flights from 01 September 2003 to 31 December 2003

<b>D a t e</b>	<b>Airline</b>	<b>Destination</b>	<b>Reg. No.</b>	<b>Fine</b>	<b>Type</b>
09/09/03	Air Atlanta	Bander	TF ARF	£1k	B-747
22/09/03	MK Airlines	Baghdad	9GMKL	£1k	B-747
23/09/03	MK	Baghdad	9GMKP <sup>3</sup>	£4k	B-747
24/09/03	Air Luxor	Kabul	CS TMR	£1k	L-1011 Tristar
27/09/03	MK	Baghdad	9GMKM	£1k	B-747
30/09/03	European Aviation	Kabul	G-BDXG	£1k	B-747
04/10/03	MK	Baghdad	9GMKJ <sup>2</sup>	£2k	B-747
06/10/03	MK	Baghdad	9GMKJ <sup>3</sup>	£4k	B-747
08/10/03	MK	Baghdad	9GMKJ <sup>4</sup>	£8k	B-747
11/10/03	African International	Baghdad	ZSOZV	£1k	DC 8
13/10/03	MK	Baghdad	9GMKJ <sup>5</sup>	£16k	B-747
17/10/03	MK	Malta	9GMKO	£1k	DC 8
17/10/03	MK	Baghdad	9GMKL <sup>2</sup>	£2k	B-747
22/10/03	MK	Baghdad	9GMKQ	£1k	B-747
06/11/03	MK	Baghdad	9GMKQ <sup>2</sup>	£2k	B-747
07/11/03	MK	Larnaca	9GMKO <sup>2</sup>	£2k	DC 8
09/12/03	MK	Sharjah	9GMKL <sup>3</sup>	£4k	B-747
				<b>£52,000</b>	

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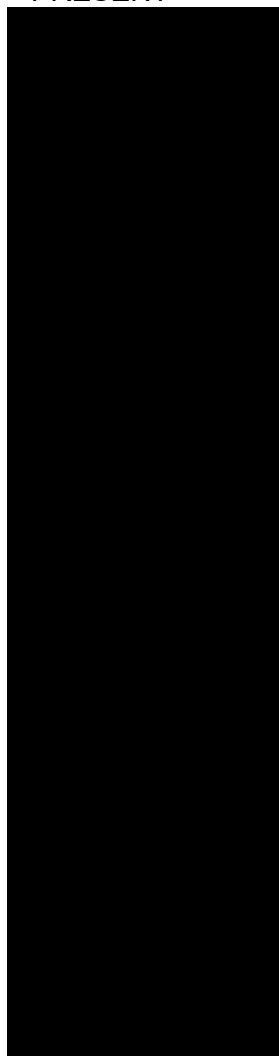


***Manston Airport Consultative Committee (M.A.C.C)***

- [Minutes of Meeting held 3rd June 2004](#)
- [Notes on Meeting of Airport COMMUNITY FUND GROUP](#)

Minutes of meeting held at 2.00pm on 3 June 2004 at Manston Village Hall

PRESENT



- Chairman
- Secretary
- PlaneStation Group Plc
- Kent International Airport-Manston
- Thanet District Council
- Thanet District Council
- Canterbury City Council
- Dover District Council
- Broadstairs Town Council
- Birchington Parish Council
- Manston Parish Council
- Minster Parish Council
- Monkton Parish Council
- Chamber of Commerce
- St Nicholas Parish Council
- KAPC Dover
- KAPC Canterbury
- Cliffsend Residents Association
- MK Airlines for Airport Users Assn
  
- Thanet District Council
- Thanet District Council
- Thanet District Council
- EUjet
- EUjet

APOLOGIES

Apologies for absence were received from: [redacted] (PlaneStation); [redacted] (KCC); [redacted] (KCC); [redacted] (Ramsgate); [redacted] (Acol); [redacted] (Cliffsend Residents - [redacted] alternate).

The Chairman welcomed [redacted] and [redacted] from EUjet

1 MINUTES The Minutes of the meeting held on 11th March 2004, having been previously circulated, were accepted and signed by the Chairman as a true record, subject to the following amendment: Item 3.2. *line 6* "...stockbrokers" be amended to read "bankers".

2 MATTERS ARISING

2.1 Item 5.3: Pollution Monitoring. Brian Lear agreed to provide new mandatory limits to the Secretary. ACTION BL

### 3 SITUATION REPORT -Planestation

3.1 Paul Tipple reported that as a considerable amount of infrastructure development was now taking place at the Airport it was appropriate that Alastair Robertson should in future up-date the Committee on progress.

3.2 At the previous meeting Tony Freudmann had announced changes that had taken place following the successful restructuring of the Wiggins Group, and that the Chief Executive, Oliver Iny, had been relieved of his duties on 4th March. Mr Tipple reported that, shortly thereafter, the Group had appointed Martin May as interim Chief Executive, and that Mr May had since signed a 2-year contract with the PlaneStation Group. On 14 May the PlaneStation Group had announced that Geoff Lansbury, Group Property Director and Chief Executive of the Airport, had been given notice to quit by the Executive Board, to take effect from 4th May 2005, until which time he was on "gardening leave".

3.3 Mr Tipple said that under Martin May's leadership the thrust of PlaneStation's efforts was in strategic terms now directed to creating value for shareholders and, as a property company with substantial airport assets, to creating value and revenue through an effective and focused management team. As part of efforts to drive down costs a number of efficiency measures were being introduced and sadly there had been redundancies at Head Office, reducing overheads by some 42.5%. This refocusing did not affect the Group's commitment to the Airport, and as reflected in the recent sizeable investment in infrastructure and the important investment in EUjet, PlaneStation was determined that the Airport should become a successful regional airport serving the needs of the southeast. Mr Tipple further reported that the Group had bought out the interest in Manston Business Park previously held by MEPC, leaving the Group free to pursue development and exercise options for expansion of the Business Park.

3.4 There was thus a high priority on developing the business of the Airport, most notably reflected in the agreement reached between PlaneStation and EUjet, and the Stock Exchange announcement of 3rd June that stated that in addition to its £2.5m investment in EUjet, PlaneStation was committing to significant investment in facilities and equipment at Kent International Airport in advance of the start of passenger services on 1st September 2004.

#### 3.5 Business Development -EUjet

3.5.1 PJ McGoldrick of EUjet said that passenger flights would commence on 15th September 2004, and by the end of the year, 21 destinations would be served. Mr McGoldrick said that a project of such a size was a big risk, but was the only way to put the airport on the map. It was important to generate awareness of the airport.

3.5.2 Mr McGoldrick was confident that EUjet would survive as it, and Manston, had something to offer to the marketplace. In addition to offering a low-cost operation with good customer care, the combined operation would be serving a market that he passionately believed needed to be served. The 1.5m local catchment currently had the choice of driving to Gatwick, Heathrow or Stansted, or going to London

via a very slow, outdated rail link. Added to that, the Airport parking charges would be as low as £20 per week.

3.5.3 EUjet had been operating for two years, with four aircraft and a very experienced management team. Two additional aircraft would be added to the fleet of Fokker 100s by the end of 2004. An advertising campaign would start on 14th June. Mr McGoldrick hoped that these modern, quiet 108 seater aircraft would be acceptable to the majority of local residents.

3.5.4 If a regular service on main business and holiday routes was offered, and done well, at a similar price to, say, EasyJet from Gatwick, hundreds of local jobs would be created. E Ujet itself would be employing 150 at Manston, Kent International Airport an additional 100.

3.5.5 Finally, Mr McGoldrick hoped that the operation would prove to be one with which people would be proud to be associated.

3.5.6 Nigel Whitburn said the quality of staff would be important and asked whether there were people of the right calibre available locally. Mr McGoldrick said that in addition to existing trained staff, others were being trained, and the local college operated relevant courses. A number of EUjet staff, although resident in Kent, were currently based in hotels in Italy. They would be returning home.

3.5.7 In answer to questions from the Chairman and Vera Hovenden, Mr McGoldrick said flights would initially operate to and from Amsterdam, Edinburgh and Manchester three times a day. The sooner in advance tickets were booked, the cheaper the price would be.

3.5.8 Gerry Glover referred to an interview on Radio Kent earlier in the week in which Mr McGoldrick had said his company planned fuel requirements six months in advance. One of the advantages of the partnership was that 50% of the fuel would be provided by KIA.

3.5.9 Ron Flaherty drew attention to the 20,000 student population in Canterbury, many of whom were from overseas, as a potential market.

3.5.10 The Chairman thanked Mr McGoldrick for an interesting report on what was clearly a serious operation, and wished him success.

3.5.11 Nigel Whitburn enquired about progress on flights to Florida, and wondered whether operators might be put off from using Manston if they thought EUjet would get priority. Alastair Robertson confirmed that discussions with various airlines to establish a link between Manston and Melbourne in Florida were ongoing, with a view to becoming operational by the end of the year. Talks were also in hand with other scheduled airline operators with a range of different destinations.

**3.6 Development of Infrastructure;** Alastair Robertson explained that major improvements had been necessary to the Passenger Terminal to cater for the passenger services. The concourse had been enlarged; a new automatic hold-

baggage X-ray system installed; bagging handling equipment upgraded; and a development for 2,000 car parking spaces commenced on a recently purchased adjacent field. It was hoped that 700 of these spaces would be available by 1st September, increasing to 1,000 in October.

3.6.1 109 new jobs had been created in such areas as fire service, security, check-in, baggage handling, and accounts. Mr Robertson said most of these staff had been identified from some 4,000 c.v.'s held on file. Numbers would increase as operations extended, to an expected figure of 150 additional staff by the end of the year.

3.6.2 Boundary security fencing was expected to be completed by end June.

3.6.3 Internal security had been enhanced by the addition of a cctv system comprising 40 on site cameras.

3.6.4 The Border Inspection post, designed to permit the import of fresh fish and meat products from outside the EU, was on target to become operational, subject to relevant approval, by July 2004.

3.6.5 Several members raised questions concerning road access to the airport. Concern was expressed, particularly by Peter Ditton (Manston PC) that the proposal to close part of Manston Road would lead to other smaller roads being used by motorists wishing to avoid traffic congestion at Westwood Cross.

3.6.5.1 Paul Tipple stated that Babbie had completed a formal transport assessment, copies of which would be circulated. This showed that passenger traffic could grow to sizeable levels before serious improvements were needed up to the Prospect roundabout. Mr Tipple agreed that it was the section of road in between that needed to be addressed. A suggestion would be put forward to the Highways Authorities and to TDC that the option of closure of Manston Road should be pursued, from the Spitfire Museum through to a point just to the east of the Passenger Terminal, to all but airport traffic, buses, cyclists and pedestrians. Also under active consideration was a change in priority at the road junction next to the Spitfire Museum.

3.6.5.2 Both the Chairman and Vera Hovenden were concerned that congestion at the Lord of the Manor would be exacerbated by the closure of part of the 82050, which was used as a diversion by motorists travelling to London wishing to avoid Pfizer traffic.

3.6.5.3 Ron Flaherty pointed out that Kent County Council were responsible for the A299 approach, which CCC found totally inadequate. Cllr Flaherty said that on turning off the Thanet Way at Birchington the amount of litter gave the impression of a Third World Country approach. Cllr Flaherty urged TDC to press KCC to

improve matters. The Chairman suggested that as KCC were financially involved in the EUjet project, it should not be difficult to press for action

3.6.5.4 The Chairman asked how it could be ensured that the concerns expressed at the meeting could be taken into consideration. Paul Tipple said that the imminent Babbie report covered all approaches to the area. This report would be put before MACC for discussion. Brian White said that TDC worked with the airport operator to establish a close link between the development of the airport infrastructure in terms of planning applications and improvements to the road network, to ensure smooth transition. Mr White said TDC would be quite prepared to share the position with MACC.

**3.7 Re-negotiation of 5106 Agreement:** TDC had agreed the timetable for the revised Section 106 Agreement, which was for them to approve a draft document for public consultation in Late August 2004, followed by a minimum six week period of public consultation. The draft document would be made publicly available, circulated to all members of MACC, adjoining district councils, and other interested bodies. The revised document, following the consultation review, was to be presented to Council for formal adoption in either October or December 2004. The later date was to allow for longer review and editing if some interesting or challenging issues flowed from the consultation process.

#### 4 Environmental Impact **Assessment**

4.1 Paul Tipple said the two key areas of the Environmental Statement that required review concerned surface access and aircraft noise. To that end the Airport had commissioned a formal Transport Assessment from Babbie and a Noise Management Strategy. More recently, a report by Manchester Airport and Bickerdike Allen (to be circulated) based on noise monitor readings over the three-year period to September 2003, demonstrated clearly that the noise contours for the Airport had shrunk. The 54dB contour, which had previously extended out over Ramsgate Marina, had shrunk back to the site of the railway station, and the 63dB contour had fallen back to exclude much of the Cliffsend estate to the north of the Canterbury Road West. The main reasons for the reduction in noise were the efforts made by Alastair Robertson and his team, working closely with airline operators, to improve noise management and of course the effects of the transition from Chapter 2 to Chapter 3 aircraft. Mr Tipple assured the Committee that notwithstanding this welcome improvement all agreed noise insulation grants would be honoured.

4.2 In response to John Garland, Mr Tipple confirmed that the Babbie Transport Assessment did address all forms of transport accessing the Airport including the delivery of fuel. Alastair Robertson added that the method of delivering fuel to Manston was under serious consideration, with particular regard to any increase in the volume of fuel tankers.

#### 5 AIRPORT STATISTICS *-tabled*

The Chairman apologised for the fact that papers had not been available in advance due to the meeting being held early in the month. Alastair Robertson agreed to the Chairman's suggestion that

statistics for a two month period be produced for the meeting to be held on 6th September (to which public were invited as observers). Mr Robertson suggested that as from 2005, meeting dates be fixed for later in the relevant month, and also proposed rescheduling of statistics in line with the calendar year (i.e. Jan-March; April-June; July-September; Oct-December). AGREED

Alastair Robertson summarised as follows

5.1 Complaints: In response to a request at the previous meeting, *Complaints by Location* now showed the number of individual complainants. The number of forms and complaints showed an increase over the same period in the previous year. There had been 14 more complaint forms submitted, with 241 more complaints. However, the total number of complainants had reduced from 27 to 24. Five individuals generated 21 of the 257 forms.

5.1.1 Of the Top Ten, training flights on 13th May had generated the highest number of complaints, mostly from Ramsgate. Mr Robertson said training flights were carefully monitored. They were necessary not only for financial reasons, but also to keep crews current and for training air traffic controllers, thereby enhancing safety

5.1.1.1 In response to Cllr Bob Bayford on the increased number of complaints about pollution, Alastair Robertson said figures provided by TDC on air monitoring showed no evidence of increased pollution levels.

5.2 Departures Summary/Runway Utilisation: The 70%/130% target had almost been met, an improvement over the same period during the previous year

5.3 Section 106 Compliancy Report: Movements between 2300-0700: Of the 14 such flights, one had been by heavy aircraft, the remainder HM Coastguard. The commercial flight had attracted a fine of £1 ,000

## 6 SECTION 106 COMPLIANCY

### 6.1 Noise Monitoring

6.1.1 Paul Tipple referred to the increase in departure noise levels recorded during April at Clarendon School. This had been due to the operation of two RAF jets and an Ilyushin 76 aircraft.

6.1.2 The Chairman asked how the numerous EUjet flights would affect average noise levels. Did more aircraft increase the average, or did quieter aircraft bring the average level down? Cllr John Bragg said the problem with using averages was that an increased number of quieter aircraft lowered the noise level. Mr Tipple agreed with the Chairman that only future readings could provide an accurate answer.

### 6.2 Noise Insulation update

6.2.1 Paul Tipple reported that some Cliffsend residents whose homes were already fitted with secondary-glazing and who were seeking

acoustic loft insulation had found the quoted cost too high. Revised quotes were being sought.

### 6.3 Pollution Monitoring

6.3.1 Paul Martin reported that readings from the monitors around the airport were well below Government requirements. Should traffic routes change, re-positioning of monitors would be considered.

## 7. AIRPORT COMMUNITY FUND

8.1 During 2003 the Fund had paid over £8,000 in small grants (up to £500) to a wide variety of local projects. Grants totalling £5,700 had been made in the current year.

8.2 £17,000 had recently been received into the Fund relating to some of the night flights to Iraq. Current balance was just over £19,000.

8.3 The Secretary reported good local press publicity.

8.4 The Chairman asked members of the Fund Group to remain behind for a short meeting at the end of the proceedings, the results of which would be circulated to all members.

## 9 ANY OTHER BUSINESS

9.1 Members endorsed the Chairman's thanks to Brian Lear, who was shortly to retire from Thanet District Council, for his efforts for the Committee.

## 10 DATE of NEXT MEETING

Monday 6th September 2004 at Broadstairs Pavilion 7pm

There being no further business, the meeting closed at 4pm

### ***MANSTON AIRPORT CONSULTATIVE COMMITTEE***

## **NOTES ON MEETING OF AIRPORT COMMUNITY FUND GROUP Thursday 3rd June 2004**

**PRESENT:** Sir Alistair Hunter, John Garland, Paul Tipple, Robin Tapsell, Ron Flaherty.

1. With the prospect of a further quite sizeable injection of funds, over and above the £17,000 so far received as a result of the imposition of fines for night flights to Iraq, the Group considered ways in which the fund might be better focused to maximise its impact, especially for those communities most in need of support, and to help lever additional funding from other external sources in order to help sustain the activity over a longer timeframe.

2. The Group was aware of the demands for access to minibuses, especially from sports/youth clubs who relied on voluntary donations, and agreed that directing some of the Community Fund to promote improved access to sporting fixtures across the area could help considerably in supporting the youth of the area.

3. There were however other sources of public funding that might be available to help, and it was important that the MACC Community Fund be assured that its efforts were seen complementing and

not substituting for existing public funding streams.

4. It was agreed to ask Members for ideas on sustainable community development projects, for consideration for the September 6th public meeting. Also to try to identify other public sources of funding and the projects attracting support. In the interim it was agreed to continue to respond to applications for grants of up to £500 from the £17,000 currently in the Fund.

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[KIACC INDEX](#)



**Quarterly Noise Events. Top Twenty (Movements)**

Between 01/03/2004 and 31/05/2004

Location: St Nicholas Roundabout Monitor No.

Airline	Arr/Dep	Date	Time	Runway	A/C Type		
MKA MK Airlines Ltd	D	09/05/20	1437	28	DC86		
MKA MK Airlines Ltd	D	31/05/20	19.17	28	DC86		
CKS	D	11/05/20	16.52	28	B742		
MKA MK Airlines Ltd	D	21/03/20	19:40	28	DC86		
VDA Volga Dnepr Airlines	D	14/05/20	07.46	28	A124		
JGN United Nations	D	27/03/20	21:07	28	VC10		
MKA MK Airlines Ltd	D	15/03/20	20:08	28	DC86		
MKA MK Airlines Ltd	D	05/04/20	18:41	28	DC86		
MKA MK Airlines Ltd	D	18/04/20	21:26	28	DC86		
ABD AirAtlanta Iceland	D	30/04/20	13:11	28	B742		
MKA MK Airlines Ltd	D	07/04/20	17:57	28	B742		
ETH Ethiopian Airlines	D	14/03/20	16.00	28	DC86		
MKA MK Airlines Ltd	D	20/03/20	12:23	28	B742		
RAF Royal Air Force	A	16/04/20	12 :21	10	JAGR		
MKA MK Airlines Ltd	D	21/04/20	14:11	28	B742		
MKA MK Airlines Ltd	D	65/03/20	21.32	28	DC86		
MJL	D	21/03/20	20:31	28	IL76		
MKA MK Airlines Ltd	D	08/04/20	14.53	28	B742		
MKA MK Airlines Ltd	D	18/04/20	20.41	28	DC86		
MKA MK Airlines Ltd	D	20/03/20	12:23	28	B742		

[KIACC INDEX](#)

**Manston Airport Consultative Committee**

**Minutes of meeting held at 7.00pm on 6th September 2004 at Broadstairs Pavilion**

<b>PRESENT</b>	
	Chairman
	Secretary
	PlaneStation Group Plc
	PlaneStation Group Plc
	Kent International Airport-Manston
	Thanet District Council
	Canterbury City Council
	Dover District Council
	Kent County Council
	Acol Parish Council
	Broadstairs Town Council
	Birchington Parish Council
	Manston Airport Group
	Manston Parish Council
	Monkton Parish Council
	St Nicholas Parish Council
	KAPC Dover
	Ramsgate Residents
Cliffsend Residents Association	
EUjet	
<b>ALSO PRESENT:</b>	
	Thanet District Council

**APOLOGIES** Apologies for absence were received from: Len Claisse (KAPC Canterbury); Roger Latchford (TDC); Gerry Glover (Minster PC).

Members endorsed the Chairman's proposal to send best wishes to Gerry Glover, who was not at all well, for a speedy recovery.

The Chairman welcomed members of the public.

**1. MINUTES** [The Minutes of the meeting held on 11<sup>th</sup> March 2004](#), having been previously circulated, were accepted and signed by the Chairman as a true record.

1.1 Paul Tipple wished to clarify item 3.5.8. which stated that 50% of EUjet's fuel requirements would be supplied by KIA. This had been incorrectly interpreted by a number of commentators as meaning that EUjet was being subsidised by the PlaneStation Group, which was not the case.

## 2. MATTERS ARISING

**2.1 Item 5.3: Pollution Monitoring.** New mandatory limits on Benzene levels were shown on the latest readings. (*see item 6.3*)

## 3. SITUATION REPORT

**3.1 Development of Infrastructure:** Alastair Robertson reported on progress.

3.1.1 The Border Inspection Post and warehouse had been completed and was close to being handed over by the contractors, at which stage approval would be sought from the European Commissioner for marketing to airlines wishing to bring fish and meat produce into the UK.

3.1.2 New car parking facilities had been put in place, currently with a capacity for 681 cars, and an ability to extend to 1,000 subject to passenger demand.

3.1.3 The Terminal Building had been thoroughly refurbished. Additional passenger space had been supplied and refreshment areas modernised. Considerably enhanced security equipment, had been introduced, and a no-notice inspection by the Department for Transport had confirmed that levels of security complied in every way with requirements.

3.1.3 The possibility of a new terminal building was being considered in the long term, as more passengers were attracted to the Airport.

### 3.2.1 Business Development – EUjet

3.2.1 Adrian Rabet of EUjet said that bookings had exceeded initial hopes and satisfactory flight-schedules had been maintained. Passengers had expressed satisfaction with the aircraft, and local residents had commented on the lower-than-expected noise level. EUjet was delighted that the partnership between the Airport and Airline was working so well.

3.2.2 The airline was currently flying from Manston to Dublin, Amsterdam, Gerona, Nice, Prague, Jersey, Copenhagen, Murcia and Faro. Early in October, flights would be introduced to Edinburgh, Manchester, Glasgow and Shannon.

3.2.3 The Chairman had been aware of comments regarding flights commencing at 6.15am. Alastair Robertson said that the Airport's interpretation of the S106 Agreement was clear and unambiguous. The Agreement limited night flying to exclude operations between 23.00 and 07.00 with the exception of passenger flights departing to European destinations, which were permitted from 06.00hrs. Business travellers needed to get into Europe early a.m.

3.2.3.1 Pete Binding (MAG), whilst understanding the needs of the business community, did not see the need for flights to depart at 6.15am on Sundays. Mr

Robertson explained that these flights facilitated connection to flights further afield, where aircraft needed to complete three rotations each in a day, necessitating 6.15am departure. Further, the S106 Agreement did not differentiate between flights for business or tourism purposes.

3.2.3.2 Whilst some members expressed their relief at the low level of noise accompanying the EUjet flights, Pete Binding thought it important to understand that there was another point of view. Whilst he had found EUjet aircraft quieter than MK, he and other residents had nevertheless found the early morning flights loud enough to wake them on several occasions. A couple living in St Nicholas had told Mr Binding that they were considering selling their home as they feared that if EUjet operations expanded to the extent proposed, the disturbance would become intolerable.

### 3.3 Other Business Development

3.3.1 Paul Tipple said there was little to add to the extensive media coverage regarding the EUjet operation. This effectively laid the foundation for Manston becoming an important regional airport able to promote economic development across Kent and contribute to meeting the demand for air services in the South East – very much in line with Government's own expectations as a result of its extensive consultation on the future of air services across the UK.

3.3.2 In addition to the recent and sizeable investment made in improved passenger handling and car parking facilities, it was hoped that the Border Inspection Post and Cargo complex would attract quality cargo operators, and improve the long term sustainability of the airport.

3.3.3 The unexpected departure of MK Airlines had been a disappointment. MK, a valued operator, who for nearly five years had enjoyed high levels of service from the Airport, had benefited from a most favourable commercial agreement on landing charges and handling fees. Constructive dialogue on a new scale of charges had taken place, but fees had not been raised to anything approaching the rates claimed in various press statements. Investment in the new cargo complex had been predicated on attracting new operators in complementary airfreight sectors to those of MK Airlines. Discussions with operators were in progress.

3.3.4 In response to Cllr Dennis Hart, Alastair Robertson agreed to arrange airport tours, in the New Year, for interested MACC members. **ACTION AR**

3.3.5 A resident had enquired, through Peter Ditton, whether assurance could be given that any new cargo operations would utilise more modern aircraft than those that had caused disturbance in the past. Alastair Robertson, whilst unable to give categorical assurance,

confirmed that new cargo business was targeted at a better class of operator.

#### **4. S106 AGREEMENT – renegotiation**

##### 4.1 The Chairman requested an update on the timetable regarding renegotiation

4.1.1 Paul Tipple said there had been a series of constructive discussions between PlaneStation and TDC. The terms and conditions as set out in the extant S106 continued to prevail. Mr Tipple thought there would be very little substantive change that would cause people concern. Thanet District Council was in fact so far successfully applying even sterner conditions in some respects, particularly with regard to future master planning activity at the airport. It was the joint intention to present a draft to full Council early in October, and in the light of Council's deliberations, proceed to formal public consultation.

4.1.2 Brian White said the new S106 would move forward and build on the successes of the previous agreement. One reason why the present timetable had been set by councillors was that it would allow time for the public to acquire experience of the noise levels by the type of flight now in operation. TDC believed this was very important to the process of public engagement.

4.1.3 Bernard Clayson was confused as to how the S106 could be renegotiated on environmental terms when an Environmental Impact Assessment was not in place. Brian White said the S106 was somewhat different to an EIA in that it was specific to noise levels in the context of Kent International Airport to certain key parts of the process, for example the night flying schedule. Mr White said the proper home for those issues, so that the operator, airlines, the Council and general public understood how the law worked through the planning system, was actually a S106 Agreement. Although it was related to the process of EIA, it was not quite the same thing. Mr Clayson understood that, but repeated that four years after the signing of the S106 Agreement between TDC and PlaneStation, there was still no EIA.

4.1.4 On the subject of planning, Mr Clayson asked whether Public Safety Zones had been defined, and if so whether they had been published. Mr White said it was not incumbent upon TDC as planning authority, nor the airport itself to provide a comprehensive EIA through EU regulations. An overriding Environmental Statement had been provided that had since been built on by the Airport Operator. Mr White felt it fair to say that a platform had been reached in the growth of the Airport, and that it might be appropriate at the next stage of airport development for Council to look at the regulations that now formed part of UK law, and to visit the overarching Environmental Statement provided and take that through the process of Environmental Impact Assessment.

4.1.5 Paul Tipple endorsed the points made by Brian White. It was consistent with the way in which the airport had approached the masterplan. It had started with the strategic masterplan that tried to

quantify the impact of growth in traffic at the airport. External consultants had been engaged to produce an Environmental Statement, which established a quantum baseline stating what was happening on the ground at the airport at that moment. Some people considered that it did not go into the level of detail expected for the Council to be able to give planning permission for subsequent developments. Mr Tipple argued that it did, as it provided an enormous amount of detailed information, but importantly, the subsequent developments that had taken place at the airport, as the Committee had publicly acknowledged, essentially boiled down to two things: the impact on the road network, for which external consultants (Babtie) were commissioned to produce the Transport Assessment (circulated to members); secondly, aircraft noise as a result in the increase in air traffic movements. That too had been properly assessed in the work that Bickerdike Allen/Manchester airport had done as external independent consultants. Mr Tipple argued that there was enough documentary evidence, independently produced, to be able to provide the Council with an informed basis on which it could exercise its official responsibilities. When there was another step change in growth at the Airport, which probably would be associated with some form of extension to the existing passenger handling facilities, he would expect to be told that an Environmental Impact Assessment specific to that planning application was required, together with a scoping statement setting out exactly what needed to be done.

4.1.6 Bernard Clayson referred again to Public Safety Zones and Paul Tipple stated that this was for the Department for Transport to instigate. Alastair Robertson explained that the DfT required an assessment as to the requirement of PSZ when a certain level of activity was reached. It was up to the DfT to say when they considered that such a point had been reached, and to indicate the requirements of such a PSZ. At the present stage, such a demand had not been made. In response to Mr Clayson's further query regarding permitted planning development within an expected PSZ, Brian White said there was nothing in planning law allowing any planning authority to anticipate what might happen.

4.1.7 Mr White agreed with the Chairman's suggestion that it would be convenient if the consultation period were to last until the end of 2004. This would give Committee members time to establish the views of their respective groups and bring them to the MACC meeting to be held on 15<sup>th</sup> December.

## **4.2 Transport Assessment – *Babtie Report***

4.2.1 Paul Tipple reported that Babtie had concluded that the strategic highway network was sufficient to support the envisaged levels of movement by car and other forms of transport. (M2 and A299 approaching Manston from the West). There would be issues over the winding road between the Business Park and the Airport, and the consultants had recommended a change in prioritisation of the Spitfire junction. Due process would include public consultation on the redesign of that junction which would improve safety.

4.2.2 The consultants had recommended an improved right hand turn into the Airport passenger terminal and car park. Linked to that was the wider issue of whether the Manston Road running from the Spitfire Museum to the Airport and on through Manston village should be closed to all but airport traffic. The recommendation was in favour, subject to following the due process of preparing detailed technical assessments on the impact of such closure. These assessments were being studied by independent experts and if there was an acceptable technical solution, identifying both the impact on the wider road network and the mitigating measures, then the proposal would be put to public consultation before any decision were taken by the Airport to make a formal submission to the Council.

4.2.3 Mr Tipple was conscious of the concerns expressed by Manston Parish Council of the effect on minor surrounding roads if Manston Road were to be closed. That was linked in turn to whatever would eventually be the masterplan for accessing the Westwood development.

4.2.4 Also to be taken into account was the progress made on the East Kent Access – involving dualling part of the A256, eventually extending to the Lord of the Manor, plus the impact on that of the closure of part of Manston Road.

4.2.5 Cllr Dennis Hart confirmed that traffic through Manston Village needed mitigation. He was certain that the closure of part of Manston Road would have a dramatic effect on the safety of the villagers. Cllr Hart did not agree with views expressed by Manston Parish Council. To close the road to all but airport traffic should not include heavy goods vehicles. Cllr Hart asked all parties – KCC Highways Dept. TDC and PlaneStation to consider that, and also the roundabout on Haine Road that had been proposed some time previously.

4.2.6 Peter Ditton, for Manston Parish Council, wondered how Cllr Hart knew what views had been expressed at Parish Council meetings without attending any of them.

4.2.7 John Garland felt that, with minimal public transport systems in place, road closures did not help general traffic flow. Whilst he appreciated the problem at Manston, he suggested that a better solution would be to build a by-pass to take the traffic away from Manston, rather than just shut it down. Peter Ditton commented that there already was a by pass, namely Haine Road and what was known locally as the Top Road.

4.2.8 The Chairman said that closure of Manston Road was clearly a sensitive issue and that comments that had been made should be taken into account in reaching a decision.

4.2.9 Whilst acknowledging that rail services were not within the scope of the Babbie Report, the Chairman was aware that Paul Tipple was

involved in watching closely the KCC drive to ensure that Thanet would benefit from a fast service through the Channel Tunnel Rail Link. Mr Tipple confirmed that it would be a key part of the strategy as it would reduce road traffic. An announcement was expected from the Dept for Transport and the Strategic Rail Authority shortly, and indications suggested that SRA would be ordering new trains to enable a fast service to operate from London, via Ashford, through Canterbury and to Ramsgate, opening up the possibility of putting in some form of Manston Parkway station. The timeframes that Mr Tipple understood the SRA was working to had been delayed, but by mid-2008 new fast rolling stock could be expected to be in operation with an overall journey time from Ramsgate to London of about 1hr20m. Meanwhile, negotiations were in progress with four train operating companies who were preparing to bid for the integrated Kent Franchise which would come into being in April 2005. All public authorities across East Kent including the business sector had been pushing hard with each of the operating companies to find innovative solutions to reduce significantly the current journey time of close to 2hrs.

#### **4.3 Noise Contours – *Bickerdike Allen Report:***

4.3.1 Since the June meeting, members had received copies of the report prepared by Bickerdike Allen and Manchester Airport. At that meeting, Paul Tipple had reported that the overall coverage and shape of the noise contours during the three year period to September 2003 had shrunk.

4.3.2 Mr Tipple confirmed the Chairman's assumption that, should the stage be reached when planning permission was sought for development based on a major increase in traffic, it would be necessary for projected contours to be commissioned.

## **5. Airport Statistics**

**5.1 Complaints:** Alastair Robertson reported that the number of forms and complaints received showed an increase over the same period in the previous year, although the number of individual complainants had reduced. During June/July 2003 there had been 596 heavy movements, in comparison with 472 during June/July 2004, showing that fewer aircraft were generating a higher number of complaints. The activity that had caused the most complaints to the Airport had been Das Air circuit training on 3<sup>rd</sup> June (19 complaints). Two aid flights to Sudan by IL-76 aircraft had also attracted complaints. Mr Robertson pointed out that these aircraft were not permitted to use Manston, except for emergency aid flights.

5.1.1 The Chairman had received a complaint that the new complaint form was in box-tick format and did not give the facility for detailing the reason for complaint, such as the setting off of car alarms, sleep disturbance, dislodging of roof tiles, etc. The Chairman requested assurance that such information could be conveyed by letter accompanying a form, as the Airport would presumably need to know the cause of complaint.

5.1.2 Alastair Robertson said the Complaints Form had been changed at the request of one of the most regular correspondents who had



experienced difficulty in completing the original format due to disability. Mr Robertson agreed to review the format with a view to including a general comment section. **ACTION AR**

5.1.3 The Chairman noted that the number of complaints during the current period citing off route flying totalled 99, as opposed to zero during the same period in 2003. Mr Robertson said there was no indication that aircraft had been flying off-route, but it would appear that some people's perception varied from that of the Airport.

5.1.4 Referring to the Top 10 Complaints, the Chairman noted that, for the first time, the majority (six) of these had involved aircraft other than those of MK Airlines. Mr Robertson said that as Das Air rarely trained at Manston it was possible that the different size of aircraft and different aircraft noise had some influence. He also pointed out that 17 of the 19 complaints about Das Air had been received from 2 people.

5.1.5 In answer to Bernard Clayson, Mr Robertson confirmed that a map identifying indicative routes had been produced in 2000, to provide information to people living locally and those considering doing so. This had been provided to the local press recently. Mr Robertson agreed to supply copies to members. **ACTION AR**

5.1.6 Cllr Ron Flaherty said he heard numerous comments from his electorate, particularly regarding low-flying aircraft, but it should be recognised that comparatively few individuals were of a mind to go through the process of making a formal complaint. Cllr Flaherty felt that, to the public, it appeared that nothing was being done about complaints. The idea of installing the ILS beam had been to raise the altitude of flights coming into to turn at about the 2-3,000ft level, but many aircraft were still coming in below the designated altitude. It was impossible to prove that pilots were adhering to the designated altitude without upgraded radar equipment. Cllr Flaherty asked the Chairman if a statement could be produced to give to residents who telephoned stating that PlaneStation were backing Canterbury City Council's pressure for the installation of such equipment, when financing became available.

5.1.7 The Chairman said the way in which non-complainers got their complaints heard was through their local representatives at the table. A number of representatives were particularly good in that respect.

5.1.8 Alastair Robertson confirmed that the Airport did not have a method for proving that aircraft followed the glidepath as described by the ILS. The Airport was looking at the installation of a new radar system during the next couple of years, which would allow tracking of aircraft, confirmation of height, and record information. Mr Robertson was sorry that coastal residents were experiencing an increase in low-flying, for which there was no obvious reason. Monitoring of the situation would continue.

5.1.9 Cllr Flaherty repeated his request for a statement to give to the general public explaining up front what had been done and what the Airport intended to do, rather than figures simply being presented and

noted.

5.1.10 Cllr Bob Bayford (Broadstairs) said that before the individual number of complainants had been included, it had been thought that hundreds of people were upset by the activity of aircraft and the Airport. In fact figures showed that 17 people had been moved to make formal complaints. Cllr Bayford had not personally received any complaints.

5.1.11 Bernard Clayson pointed out that he passed forms/and the e mail address on to telephone complainants, but only the most determined people would go through the process, which was thought by many to be a waste of time. Mr Clayson felt that complaints should be dealt with by an independent body, such as MACC. Alastair Robertson responded that he would be delighted for MACC to take over the responsibility but warned of the difficulty.

5.1.12 John Garland asked whether the 17 regular complainants had been contacted with a view to opening a dialogue. Mr Robertson declined to comment.

5.1.13 The Chairman did not see how anybody except the Airport could run the complaints system, as only the Airport knew what was happening. He knew it was a very time-consuming exercise. Everybody including the Airport accepted that the information available about air movements was not as precise as they would like because the very expensive equipment that was able to track aircraft departures after leaving the runway was not yet installed. The Chairman said that very few airports of a similar size possessed such equipment. The committee had noted with interest the Airport's intention to try and install that kind of equipment within the next couple of years or so. Presumably the more traffic grew, the more money would become available with which to buy the equipment.

5.1.14 The Chairman said it had been accepted that the statistical exercise was of limited value in the sense that some people were more inclined to complain than others, and if it was found that there were only 17 people producing a very large number of complaints, this only represented the views of 17 people. It had always been accepted that there were quite a few people who were upset by noise but it was not in their nature to complain. Therefore the actual quantity figures in the statistics did not mean a great deal. However, some conclusions could be drawn from the trends, the changes in numbers of complaints, the number of people complaining, where the new complaints came from. So far as reflecting views was concerned that were not being brought to the attention of the Airport through the complaints system, it was the business of the committee, through its representatives, whether at meetings or by telephone to the Chairman or Secretary, to bring those complaints to the committee's attention. Some were individual complaints, some were expressions of general concern that had been discussed in Parish Councils, with differing weight of concern and differing numbers of people behind them. That kind of comment had, in the past, been taken very seriously. The Committee knew that Ron Flaherty had pushed repeatedly to get the ILS beam installed, and

there were a number of factors, some outside the control of the Airport, that had delayed that installation. Now there were comments from Herne Bay that there were still people being disturbed by low flying. The Chairman was sure that the Airport would try to find an explanation. He concluded by looking forward to the day when aircraft would be able to be tracked, making the whole system simpler.

**5.2 Departures Summary/Runway Utilisation:** Alastair Robertson reported that the 70%/30% target had been missed by a considerable margin

**5.2.1 Section 106 Compliancy Report:** Movements between 2300-0700: There had been 5 HM Coastguard flights in June, none in July. There had been fewer heavy movements in comparison with the same period in 2003.

## 6 Section 106 Compliancy

### 6.1 Noise Monitor readings (*previously circulated*)

6.1.1 The Chairman noted that whilst readings from the Clarendon monitor showed average levels for arrivals and departures of around 89dba, the readings at the St Nicholas end were slightly lower at 75-77dba for arrivals and 86dba for departures. Paul Tipple reminded the meeting that the St Nicholas monitor was, due to difficulty in obtaining optimum siting, not on the same line as the Clarendon monitor. TDC with Manchester Airport was in the process of carrying out a series of trials using the mobile monitor to ensure that calibration of the Western monitor was correct, and to attempt to account for the apparent disparity.

6.1.2 Pete Binding noted that the readings from the St Nicholas showed departure levels as being higher than those for arrivals. Mr Binding had thought that the departure route towards St Nicholas avoided the village, therefore the noise levels for departures should be lower than levels for arrivals.

6.1.3 Paul Tipple confirmed that whilst arrivals overflowed the village, the departure route went to the east, avoiding the village. It was hoped that Manchester would be able to resolve the issue on completion of the calibration check. Mr Tipple agreed that, based on earlier advice received from Bickerdike Allen, the understanding had been given that in general arrival noise was higher than departure. Having spoken to a resident of St Nicholas, Mr Binding felt that the noise graph did not represent the situation experienced by the people of St Nicholas. Paul Tipple confirmed that it had not been possible to site the monitor in the village, and the different routes for departure and arrivals added to the difficulty.

6.1.4 Bernard Clayson could not give the readings a great deal of credibility. Landings flights, almost without exception, lined up with the church directly in the middle of the village, whereas the departure route could be either to the left or right of that. When they were closer to the northern wing, they were nearer to the monitor but not in line with it. Mr Clayson said that in the middle of the village during a landing, the noise

was incredible. When he stood outside his front door during a departure, he could catch the roof tiles.

6.1.5 Nick Cole asked where the mobile monitor had been sited in St Nicholas, and whether it had been used in the Village. Brian White for TDC who were responsible for utilisation of the mobile monitor, did not have the detailed programme to hand. Mr Cole repeated a previous request that the mobile monitor be situated in Monkton for a period as the statistics showed that aircraft were flying off route. The Chairman asked Brian White to remind Manchester of this request as there had been consistent complaints from Monkton that, surprisingly, departing aircraft were overflying. **ACTION BW**

6.1.6 In response to a further query from Nick Cole, Alastair Robertson confirmed that Manston had recently hosted a number of fighter aircraft that had been taking part in air shows in SE England. Pilots were, on arrival, briefed very specifically on noise abatement procedures and where they should/should not be turning. If they were overflying the villages, Mr Robertson was grateful for that information and briefings would be reinforced before the next occasion.

6.1.7 Cllr Dennis Hart requested that TDC provide readings taken from the mobile monitor. Brian White agreed to provide a report for circulation with the minutes. **ACTION BW**

## 6.2 Noise Insulation update

6.2.1 Paul Tipple apologized for the delay in processing some of the sound insulation grant applications. Those relating to secondary glazing awaited confirmation from residents wishing to proceed. As soon as such confirmation had been received, Totalglaze Systems would carry out the installation. Cliffsend residents whose homes were already fitted with secondary-glazing and who were seeking acoustic loft insulation had found the quoted cost unaffordable. Revised quotes had been forwarded to residents, and Mr Tipple planned to meet at an early date with each of the residents involved to see what accommodation could be found.

## 6.3 Pollution Monitoring

6.3.1 Brian White drew attention to the new WHO Air Quality Objective for benzene to be achieved by 31/12/10 at an annual mean of 1ppb. Readings from the monitors around the airport were well below this requirement.

6.3.1 Pete Binding, noting that latest readings were for the month of May 2004, before the start of the EUjet flights, asked how it could be ensured that levels kept to the WHO requirements as air traffic increased in the manner projected. Brian White said levels would continue to be monitored, and any increases would be noted. He felt it would be more helpful if the figures could be produced in trend line format. The Chairman said that raised the question of whether, when the stage was reached when an Environmental Impact Assessment was required, projections of pollution levels would be a part of the EIA

or not.

## **7. AIRPORT COMMUNITY FUND**

7.1 The Chairman stated that the Fund group had, since March 2003, dispensed £16,282.34 in grants of up to £500 for various local causes around Thanet and the Herne Bay area who were also affected by air movements. There was currently a total of £23,000 in the Fund, most of which was part of the money paid in fines in respect of the aircraft flying last Autumn to Iraq carrying the new Iraqi currency. The Fund group, at its last meeting when the balance was £19,000, decided to continue its policy of considering and, where appropriate, paying out small sums on requests for assistance under the current rules. In the likelihood of having a substantial balance to expend in the fairly new future, ideas for larger projects were being sought, either from committee members or members of the public. Suggestions should be made either to local representatives, or by e mail to the secretary.

7.2 Bob Weaver asked whether some of the money could be used to help Cliffsend residents finance sound insulation, but the Chairman explained that the money was intended for causes that helped and improved the quality of life of the community. He thought it advisable to retain those rules, rather than move into helping individuals, on the edge of schemes already in place.

7.3 In answer to Pete Binding, Alastair Robertson thought there was a balance of £22,000 still to come in from the £52,000 fines imposed on the flights to Iraq, and measures were in hand to obtain settlement. Mr Robertson agreed with Mr Binding that as the S106 Agreement was between the Airport Operator and TDC, it was the Airport Operator, not the airline involved, who was responsible for payment of fines. Should there be no alternative solution, the Airport would pay the outstanding amount.

## **8. DATE of NEXT MEETING**

**Wednesday 15<sup>th</sup> December 2004 at Manston Village Hall 2pm**

There being no further business, the meeting closed at 9.15pm

[KIACC INDEX](#)

## Statistics

COMPLAINT FORMS BY LOCATION		
	June 04 – July 04	June 03 – July 03
Birchington	3 (2)	1
Broadstairs	2 (2)	1
Canterbury	0	0
Cliffsend	0	0
Cliftonville	0	1
Deal	0	1
Herne Bay	10 (3)	17
Margate	0	1
Marshside	14 (1)	6
Minster	0	1
Monkton	0	1
Ramsgate	139 (6)	28
St. Nicholas at Wade	5 (1)	6
Sandwich	0	0
Sarre	1 (1)	0
Walmer	0	0
Westgate on Sea	63 (1)	44
Whitstable	0	0
Total	237	108
\ during June 04 – July 04 237 forms generated 549 complaints		
\ during June 03 – July 03 108 forms generated 176 complaints		
June 04 – July 04 total number of complainants was 17		
June 03 – July 03 total number of complainants was 24		

CAUSAL FACTORS		
	June 04 – July 04	June 03 – July 03
Noise	225	84
Pollution	59	6
Low Flying	145	72
Repeated Approaches	16	9
Off Route	99	0
Other	0	0
Not Related	5	5
<b>TOTAL</b>	<b>549</b>	<b>176</b>

TOP 10 COMPLAINTS GENERATED						
June 04 – July 04						
NO.	DATE	TIME	ARR/DEP	RWY	NOC	AIRLINE
1	03.06.04	1642-1802	TRG	10	19	DAS AIR
2	16.06.04	0907-0957	TRG	28	6	MK
3	07.06.04	2122	ARR	10	4	KALITTA AIR
4	04.06.04	0932-1011	TRG	28	3	DAS AIR
5	08.07.04	1714	DEP	10	3	MK
6	11.07.04	1814	DEP	28	3	PARAGON GLOBAL
7	12.07.04	1154	DEP	28	3	MK
8	21.07.04	2105	DEP	10	3	MK
9	23.07.04	1850	ARR	10	3	AIR ATLANTA
10	25.07.04	1900	DEP	28	3	PARAGON GLOBAL

#### DEPARTURES SUMMARY 2004

		Rwy 28	%	Rwy 10	%
<b>Jun-04</b>					
Heavy	131	75	57.3	56	42.7
Light	1154	951	82.4	203	17.6
Total	1285	1026	79.8	259	20.2
<b>Jul-04</b>					
Heavy	207	142	68.6	65	31.4
Light	1988	1191	59.9	797	40.1
Total	2195	1333	60.7	862	39.3

<b>DEPARTURES SUMMARY 2003</b>					
		<b>Rwy 28</b>	<b>%</b>	<b>Rwy 10</b>	<b>%</b>
<b>Jun-03</b>					
Heavy	167	125	74.9	42	25.1
Light	1168	656	56.2	512	43.8
<b>Total</b>	<b>1335</b>	<b>781</b>	<b>58.5</b>	<b>554</b>	<b>41.5</b>
<b>Jul-03</b>					
Heavy	131	94	71.8	37	28.2
Light	1009	701	69.5	308	30.5
<b>Total</b>	<b>1140</b>	<b>795</b>	<b>69.7</b>	<b>345</b>	<b>30.3</b>

### Section 106 Compliancy Reports

<b><i>Airport Movements</i></b>		<b>Jun-04</b>	<b>Jul-04</b>	<b><i>Quarterly Total</i></b>
Fixed Wing		2570	2193	<b>4763</b>
Helicopters		61	106	<b>167</b>
<b>Total</b>		<b>2631</b>	<b>2299</b>	<b>4930</b>
<b><i>Runway Utilisation</i></b>				
Runway 10		516	860	<b>1376</b>
Runway 28		2054	1333	<b>3387</b>
<b>Total</b>		<b>2570</b>	<b>2193</b>	<b>4763</b>
Total Movements between	2300-0700	5	0	<b>5</b>
Coastguard Movements G-BCEN		5	0	<b>5</b>
Commercial Movements		0	0	<b>0</b>
Fine Imposed		£0.00	£0.00	<b>0</b>
Training between	2300-0700	0	0	<b>0</b>
Departures to Europe between	0600-0700	0	0	<b>0</b>
Arrivals from United States between	0600-0700	0	0	<b>0</b>
Engine runs between	2100-2300	0	0	<b>0</b>



Engine runs between	2300-0800	0	0	0
Identified Breaches in Noise Abatement Procedures		0	0	0
Incidents Under Investigation		0	0	0

### Section 106 Compliancy Reports 2003

<i>Airport Movements</i>		Jun-03	Jul-03	Quarterly Total
Fixed Wing		2670	2282	4952
Helicopters		98	404	502
<b>Total</b>		<b>2768</b>	<b>2686</b>	<b>5454</b>
<i>Runway Utilisation</i>				
Runway 10		1274	733	2007
Runway 28		1396	1549	2945
<b>Total</b>		<b>2670</b>	<b>2282</b>	<b>4952</b>
Movements between	2300-0700	2	10	12
Training between	2300-0700	0	0	0
Departures to Europe between	0600-0700	0	0	0
Arrivals from United States between	0600-0700	0	0	0
Engine runs between	2100-2300	0	0	2
Engine runs between	2300-0800	0	0	0
Identified Breaches in Noise Abatement Procedures		1 <sup>1</sup>	0	1
Incidents Under Investigation		1 <sup>2</sup>	0	1

<sup>1</sup> Astraeus Training: 5.6.03. Resolved: letter sent to airline and procedures tightened.

<sup>2</sup> Ethiopian Airlines: 10.6.03. Resolved.

### Runway Utilisation 2004

	Jun-04		Jul-04		Quarterly Totals	
		%		%		%
<b>Total Fixed Wing Movements</b>	<b>2570</b>	<b>100.0</b>	<b>2193</b>	<b>100.0</b>	<b>4763</b>	<b>100</b>
Total Movements Rwy 28	2054	79.9	1333	60.8	3387	71.1
Total Movements Rwy 10	516	20.1	860	39.2	1376	28.9
<i>Breakdown by Category</i>						
<b>Total Movements Rwy 28</b>	<b>2054</b>	<b>100.0</b>	<b>1333</b>	<b>100.0</b>	<b>3387</b>	<b>100</b>
Total Light Movements Rwy 28	1894	92.2	1191	89.3	3085	91.1
Total Heavy Movements Rwy 28	160	7.8	142	10.7	302	8.9
<b>Total Movements Rwy 10</b>	<b>516</b>	<b>100.0</b>	<b>860</b>	<b>100.0</b>	<b>1376</b>	<b>100</b>

Total Light Movements Rwy 10	411	79.7	795	92.4	1206	87.6
Total Heavy Movements Rwy 10	105	20.3	65	7.6	170	12.4
<b>Total Heavy Movements</b>	<b>265</b>	<b>100.0</b>	<b>207</b>	<b>100.0</b>	<b>472</b>	<b>100</b>
Total Heavy Movements Rwy 28	160	60.4	142	68.6	302	64.0
Total Heavy Movements Rwy 10	105	39.6	65	31.4	170	36.0

### Runway Utilisation 2003

	Jun-03		Jul-03		Quarterly Totals	
		%		%		%
<b>Fixed Wing Movements</b>	<b>2670</b>	<b>100.0</b>	<b>2282</b>	<b>100.0</b>	<b>7416</b>	<b>100</b>
Movements Rwy 28	1396	52.3	1549	67.9	3765	50
Movements Rwy 10	1274	47.7	733	32.1	3651	49
<b>breakdown by Category</b>						
<b>Movements Rwy 28</b>	<b>1396</b>	<b>100.0</b>	<b>1549</b>	<b>100.0</b>	<b>3765</b>	<b>100</b>
Light Movements Rwy 28	1169	83.7	1366	88.2	3220	85
Heavy Movements Rwy 28	227	16.3	183	11.8	545	14
<b>Movements Rwy 10</b>	<b>1274</b>	<b>100.0</b>	<b>733</b>	<b>100.0</b>	<b>3651</b>	<b>100</b>
Light Movements Rwy 10	1165	91.4	656	89.5	3316	90
Heavy Movements Rwy 10	109	8.6	77	10.5	335	9
<b>Heavy Movements</b>	<b>336</b>	<b>100.0</b>	<b>260</b>	<b>100.0</b>	<b>880</b>	<b>100</b>
Heavy Movements Rwy 28	227	67.6	183	70.4	545	61
Heavy Movements Rwy 10	109	32.4	77	29.6	335	38

### QUARTERLY BENZENE DIFFUSION TUBE REPORT FOR LONDON MANSTON AIRPORT - MAY/JUNE/JULY 04

Figures supplied by Thanet District Council

SITE	MONTH	LEVEL (ppb)
HILL HOUSE DRIVE MINSTER	May 2004	0.4

	June 2004	0.1
	July 2004	
BELL DAVIES DRIVE MANSTON	May 2004	0.4
	June 2004	0.2
	July 2004	
HIGH STREET MANSTON	May 2004	0.3
	June 2004	0.2
	July 2004	

### Results are exempt from lab corrections

The current standard set by the WHO is 5ppb

The Air Quality Objective set by the Government is 5ppb as a running annual mean to be achieved by 31/12/2003.

After this date the **new Air Quality objective** to be achieved by 31/12/2010 is an annual mean of 1ppb.

### QUARTERLY NITROGEN DIOXIDE DIFFUSION TUBE REPORT FOR LONDON MANSTON AIRPORT – MAY/JUNE/JULY 04

*Figures supplied by Thanet District Council*

SITE	MONTH	LEV
HILL HOUSE DRIVE MINSTER	May 2004	
	June 2004	
	July 2004	
BELL DAVIES DRIVE MANSTON	May 2004	
	June 2004	
	July 2004	
HIGH STREET MANSTON	May 2004	
	June 2004	
	July 2004	

### Results are exempt from lab corrections

The current Air Quality Objective set by the Government is an annual mean of 21ppb.

## KIACC INDEX

**Manston Airport Consultative Committee (M.A.C.C)**

Minutes of meeting held at 2.00pm on 15 December 2004 at Manston Village Hall

PRESENT	
	Chairman
	Secretary
	PlaneStation Group Plc
	PlaneStation Group Plc
	Kent International Airport-Manston
	Thanet District Council
	Canterbury City Council
	Dover District Council
	Acol Parish Council
	Birchington Parish Council
	Manston Airport Group
	Manston Parish Council
	Monkton Parish Council
	St Nicholas Parish Council
	KAPC Dover
	KAPC Canterbury
	Ramsgate Residents
	Cliffsend Residents Association
	EUjet
	Thanet Chamber of Commerce
C E Thanet District Council	
Thanet District Council	
Thanet District Council	

**APOLOGIES** Apologies for absence were received from:

██████████ (KCC); ██████████ (KCC); ██████████ (TDC); ██████████ (Minster PC) alternate ██████████; ██████████ (Monkton PC) alternate ██████████.

- MINUTES** The Minutes of the meeting held on 15<sup>th</sup> September 2004, having been previously circulated, were accepted and signed by the Chairman as a true record.
- MATTERS ARISING**

**2.1 Item 5.1.5: Flight route maps.** In response to Len Claisse, Alastair Robertson stated that at present there was no way of ensuring that aircraft adhere to the published routes.

**2.2 Item 5.1.6: Tracking equipment.** Cllr Flaherty had been informed that the CAA had stated that the Airport was to upgrade the radar system in January/February 2005 – not three years ahead as had been advised at previous meetings. Alastair Robertson explained that the upgrade referred to by the CAA was of an interim

nature, which would indicate only the height of aircraft. Cllr Dennis Hart felt it was important that the Airport was equipped with a sophisticated monitoring system. There was a system of potential borrowing available to local government and Cllr Hart asked that Planestation discuss with TDC whether or not the Council could assist Planestation with potential borrowing. Brian White felt sure that officers would be instructed accordingly. Alastair Robertson pointed out that the cost involved was £3.8m.

## 1. BUSINESS DEVELOPMENT REPORT – EUjet Summer Schedule

3.1 Members were passed [copies of a letter dated 13<sup>th</sup> December 04](#), from Planestation to Richard Samuel, Chief Executive of Thanet District Council. The letter informed Mr Samuel of the Company's plans to support EUjet's summer schedule of operations for the period April-September 2005. The letter included the following points.

- 3.1.1** It had not been possible to accommodate the entire schedule within the Airport's normal operating hours, and sixteen flights per week would arrive back at Manston after 2300hrs. With four exceptions, the late arrivals should land before midnight. The ETA of the remaining four would be 0020, 0030, 0040, and 0055.
- 3.1.2** In deciding whether or not to support the schedule, Planestation had given careful consideration to the terms of the S106 Agreement. At the time of the drafting of the Agreement, the potential for night flying centred on the use of the Airport by dedicated cargo aircraft with a Quota Count of 4 or more, and the S106 catered for irregular night flights. The presumption that night flights would be by noisy cargo aircraft was evidenced by those paragraphs where the emphasis was on only permitting use by aircraft with a Quota Count less than 4.
- 3.1.3** Planestation believed that the commercial imperatives and operating circumstances were justified given the overall long-term benefits to the region of a successful scheduled passenger operation.
- 3.1.4** The fact that the Fokker 100 aircraft operated by EUjet had a Quota Count of 0.5 meant that actual noise disturbance to residents was at the absolute minimum of any noise disturbance scale.
- 3.1.5** The summer 2005 schedule envisaged no departures from Manston between the hours of 2030 and 0600.
- 3.1.6** For these reasons, Planestation were consulting with Thanet District Council on the following night-time flying policy:
- 3.1.7** *"That where scheduling imperatives and slot allocations so require, and where reasonable endeavours have been taken to avoid the need for it, the Airport's resident airline shall be permitted to land 12 aircraft per week between the hours of 2300 and 2400 and 4 aircraft per week between the hours of 2400 and 0100 providing such aircraft have a Quota Count of no more than 0.5".*
- 3.1.8** It was regretted that the full six-month consultation period was being curtailed, due to the airline industry's slot allocation cycle.
- 3.1.9** Bickerdike Allen were to be commissioned to undertake an independent assessment of the impact of occasional night-time aircraft noise on local communities, recognising that the approach used differed from that used for daytime flights.
- 3.1.10** EUjet and the Airport Director would be invited to review operating procedures with the aim of identifying measures that would minimise arrival noise.
- 3.1.11** In the light of resulting recommendations, the Company would

consider what further noise amelioration and mitigation measures might sensibly be introduced. Results would be available for full scrutiny and made available to inform the consultation process.

**3.2** Richard Samuel stated that he had received the letter by e-mail the previous day. Thanet District Council did not intend to establish a position before carefully considering the contents. The Council would try to take a balanced view of environmental and economic implications but there was a need for discussion with Planestation. Mr Samuel realised, however, that a statement would need to be made by the end of that week, when the new schedule would be published.

**3.3** During questions and discussion that followed, various points/suggestions were made:

**3.3.1** TDC would not consult on the issue of night flights

**3.3.2** Members present could not give the views of their electorate without being given time to consult

**3.3.3** There was concern at the lack of consultation due to a decision being needed within two days

**3.3.4** the Night Flying policy must be restricted to EUjet only

**3.3.5** time for consultations must be allowed on time changes

**3.3.6** installation of equipment to ensure strict adherence to routes should be treated as a matter of urgency – not 3-4 years ahead

**3.3.7** aircraft deviating from specified routes should be subject to fines

**3.3.8** EUjet should raise the ticket price on late flights, the difference donated to organisations for the elderly, who would suffer more from night disturbance

**3.3.9** the night arrivals were essential in order to get the EUjet fleet back to home base

**3.3.10** there was not likely to be any call for night flights during winter months

**3.3.11** whilst EUjet flights were considerably less noisy than freighters, it should be remembered that disturbance would be greater during the Summer when windows were often open

**3.3.12** were these night flights to be agreed to, EUjet may ask for more next time round

**3.3.13** there was no point in asking the meeting for views, as the flight slots had already been arranged

**3.3.14** The late flights Monday – Thursday were not as contentious as those scheduled for weekends including Sundays.

**3.3.15** The policy be agreed for a trial period only

**3.4** The Chairman pointed out that MACC had no power over the decision. TDC had said there would be full consultation regarding renegotiation of the S106 Agreement, but there would be no consultation on the issue of night flights. The subject was one of the most important parts of the S106 Agreement, and he would hope that the Council would listen to, and take note of views expressed.

**3.5** The Chairman said the situation had taken everybody by surprise, including Planestation. In responding, TDC would have to balance the added disturbance the flights would cause to central Ramsgate against economic factors.

**3.6** Members were invited to e mail their comments to Richard Samuel (CE Thanet District Council) by midday the following day. Mr Samuel had found the discussion and points raised very helpful.

**3.7** The Chairman concluded by saying there would be no point bringing forward the date of the next MACC meeting, as the decision on the summer night flights would

have been made. As the subject formed an important section of the S106 agreement, the consultation process of the renegotiation of that agreement would be the main item on the March Agenda.

**3.8** In response to Cllr John Bragg, Paul Tipple said Planestation did not see the reported possible expansion of Lydd Airport as a threat. Great concern had been expressed by CPRE and other bodies particularly with regard to the need for extension of the runway at Lydd. Mr Tipple felt that the lack of infrastructure made expansion unlikely.

#### **4. PLANESTATION – Company finances**

4.1 Tony Freudmann said an announcement to the SE media would be made at 7am Thursday 16<sup>th</sup> December, followed by a press conference to be held at 10.30am Friday 17 December.

#### **5. REVIEW OF COMPLAINTS PROCEDURE**

**5.1** The Chairman reported on a special sub-group meeting held on 7 December 2004, between representatives of Planestation and of the airport management, and a selection of community representatives who had shown most interest in the subject.

**5.2** It had been agreed that the following improvements be investigated:

**5.2.1** Entry into Council/Parish council directories and websites

**5.2.2** A block Airport advertisement in Yellow Pages to include the complaints line number.

**5.2.3** Working hours during which calls were answered live were to be extended.

**5.2.4** Digital message recording, which would improve reliability, was currently under investigation.

**5.2.5** Better arrangements would be made to ensure continuity during staff absence, and a taped response should a backlog arise.

**5.2.6** Terms of letters of response to complaints would be reviewed and improved.

**5.3** Alastair Robertson had found the meeting useful and felt that more had been achieved in less formal surroundings than in full committee.

**5.4** The Chairman thought it would be useful to review the system on an annual basis and he hoped that the measures proposed would improve current arrangements. **ACTION TMS**

#### **6. SECTION 106 AGREEMENT RENEGOTIATION**

**6.1** Brian White confirmed that the consultation process would start in January 2005. He stressed that the Council had been adamant that the existing S106 Agreement would form the basis of the public consultation, and that technical consultants would be employed. Issues would, in the first instance, be identified in a national and regional context. As the Agreement was between Planestation and TDC, it was necessary for those two parties to agree on the issues that would go out to consultation.

**6.2** Views would be sought from public and stakeholder groups, including adjoining District, County and local Councils, community groups and MACC, on how those issues could be addressed.

**6.3** The Chairman pointed out that the consultation would be well



under way by the time of the March meeting of MACC. Dennis Hart hoped that the Chairman would bring forward the next MACC meeting to enable proper consultation to take place.

**6.4** Brian White agreed to inform MACC of the proposed timescale, and agreed to circulate the format of the consultation questionnaire when this had been received from the consultants. **ACTION BW**

## 7. AIRPORT STATISTICS

**7.1 Complaints:** Alastair Robertson reported that the number of forms and complaints received showed an increase over the same period in the previous year, although the number of individual complainants had reduced.

**7.1.1** The incident attracting most complaints had been an EUjet training flight on 28<sup>th</sup> October. EUjet departures between 0600 and 0700 had also attracted several complaints.

**7.2 Departures Summary/Runway Utilisation:** Alastair Robertson reported that the 70%/30% target had been missed by a small margin.

**7.3 Section 106 Compliancy Report:** Movements between 2300-0700: There had been 2 HM Coastguard flights in August. There had been 57 movements during September, 63 in October, all except four being EUjet departures. The September/October figures for heavy departures reflected the decrease in MK operations. Two Air Africa International freighters had arrived before 0700, attracting fines of £1,000 each.

## 8. Section 106 Compliancy

### 8.1 [Noise Monitor readings](#)

**8.1.1** Paul Tipple said the readings clearly showed the point at which MK Airlines had ceased operating from Manston.

**8.1.2** It was noted that one particular EUjet aircraft had, on more than one occasion, generated considerably higher level of noise than similar aircraft. Mr Tipple and Alastair Robertson would discuss this with airline operators in addition to the fact that some aircraft were flying off route, particularly on departure.

**8.1.3** The St Nicholas monitor showed abnormally high readings for August, which were under investigation. The result would be sent to the Secretary for circulation. **ACTION PT**

**8.1.4** Paul Martin (TDC) reported that the mobile noise monitor was to be located in central Ramsgate from December 04–May 05 to replicate the offset position from the centre line of the western fixed monitor. This would allow comparison and correction of noise readings from the western fixed monitor.

**8.1.5** It was proposed for 2006 to site the mobile monitor in North Cliffsend to provide additional resolution of noise levels given that this was a relatively high exposure area subject to some noise insulation assistance.

**8.1.6** All data would focus on Single Event Level to identify aircraft above ambient and traffic levels. Locations would need to be acoustically suitable, risk assessed for access purposes, have a suitable power supply, be away from high ambient levels, secure, and permitted by the landowners concerned.

**8.1.7** The Chairman noted that the Mobile Monitor Location Plan did not include a site in Monkton. Nick Cole had been requesting such a siting for two years to confirm that despite assurances to the contrary, aircraft were still overflying the village.

## **8.2 Pollution Monitoring**

**8.2.1** Paul Martin reported levels well within Government and WHO Air Quality Objectives.

**8.2.2** In the short term, no increase in pollution levels had yet been registered since the introduction of EUjet flights.

**8.2.3** Mr Martin agreed to a request from Malcolm Kirkaldie to provide an annual analysis to enable monitoring of any increase in levels due to increased air traffic. The increase in the level of nitrogen dioxide in October had been due to atmospheric conditions prevailing at the time, preventing the nitrogen dioxide from dispersing.

## **9. AIRPORT COMMUNITY FUND**

**9.1** The Chairman stated that the Fund group had, since March 2003, dispensed £19,700 in grants of up to £500 for various local causes around Thanet and the Herne Bay area who were also affected by air movements. There was currently a balance of £28,000 in the Fund, most of which was part of the money paid in fines in respect of the aircraft flying last autumn to Iraq carrying the new Iraqi currency. This balance provided resources to exceed the normal project limit of £500, should a suitable major sustainable project be found.

**9.2** Malcolm Kirkaldie suggested contributing towards the development of the disused Hoverport site. Richard Samuel reported on the project under development by the National Trust, following a recent contaminated land survey. Thanet District Council would like to see the land returned to natural use and various ideas were being explored. East Kent Partnership had provided funding for some of this work. However, Mr Samuel did not feel that the project was suitable for the Airport Community Fund, and that sufficient public funding would be available

**9.3** Paul Tipple was keen to help voluntary organisations with transporting local children to playing fields.

**9.4** The Chairman reported that the Fund Group would hold a short meeting at the end of proceedings where these matters would be further discussed.

## **10. ANY OTHER BUSINESS**

10.1 Gerry Glover had expressed his thanks for the good wishes of the Committee and hoped to be able to attend the next meeting.

## **11. DATE of NEXT MEETING**

11.1 The Secretary would negotiate dates convenient for a meeting in early March. The Chairman said there was no point bringing the date forward as consultation could take place in the context of renewal of the S106 Agreement.

11.2 An alternative venue needed to be found, mainly due to poor acoustics in Manston Village Hall

11.3 Members would be advised as soon as possible.

There being no further business, the meeting closed at 4.30pm

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**Manston Airport Consultative Committee (M.A.C.C)****QUARTERLY BENZENE DIFFUSION TUBE REPORT FOR LONDON MANSTON AIRPORT -  
AUG/SEPT/OCT 04***Figures supplied by Thanet District Council*

SITE	MONTH	LEVEL (ppb)
HILL HOUSE DRIVE MINSTER	August 2004	0.5
	September 2004	0.2
	October 2004	0.1
BELL DAVIES DRIVE MANSTON	August 2004	0.4
	September 2004	0.2
	October 2004	0.1
HIGH STREET MANSTON	August 2004	0.6
	September 2004	0.2
	October 2004	0.1

**Results are exempt from lab corrections**

The current standard set by the WHO is 5ppb

The Air Quality Objective set by the Government is 5ppb as a running annual mean to be achieved by 31/12/2003.

After this date the **new Air Quality objective** to be achieved by 31/12/2010 is an annual mean of 1ppb.

**QUARTERLY NITROGEN DIOXIDE DIFFUSION TUBE REPORT FOR LONDON MANSTON AIRPORT –  
AUG/SEPT/OCT 04***Figures supplied by Thanet District Council*

SITE	MONTH	LEVEL (ppb)
HILL HOUSE DRIVE MINSTER	August 2004	2.6
	September 2004	2.7
	October 2004	7.4
BELL DAVIES DRIVE MANSTON	August 2004	5.3
	September 2004	3.9
	October 2004	5.6
HIGH STREET MANSTON	August 2004	3.5
	September 2004	3.1
	October 2004	No result

**Results are exempt from lab corrections**

The current Air Quality Objective set by the Government is an annual mean of 21ppb.

**Quarterly Noise Events - Top Twenty (Movements)**  
 Between 01/09/2004 and 30/11/2004  
 Location: Clarendon House Grammar School Monitor No. 2

Airline	Date	Time	Runway	A/C Type	Registration	SEL	Lmax dB(A)	Arr/Dep
AYZ Atlant-Soyuz								
RIN Airline Transport								
AYZ Atlant-Soyuz								
AIN African								
International Airways								
VEA Vega Airlines	31/10/04	17:09	10	IL76	RA78731	108.5	102.1	D
ABD Air Atlanta	03/10/04	07:20	28	IL76	ERIBM	103.7	97.1	A
Iceland	30/10/04	20:08	28	IL76	RA78731	101.7	95.8	A
ABD Air Atlanta	28/10/04	20:44	10	DC86	ZSOSI	103.5	95.0	D
Iceland	21/11/04	09:19	10	AN12	LZVEA	100.1	95.0	D
VEA Vega Airlines	16/11/04	16:55	28	B743	TFARU	100.3	93.6	A
AIN African	18/11/04	13:45	28	B742	TFARJ	99.5	93.2	A
International Airways	07/09/04	12:56	10	AN12	LZVEB	98.7	92.6	D
BEC Berkut State Air	30/09/04	10:23	10	DC86	ZSOSI	101.3	92.4	D
Company	01/09/04	20:04	28	AN12	UN11373	98.5	91.7	A
ABD Air Atlanta	16/10/04	15:41	28	B743	TFARS	97.8	91.4	A
Iceland	29/11/04	10:59	28	B742	TFABP	97.2	90.5	A
ABD Air Atlanta	19/09/04	21:34	28	F100		93.7	90.1	A
Iceland	17/09/04	14:57	28	F100	EIDFZ	95.1	90.1	A
EUJ Eujet	03/10/04	16:11	28	B752	ETAJS	95.6	89.8	A
EUJ Eujet	21/10/04	05:27	28	DC86	ZSOZV	96.6	89.5	A
ETH Ethiopian Airlines	25/11/04	14:31	28	DC86	ZSOZV	96.3	89.4	A
AIN African	18/11/04	21:03	28	F100	EIDFZ	95.2	89.2	A
International Airways	28/10/04	08:03	28	F100	EIDFZ	94.3	89.0	A
AIN African	12/10/04	15:48	10	DC86	ZSOZV	98.7	89.0	D
International Airways	07/11/04	21:04	28	DC86	ZSOZV	96.5	89.0	A
EUJ Eujet								
EUJ Eujet								
AIN African								
International Airways								
AIN African								
International Airways								

**Average Noise Level Report**  
Nov 2004

Clarendon school EMU 2		Arrival/ Departure	Avg. Lmax dB(A)
	December 2003	A	90.5
	December 2003	D	90.6
	January 2004	A	90.0
	January 2004	D	94.7
	February 2004	A	89.1
	February 2004	D	89.7
	March 2004	A	90.5
	March 2004	D	87.6
	April 2004	A	89.6
	April 2004	D	92.6
	May 2004	A	90.9
	May 2004	D	90.2
	June 2004	A	90.2
	June 2004	D	91.0
	July 2004	A	89.2
	July 2004	D	88.7
	August 2004	A	86.6
	August 2004	D	89.2
	September 2004	A	80.8
	September 2004	D	79.5
	October 2004	A	81.8
	October 2004	D	82.3
	November 2004	A	80.3
	November 2004	D	79.8

**Quarterly Noise Events - Top Twenty (Movements)**

Between 01/09/2004 and 30/11/2004

Location: St Nicholas Roundabout Monitor No. 1

airline		Arr/ De p	Date	Time	Ru nw ay	A/C Type	Registrati on	SEL	Lmax dB(A)
AZS	Aviacon Zitotrans	D	01/09/04	18:04	28	IL76	RA76352	101.1	93.3
AIN	African International Airways	D	17/10/04	21:27	28	DC86	ZSOZV	101.3	91.9
AIN	African International Airways	D	14/09/04	11:39	28	DC86	ZSOZV	99.4	90.0
AIN	African International Airways	D	05/11/04	10:15	28	DC86	ZSOZV	99.4	89.3
CLX	Cargolux	D	20/11/04	16:09	28	B742	TFARJ	96.7	87.5
APW	Arrow Air	D	28/09/04	10:15	28	DC86	N791AL	97.3	86.5
BEC	Berkut State Air Company	D	15/10/04	19:01	28	AN12	UN11373	94.1	85.0
VEA	Vega Airlines	D	18/09/04	19:37	28	AN12	LZVED	92.9	84.6
EUK	Air Atlanta Europe	D	11/11/04	10:31	28	B742	GBDXJ	95.2	84.4
BEC	Berkut State Air Company	D	18/11/04	11:35	28	AN12	UN11373	93.5	83.6
EUJ	Eujet	D	22/09/04	18:12	28	F100	EIDFZ	90.8	83.0
AIN	African International Airways	D	25/10/04	14:58	28	DC86	ZSOZV	95.2	82.2
AIN	African International Airways	D	17/09/04	18:35	28	DC86	ZSOZV	93.5	82.0
EUJ	Eujet	D	25/09/04	16:49	28	F100	EIDFC	87.6	81.9
RIN	Airline Transport	D	05/10/04	19:59	28	IL76	ERIBM	92.6	81.9
AIN	African International Airways	D	14/10/04	15:23	28	DC86	ZSOZV	92.7	81.4
AIN	African International Airways	D	21/11/04	20:22	28	DC86	ZSOZV	93.4	81.4
AIN	African International Airways	D	25/10/04	18:06	28	DC86	ZSOSI	91.9	81.1
MTL	RAF Avia	D	06/11/04	10:00	28	AN26	YLRAC	91.1	81.1
EUJ	Eujet	D	04/10/04	06:18	28	F100	EIDFZ	93.8	80.6

**Average Noise Level Report**  
Nov 2004

St Nicholas EMU 1		Arrival/ Departure	Avg. Lmax dB(A)
	December 2003	A	75.9
	December 2003	D	84.9
	January 2004	A	77.9
	January 2004	D	84.9
	February 2004	A	76.2
	February 2004	D	85.9
	March 2004	A	77.4
	March 2004	D	82.3
	April 2004	A	78.6
	April 2004	D	83.8
	May 2004	A	76.9
	May 2004	D	84.9
	June 2004	A	75.3
	June 2004	D	86.8
	July 2004	A	77.2
	July 2004	D	85.0
	August 2004	A	87.6
	August 2004	D	86.9
	September 2004	A	77.3
	September 2004	D	79.4
	October 2004	A	76.1
	October 2004	D	77.0
	November 2004	A	77.0
	November 2004	D	76.2

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**Manston Airport Consultative Committee (M.A.C.C)**

13 December 2004

Richard Samuel Esq.,  
Chief Executive  
Thanet District Council PO Box 9  
Cecil Street Margate Kent  
CT91XZ

Dear Richard

**KENT INTERNATIONAL AIRPORT-MANSTON: SCHEDULED PASSENGER OPERATIONS**

1. We are writing to inform you of our plans to support EUjet's summer schedule of operations for the period April- September 2005 and, in the context of the extant Section 106 Agreement between us, to explain the measures we have already taken and intend taking to mitigate any adverse noise impact on residents.

2. Over the first thirteen weeks of its operation EUjet has flown some 71,000 passengers and taken bookings of 151,000 seats. In relation to the target of some 800,000 passengers in the first full year of operation these sales figures are most promising. But without the ability to intensify the use of its current aircraft fleet and in so doing to offer additional destinations in response to passenger demand for additional leisure and business destinations, EUjet risks the ability to capitalise on its early successes and achieve the growth essential for long-term sustainability.

3. It is against that background that EUjet will this Wednesday publish its schedule for Summer 2005. The new schedule (copy attached) will include routes to a range of Spanish destinations, including Seville and Valencia; to Budapest and, in support of the business needs of Kent & Medway, flights to Newcastle, Belfast and Cologne. Securing slots for these new routes has not been without difficulty but EUjet has done exceptionally well and is to be commended on having made every effort to contain as many as possible of these flights within the established operating patterns of Kent International Airport. But it has not been possible to accommodate the entire schedule within the Airport's normal operating hours. And it is to that subject that we are writing well in advance of the actual operation of the Summer 2005 schedule to explain the effects of the new changes.

4. The key effect of these changes is that certain flights will arrive home at Manston after 2300 hours. Specifically, they are:

Weekdays:	Arrival from Glasgow	ETA 2310 (local)
Weekdays:	Arrival from Newcastle	ETA 2315 (local)
Thursdays:	Arrival from Malaga	ETA 0030 (local)
Fridays:	Arrival from Faro	ETA 0040 (local)
Saturdays:	Arrival from Seville	ETA 2335 (local)
Saturdays:	Arrival from Malaga	ETA 2350 (local)
Sundays:	Arrival from Ibjza	ETA 0020 (local)
Sundays:	Arrival from Malaga	ETA 0055 (local)

With four exceptions these late arrivals should have landed before midnight.



5. In deciding whether or not to support EUjet's Summer 2005 schedule we have given careful consideration to the terms of the extant S106 Agreement and to the scenarios that were envisaged when it was drafted. At that time the potential for arrivals and departures at night centred on the use of the Airport by dedicated cargo aircraft with a Quota Count of 4 or more. In addition the S 106 catered for irregular night flights. Throughout, the presumption was that night flights would be by comparatively noisy cargo aircraft as evidenced by paragraphs 1.1 to 1.3 of the Agreement where the emphasis throughout is on only permitting use by aircraft with a Quota Count less than 4.

6. The commercial imperatives and operating circumstances that have prompted EUjet to seek our support for out of hours flying are we believe justified given the overall long-term benefits to the region of securing a successful scheduled passenger operation from Manston. In the context of our noise management policy we know that EUjet has stripped out of its schedule all but essential flights in order to maximise efficiency and limit the impact of noise disturbance to local residents. The fact that the Fokker 100 aircraft operated by EUjet has a Quota Count of 0.5 also means that the actual noise disturbance to residents is at the absolute minimum of any noise disturbance scale; indeed since the introduction of EUjet's operation in September and the withdrawal of MK Airlynnes we have clear evidence of a significant reduction in the average Lmax dB(A) ([see attached](#)). And, importantly, EUjet's operating ethos assumes that its aircraft fleet is based overnight at Manston; the Summer 2005 schedule envisages no departures from Manston between the hours of 2030 (local) and 0600 (local).

7. We must emphasise: that none of this represents the first step towards 24 hour flight operations at Manston. There is no public demand for night flying, and even if there were, the cost of staffing the airport throughout the night would make the whole operation totally uneconomic. In formal terms, and using the language of the Second Schedule of the Section 106 Agreement, we are consulting the Council on the following very limited night-time flying policy:

**'That where scheduling imperatives and slot allocations so require, and where reasonable endeavours have been taken to avoid the need for it, the Airport's resident airline shall be permitted to land 12 aircraft per week between the hours of 2300 and 2400 and 4 aircraft per week between the hours of 2400 and 0100 providing such aircraft have a Quota Count of no more than 0.5'.**

8. We very much regret that the full six month consultation period is being curtailed. Here we are the victim of the airline industry's slot allocations cycle. S106 for summer schedules are allocated in at an international conference in November. Airlines' full scheduling exercise cannot be completed until this has happened. In EUjet's case this process ended last week and we are therefore bringing it to you at the first opportunity.

9. As part of the consultation process we now intend to take the following steps, the outcomes of which will be published at the first opportunity:

**(a) First, to commission Bickerdike Allen to undertake an independent assessment of the impact of occasional night-time aircraft noise on local communities recognising that the approach used for the assessment differs from that used for daytime flights;**

**(b) Secondly, to invite EUjet and the Airport Director to review operating procedures with the aim of identifying operating measures that will minimise arrival noise; and-**

**(c) Thirdly, in the light of the recommendations to emerge from these actions, to consider what further noise amelioration and mitigation measures - embodying the principles of UK best practice and the appropriateness of those principles**

**to prevailing local conditions - might sensibly be introduced.**

The results of this work will be available for full scrutiny and we are happy that they also be available to inform the consultation process.

We are writing in identical terms to Sir Alistair Hunter as Chairman of the Manston Airport Consultative Committee, who has kindly agreed to allow us to make a presentation to the meeting of the Manston Consultative Committee on 15 December. We should now be grateful if you would ensure that copies of this letter and its attachments are provided to Cabinet Members at the earliest opportunity.

Yours sincerely  
Tony Freudmann  
Chairman Director,  
London Manston Airport plc

Paul Tipple  
Corporate Affairs  
London Manston Airport plc

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***Manston Airport Consultative Committee (M.A.C.C)***

**UPDATE ON SECTION 106 AGREEMENT**

**1. Introduction**

1.1 The existing Section 106 Agreement between the Council and Planestation remains in place by mutual agreement.

1.2 [Full Council received a report from me on 21<sup>st</sup> October 2004](#). And resolved that;

1. the existing S106 Agreement will form the basis of public consultation
2. the Council will engage technical consultants; Stratford

Councillors made it clear that they wished public consultation to be as wide as possible.

1.3 Since then, Stratford has been instructed to review the S106 in a national and local context and report back to the Council in January.

1.4 I have met CPRE and some members of MAG, on 12.11.04, regarding their views of the current S106 and its performance. Other requests for meetings will also be met.

**1. Information**

2.1 Via its Corporate Strategy Board and Scrutiny Committee structure the Council will consider detailed arrangements for public consultation. At this early stage it is envisaged that the following process will be appropriate.

2.2 Timescales, are yet to be set.

2.3 There may be speculation about which parts of the current S106 should change. But at this stage the Council will wish to be objective and not prejudice the consultation process.

2.4 The MACC could have a key role in facilitation of public consultation/engagement.

## 1. **Conclusions**

3.1 Comments from the Committee are welcome.

3.2 The MACC will itself be a key consultee.

Brian White  
Head of Environmental Services  
Thanet District Council  
Tel: 01843 [577007](tel:01843577007)  
[brian.white@thanet.gov.uk](mailto:brian.white@thanet.gov.uk)

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**KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE (K.I.A.C.C.)**  
previously known as  
**Manston Airport Consultative Committee (M.A.C.C)**

**Minutes of meeting held at 2.00pm on 22 March 2005 at Manston Village Hall**

<b>PRESENT</b>	
	Chairman
	Secretary
	PlaneStation Group Plc
	Thanet District Council
	Thanet District Council
	Canterbury City Council
	Dover District Council
	Kent County Council
	Acol Parish Council
	Birchington Parish Council
	Manston Airport Group
	Manston Parish Council
	Minster Parish Council
	Monkton Parish Council
	St Nicholas Parish Council
	KAPC Dover
	Canterbury
	Ramsgate Residents
	Cliffsend Residents Association
	SEEDA
Thanet Chamber of Commerce	
Thanet District Council	
Thanet District Council	
Thanet District Council	

The Chairman and committee welcomed back Gerry Glover.

**APOLOGIES** Apologies for absence were received from: [REDACTED]  
[REDACTED] (KCC); [REDACTED] (Monkton PC) *alternate* [REDACTED]  
(Broadstairs Town Council).

The Chairman read out a letter from Tony Freudmann stating that he had left PlaneStation Group on 4<sup>th</sup> March. Mr Freudmann thanked the Committee for its contribution to what he felt was a democratic process.

**1. MINUTES** The Minutes of the meeting held on 15<sup>th</sup> December 2004, having been previously circulated, were accepted and signed by the Chairman as a true record.

## **2. MATTERS ARISING**

**2.1.** Item 8.1.3: St Nicholas Monitor. Investigation into the abnormally high readings in August was still ongoing. (*see following Item 6*)

## **3. Change of Committee Name**

**3.1.** It was agreed after a vote, that the name of the Committee be changed to Kent International Airport Consultative Committee to fall in line with the recent change of the title of the Airport.

## **4. BUSINESS DEVELOPMENT REPORT – Paul Tipple**

**4.1. Airport infrastructure:** Mr Tipple reported on plans to extend the car parking facility from 650 to 1100 spaces, to cater for the increasing number of EUjet passengers. Archaeological surveys, assessments of likely impact of further road developments and traffic growth were being undertaken before plans were submitted to Thanet District Council.

**4.1.1.** Cllr Dennis Hart, referring to the December 2004 meeting, asked whether planning application was to be submitted for the construction of a new passenger terminal. Mr Tipple stated that, as a result of the internal improvements made to the existing building, it would not be necessary until such time as passenger levels rose to 200,000p.a. (predicted by the end of 2005).

**4.2. Planestation:** Passenger reaction to the EUjet operation had been favourable, with the exception of those who had been subject to late arrivals and departures. Delays had been caused partly by air traffic control problems, and partly by technical difficulties that had necessitated wet leasing BAE 146 or B737 aircraft.

**4.3.** Queries were raised regarding the effect on the local community of aircraft other than Fokker 100s used by EUjet, and future additional passenger and freight operators.

**4.3.1.** Paul Tipple stated that the aircraft generally used by the Eastern European passenger operators, with whom discussions were in hand, were B737s. British Airways Cargo, with whom discussions with Planestation were ongoing, currently utilised 3x747-100F and 1x747200F aircraft, which had a Quota Count of 4 on take-off and QC2 on arrival. This operator had no current schedule operating after 11pm.

**4.3.2.** Cllr Hart hoped that the steep angle of ascent of Fokker 100 aircraft could be achieved by B737s, and suggested that if a similar angle were followed on descent, the duration of noise disturbance would decrease. Paul Tipple said that, as far as he knew, B737s were capable of operating in a manner similar to

that of the Fokker 100. Regarding angle of descent, it was thought in the industry that a steep angle of descent created greater noise disturbance overall. It was hoped that work currently being undertaken with Manchester Airport would produce a more sophisticated understanding of the impact of noise by modelling different scenarios.

1. **KIA – Quarterly statistics** - Paul Tipple (*papers previously circulated*)
  - a. [Sec 106 Compliance Reports](#)
  - b. [Complaints](#)
  - c. [Runway Utilisation](#) etc

### **5.1. Complaints:**

**5.1.1.** EUjet training flights during the quarter had attracted several complaints. These flights had, however, been conducted within the terms of the S106 Agreement.

**5.1.2.** There had been understandable concern about the many late departures of EUjet aircraft (later than 11pm). The aircraft temporarily leased to replace Fokkers undergoing maintenance had to return to their base having arrived at the Airport before 23.00hrs.

**5.1.3.** Cllr Hart asked for confirmation that, under the current S106 Agreement, these late flights did not attract the imposition of fines. Both the Chairman and Brian White (TDC) agreed that the part of the S106 covering night flying was less than perfect. Mr White confirmed that the current S106 did not capture those late arrivals. There was some ambiguity as to whether these flights were "regular". Currently, penalties applied only to aircraft with a Quota Count of 4 or more. TDC officers were studying the subject, which had been raised during current consultation with local communities.

**5.1.4.** Cllr Latchford stated that late flights had been accepted until the end of September, the current S106 was currently being put out to public consultation, and hopefully late flights would be better covered in the renegotiated Agreement.

**5.1.5.** Len Claisse was concerned that increased flights under the imminent summer schedule may increase the number of late flights. Paul Tipple was not confident that EUjet would be able to continue to fly to schedule. Much would depend upon which aircraft would actually fly home from the longer distance routes coming in between midnight and 1am. The Airport had, therefore, told EUjet that it did not want the leased aircraft utilised on those routes.

**5.1.6.** Cllr Flaherty referred to the proposed night-time flying policy (Agenda item 9a) which proposed that all late arrivals approach from the west and that any exceptions should be reported with justification. This meant that most late aircraft would arrive over Herne Bay. He wondered anyway if it was feasible. Cllr Roberts was confident that 80-90% of late arriving aircraft approached from the west. Malcolm Kirkaldie disagreed. He regularly experienced late flights arriving over



Ramsgate when there had been no apparent wind conditions.

**5.1.7.** Paul Tipple understood that with wind speed of over 5 knots, it was normal practice for aircraft to land into the wind. With wind speed below 5 knots, the pilot could determine, with advice from Air Traffic Control, to land on whichever runway would cause the least disturbance to Ramsgate residents. Mr Tipple said that it was wholly unreasonable and unacceptable for pilots to needlessly deviate from designated routes. Such contraventions should be addressed. There were weaknesses in the recording system that required attention by the Airport Company. However, without a more sophisticated recording system, it was not possible to provide reliable tracking of aircraft.

**5.1.8.** Cllr Hart reported a rumour that EUjet pilots had been told that it was cheaper and more cost effective to fly in over Ramsgate, rather than circle round to approach from the west. Paul Tipple agreed to investigate. **ACTION PT**

**5.2. Replies to complaints:** The Chairman said that at a sub-group meeting last year, Alastair Robertson had agreed to improvements to the terms of standard letters sent in response to complaints. The suggested improvements had not yet been put into practice. In the absence of Alastair Robertson, Paul Tipple reported that the matter was being addressed. It was also the intention of the Airport to, where possible, publish advance notice of training flights.

## **6. SECTION 106 Compliancy – figures previously circulated**

**6.1. [Noise Monitor readings](#):** Paul Martin pointed out the reduction in noise levels at the Ramsgate monitor since the departure of MK freighters. Readings at St Nicholas had shown abnormally high readings for August 2004, December and February 2005.

**6.1.1.** As reported at the December meeting, the mobile monitor was to be used in conjunction with the fixed monitor to validate accuracy and assess causes for these abnormal readings. This exercise had been delayed by health and safety rejection of the proposed site, and by staff shortages. Mr Martin introduced Penny Button, newly recruited to TDC to assist investigation into this and other issues.

**6.1.2.** Cllr Dennis Hart had noted from the Alan Stratford report, for TDC, that the use of two noise monitors at each end of the runway had been recommended, to provide more accurate readings. Mr Martin said that the mobile monitor would be utilised for that purpose.

**6.1.3.** The Chairman, said the accuracy of the readings from the western monitor remained a serious issue. Robin Tapsell, who lived 1 mile from the St Nicholas roundabout, frequently saw aircraft flying directly overhead, a considerable distance from the monitor, and continuing in a straight line.

**6.1.4.** Summing up, the Chairman said the problems were:

**6.1.4.1.** inability to site the fixed monitor at the western end of the runway in the specified position directly in line with the runway

**6.1.4.2.** problems with siting the mobile monitor in order to proceed with investigations to be carried out

**6.1.4.3.** the fact that whereas arrivals followed a direct line, departures did not, thereby not flying directly over the noise monitor.

**6.1.5.** Malcolm Kirkaldie requested consideration of the provision of two hand-held monitors to enable the registration of off-route flying incidents.

**6.1.6.** The Chairman asked that urgent consideration be given to providing more accurate readings, particularly with the imminent commencement of the EUjet summer schedule which was to be closely monitored.

**6.1.7.** Paul Tipple said the situation had changed as, at the time the 2 fixed monitors had been installed, their purpose had been, essentially, to monitor the noise from large wide-bodied aircraft that had had to maintain certain flight routes. The introduction of significantly smaller aircraft provided the opportunity to engineer flight routes, in particular departure routes, that would avoid the key populated areas particularly to the west. Mr Tipple understood that the Alan Stratford Report, (which had not been yet been given to him) advised the use of additional monitors. He suggested a splay of monitors at the western end to enable noise tracking of inbound aircraft on a straight course, as well as of departing aircraft going in different directions

**6.1.7.1.** Paul Martin confirmed that the change in type of aircraft using the Airport had raised new issues. Part of Penny Button's work would be to look at benchmarking the airport against the standard of other similar airports.

**6.2. Pollution monitoring:** *(papers previously circulated)*

**6.2.1.** Paul Martin outlined the new format of Air Quality Reports. Levels remained well below the Annual Mean Objective.

## **7. SECTION 106 RENEGOTIATION and PUBLIC CONSULTATION** *(paper previously circulated)*

7.1. Brian White updated members on the current position regarding public consultation. Meetings had commenced with parish councils. By mid-May results of feedback from local meetings and the Mori questionnaire would be completed. The intention was to use Mori to produce a report to be submitted to full Council in September. Opinions from the public needed to be married together with empirical data from the report by Alan Stratford Associates and from monitoring of the Night Time Flying Policy. Final results of the complete consultation would be submitted to TDC in December.

7.2. Cllr John Bragg asked whether Canterbury City and Dover District Councils would be consulted, as had been the case during negotiation of the existing Agreement. Mr White confirmed that he was in contact with officers of both Councils and that correspondence had taken place with several groups in those areas. All information

made available to Thanet residents would be available to Dover and Canterbury.

7.2.1. Mr White said that at present there was no definitive list of key stakeholders but he would notify the Secretary when this became available from Mori. **ACTION BW**

7.3. The Chairman referred to the statement in the paper that the Stratford report was public domain. He asked how the document had been made available to the public. Brian White said the draft report had been posted on the TDC website.

## 8. SUMMER NIGHT FLIGHTS SCHEDULE

### 8.1. Proposed [Night Flying Policy](#)

8.1.1. Brian White reported that the proposal for summer night flights had been put before Cabinet in December, and full Council in January, when it had been agreed in principle to support the proposal.

8.1.2. Referring to the section on runway usage by arrivals, Mr White said that Council had wanted to protect the interests of the largest group of residents (i.e. Ramsgate). The reason for the reporting of exceptions together with complex monitoring was to assist in involving local opinion and guide future decision taking.

8.1.3. The final version of the Policy would be forwarded to the Secretary for distribution to all Committee members. **ACTION BW**

8.1.4. Cllr Hart said that he had, at the meeting of cabinet, clearly expressed his concerns. He had been told on that occasion by the Chief Executive of TDC that the proposed night-time flying policy was a temporary agreement for the period of the S106 consultation, and would be included in that consultation. However, at the full Council meeting, it had been stated that the Night Flying Policy would form part of the S106, but it would NOT be included within the public consultation. Whilst he had supported agreement to a temporary policy, Cllr Hart was concerned at lack of consultation with local residents concerning night flying arrangements, as night flying was clearly included in the S106 Agreement.

8.1.4.1. Mr White said it had been made clear at the Council meeting that the night-time flying policy proposed by Planestation to assist the first twelve months operation of EUjet, could be accepted within the terms of the S106 Agreement. The required six months' consultation had not been possible due to the timing of the Slot Conference. Over the Christmas period, the Council had made best efforts to involve as many members of the public as were interested. The existing S106 Agreement now included a temporary Night-Flying Policy covering a six month period

8.1.4.2. Mr White confirmed the Chairman's

understanding that:

**8.1.4.2.1.** the Night Flying Policy to be issued would specify that it was for a limited term covering the summer schedule;

**8.1.4.2.2.** when public consultation had been completed, views from the public on this issue would be considered in drawing up new night flying clauses in the new S106 Agreement;

**8.1.4.2.3.** such clauses may or may not include a night flying policy.

**8.1.5.** Mr White stated that the timing of the consultation was intended to allow for review of the night flying policy in October, and report back to full Council in December along with information that Council would have considered itself.

**8.1.6.** Peter Ditton (Manston) asked for confirmation that the reference to EUjet passenger aircraft did not include those aircraft that were wet-leased. Paul Tipple suggested that aircraft be limited to those with QC of 0.5 or less.

**8.1.7.** Cllr Flaherty wished to put on record that Canterbury City Council had taken a balanced, cross party view and had agreed to take a fair share of the night flights.

**8.1.8.** Bernard Clayson wondered whether limiting the night flying policy to EUjet aircraft only would compromise the position of the Airport regarding contravention of the CAA licence. This stipulated that terms and conditions offered to one operator, must be offered to any other operators who may use the Airport in future.

**8.1.9.** Mr Clayson felt that the public were confused as to the line between daytime and night time flying hours. For example, how could an aircraft fly at 1am and not be classed as a night flight? Mr Clayson thought a General Flying Policy would be preferable to a Night Flying Policy. Brian White agreed that the phraseology used in the current S106 was confusing.

**8.1.10.** Malcolm Kirkaldie noted that during the imminent six month period of night flights, there could be as many as 1,000 night flights before any discussion took place, causing great disturbance to the residents of Ramsgate. He felt that the S106 Agreement had let down the public.

**8.1.11.** Cllr Roger Latchford said it had been made quite clear to Cabinet that the choice had been whether or not to support EUjet and its future in Thanet. The prediction of thousands of night flights was without basis on current information. The aim of the public consultation

was to produce a revised S106 Agreement to include the views of the population. Cllr Latchford said it was important to ensure that the revised S106 Agreement would be well-written and would serve the best interests of all the public, including Ramsgate residents.

**8.2. Monitoring the Night Flights – proposal by the Chairman**

**8.2.1.** The Chairman presented the attached paper that had been previously circulated to members.

**8.2.2.** Brian White confirmed that the information would be collected by both Planestation and TDC, in an agreed format. The views of KIACC and other organisations would be taken into account.

**8.2.3.** Malcolm Kirkaldie felt that the information should be brought to the next KIACC meeting for discussion, rather than in six months' time. However, the majority of members agreed that the six month period was necessary in order to ascertain the full effect of the EUjet summer schedule.

**8.2.4.** Cllr Bragg requested that figures supplied by the Airport should include justification for any deviation from the Night Flying Policy.

**8.2.5.** Cllr Hart totally supported the Chairman's proposals. His greatest concern was the provision of reliable, accurate noise readings from suitably sited monitors, which should be in place before the Summer Schedule. Currently, EUjet, or any other operator, could justify any deviation by claiming prevailing windspeed, without fear of reprisal.

**8.2.6.** Ian Minter, referring to Paul Tipple's earlier statement (Item 6.1.8) suggested that the current noise monitoring system was out of date, having not been adjusted to cover the change in type of the greatest number of aircraft using the Airport, coupled with the lack of tracking equipment.

**8.2.6.1.** Paul Tipple said the system, designed in 2003, was sophisticated. Meteorological information provided the Airport with prevailing windspeeds, enabling the explanation of deviations, based on advice from Air Traffic Control. There was little more that could be done to improve matters, apart from better placing of the mobile monitor, with the obvious exception of tracking equipment.

**8.2.6.2.** Brian White was confident that the proposed monitoring of night flying would enable the provision of an accurate picture of the effects of the summer schedule.

**8.2.7.** In answer to the Chairman, Mr White confirmed that a Night Flying Policy would be in place before the commencement of the summer schedule.

**8.2.8.** Summing up, the Chairman said reservations had been

expressed as to the quality of the readings from noise monitoring, and he hoped that the TDC team had noted the concern expressed on the length of time involved in improving the system in order to address these concerns.

**8.2.9. IT WAS AGREED** that the next two meetings be held in July and October.

**8.2.10.** The Committee **AGREED** to the Chairman's proposals as above, with the addition of figures supplied by the Airport as suggested by Cllr John Bragg.

## **9. AIRPORT COMMUNITY FUND**

**9.1.** The Chairman reported:

**9.1.1.** the Fund panel had agreed that administration of the Fund be handed over to Thanet Community Development Trust for an experimental period of one month

**9.1.2.** a grant of £20,000 had been made to Thanet Community Transport to cover the purchase and one year's insurance of a community bus, to be used for charitable purposes. The bus would be signed to show that the Airport Community Fund had donated it

**9.1.3.** there was currently a balance of £8,323 in the Fund

**9.1.4.** Paul Tipple stated that £32,000 was still owed to the Airport by MK Airlines relating to fines incurred by the flights to Iraq.

## **10. DATE of NEXT MEETING**

**10.1.** The Secretary would negotiate dates convenient for meetings in July and October, at a venue to be advised.

**10.2.** Cllr Hart suggested TDC Council Chamber, which had the advantage of sound amplification and recording equipment. Gerry Glover suggested Minster Community Centre. Members would be advised as soon as possible **ACTION TMS**

**Please note: Next meeting to be held on Thursday 21st July in the TDC chamber at 2pm.**

[KIACC INDEX](#)

**Manston Airport Consultative Committee (M.A.C.C)**

COMPLAINT FORMS BY LOCATION		
	November 04 – January 05	November 03-January 04
Birchington	0	0
Broadstairs	0	0
Canterbury	0	1 (1)
Chestfield	0	0
Cliffsend	0	0
Cliftonville	0	0
Deal	0	0
Herne Bay	10 (4)	3 (1)
Margate	0	0
Manston	6 (2)	0
Marshside	20 (1)	6 (1)
Minster	4 (2)	1 (1)
Monkton	5 (2)	0
Ramsgate	187 (7)	173 (6)
St. Nicholas at Wade	6 (4)	3 (1)
Sandwich	0	0
Sarre	0	0
Tankerton	0	3 (1)
Walmer	0	1 (1)
Westgate on Sea	82(1)	71 (1)
Whitstable	0	2 (1)
Total	320	268
\ during November 04 – January 05 320 forms generated 575 complaints		
\ during November 03 – January 04 268 forms generated 583 complaints		
November 04 – January 05 total number of complainants was 23		
November 03 – January 04 total number of complainants was 15		

TOP 10 COMPLAINTS GENERATED						
November 04-January 05						
NO.	DATE	TIME	ARR/DEP	RWY	NOC	AIRLINE
1	12.01.05	2332	DEP	28	7	AFRICAN INTNL*
2	12.01.05	2318	DEP	28	6	UNITED ARABIAN
3	17.01.05	2314	ARR	28	5	EU JET
4	15.01.05	VARIOUS	TRG	10	4	EASY JET
5	16.01.05	2351	ARR	28	4	EU JET
6	02.11.04	0637	DEP	10	3	AFRICAN INTNL
7	01.11.04	2027	ARR	10	2	EU JET
8	01.11.04	2149	ARR	10	2	EU JET
9	05.12.04	2322	ARR	28	2	EU JET
10	12.12.04	1126	DEP	10	2	UNITED ARABIAN

\* HUMANITARIAN AID

EASY JET TRG – TIMINGS AS FOLLOWS

TOTAL OF 25 CIRCUITS

1039-1106, 1118-1149, 1157-1231 FOLLOWED BY A BREAK OF 34 MINUTES

1305-1418, 1435-1519 FOLLOWED BY A BREAK OF 1 HR 11 MINS

1630-1657, 1706-1734 AND DEPARTED MSE AT 1755



## Departures Summary

November 04 - January 05						November 03 - January 04					
	Total	Rwy 28	%	Rwy 10	%		Total	Rwy 28	%	Rwy 10	%
<b>Nov-04</b>						<b>Nov-03</b>					
Heavy	401	285	71.1	116	28.9	Heavy	86	42	48.8	44	51.2
Light	914	785	85.9	129	14.1	Light	713	390	54.7	323	45.3
Total	1315	1070	81.4	245	18.6	Total	799	432	54.1	367	45.9
<b>Dec-04</b>						<b>Dec-03</b>					
Heavy	433	347	80.1	86	19.9	Heavy	105	49	46.7	56	53.3
Light	390	339	86.9	51	13.1	Light	697	299	42.9	398	57.1
Total	823	686	83.4	137	16.6	Total	802	348	43.4	454	56.6
<b>Jan-05</b>						<b>Jan-04</b>					
Heavy	457	386	84.5	71	15.5	Heavy	91	83	91.2	8	8.8
Light	405	370	91.4	35	8.6	Light	369	349	94.6	20	5.4
Total	862	756	87.7	106	12.3	Total	460	432	93.9	28	6.1

## Section 106 Compliancy Reports

November 04 - January 05

**Airport  
Movements**

	Nov-04	Dec-04	Jan-05	<b>Quarterly Total</b>
Fixed Wing	2637	1635	1727	<b>5999</b>
Helicopters	131	94	97	<b>322</b>
<b>Total</b>	<b>2768</b>	<b>1729</b>	<b>1824</b>	<b>6321</b>

**Runway  
Utilisation**

Runway 10	472	260	212	<b>944</b>
Runway 28	2165	1375	1515	<b>5055</b>
<b>Total</b>	<b>2637</b>	<b>1635</b>	<b>1727</b>	<b>5999</b>

Total Movements between	2300-0700	53	67	68	<b>188</b>
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Coastguard Movements G-BCEN		0	0	1	<b>1</b>
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Commercial Movements		53	67	67	<b>187</b>
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Fine Imposed #		£0.00	£0.00	£1,000	<b>1000</b>
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Training between	2300-0700	0	0	0	<b>0</b>
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Departures to Europe between *	0600-0700	48	51	52	<b>151</b>
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Arrivals from United States between	0600-0700	0	0	0	<b>0</b>
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Engine runs	2100-2300	0	0	2	<b>2</b>
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between

Engine runs  
between

2300-0800

0

0

0

**0**

Identified  
Breaches in  
Noise  
Abatement  
Procedures

0

0

0

**0**

Incidents  
Under  
Investigation

0

0

0

**0**

# 12.01.05 United  
Arabian Departure at  
2318 DC-8 STUAA

\* November 04 48

December 04 50 - EUjet,  
1 - PVT

January 05 52 - EUjet

+ 11.01.05 EUjet  
2140-2200,  
12.01.05 EUjet  
2215-2300

## Section 106 Compliancy Reports

November 03 - January 04

### ***Airport Movements***

	Nov-03	Dec-03	Jan-04	<b>Quarterly Total</b>
Fixed Wing	1603	1603	921	<b>4127</b>
Helicopters	78	34	59	<b>171</b>
<b>Total</b>	<b>1681</b>	<b>1637</b>	<b>980</b>	<b>4298</b>

### ***Runway Utilisation***

Runway 10	718	892	57	<b>1667</b>
Runway 28	885	711	864	<b>2460</b>
<b>Total</b>	<b>1603</b>	<b>1603</b>	<b>921</b>	<b>4127</b>

Movements between	2300-0700	2	3	4	<b>9</b>
Training between	2300-0700	0	0	0	<b>0</b>
Departures to Europe between	0600-0700	0	0	0	<b>0</b>
Arrivals from United States between	0600-0700	0	0	0	<b>0</b>
Engine runs between	2100-2300	0	0	0	<b>0</b>
Engine runs between	2300-0800	0	0	0	<b>0</b>
Identified Breaches in Noise Abatement Procedures		0	0	0	<b>0</b>

Incidents  
Under  
Investigation

0 0 0

0

### Runway Utilisation

November 04 - January 05

	Nov-04		Dec-04		Jan-05		Quarterly Totals	
		%		%		%		%
<b>Total Fixed Wing Movements</b>	<b>2637</b>	<b>100.0</b>	<b>1635</b>	<b>100.0</b>	<b>1727</b>	<b>100.0</b>	<b>5999</b>	<b>100</b>
Total Movements Rwy 28	2165	82.1	1375	84.1	1515	87.7	5055	84.3
Total Movements Rwy 10	472	17.9	260	15.9	212	12.3	944	15.7
<b>Breakdown by Category</b>								
<b>Total Movements Rwy 28</b>	<b>2165</b>	<b>100.0</b>	<b>1375</b>	<b>100.0</b>	<b>1515</b>	<b>100.0</b>	<b>5055</b>	<b>100</b>
Total Light Movements Rwy 28	1569	72.5	706	51.3	736	48.6	3011	59.6
Total Heavy Movements Rwy 28	596	27.5	669	48.7	779	51.4	2044	40.4
<b>Total Movements Rwy 10</b>	<b>472</b>	<b>100.0</b>	<b>260</b>	<b>100.0</b>	<b>212</b>	<b>100.0</b>	<b>944</b>	<b>100</b>
Total Light Movements Rwy 10	258	54.7	100	38.5	75	35.4	433	45.9

Total Heavy Movements Rwy 10	214	45.3	160	61.5	137	64.6	511	54.1
<b>Total Heavy Movements</b>	<b>810</b>	<b>100.0</b>	<b>829</b>	<b>100.0</b>	<b>916</b>	<b>100.0</b>	<b>2555</b>	<b>100</b>
Total Heavy Movements Rwy 28	596	73.6	669	80.7	779	85.0	2044	80.0
Total Heavy Movements Rwy 10	214	26.4	160	19.3	137	15.0	511	20.0

## November 03 - January 04

	Nov-03		Dec-03		Jan-04		Quarterly Totals	
		%		%		%		%
<b>Total Fixed Wing Movements</b>	<b>1603</b>	<b>100.0</b>	<b>1603</b>	<b>100.0</b>	<b>921</b>	<b>100.0</b>	<b>4127</b>	<b>100</b>
Total Movements Rwy 28	885	55.2	711	44.4	864	93.8	2460	59.6
Total Movements Rwy 10	718	44.8	892	55.6	57	6.2	1667	40.4
<b>Breakdown by Category</b>								
<b>Total Movements Rwy 28</b>	<b>885</b>	<b>100.0</b>	<b>711</b>	<b>100.0</b>	<b>864</b>	<b>100.0</b>	<b>2460</b>	<b>100</b>
Total Light Movements	782	88.4	594	83.5	703	81.4	2079	84.5

Rwy 28								
Total Heavy Movements Rwy 28	103	11.6	117	16.5	161	18.6	381	15.5
<b>Total Movements Rwy 10</b>	<b>718</b>	<b>100.0</b>	<b>892</b>	<b>100.0</b>	<b>57</b>	<b>100.0</b>	<b>1667</b>	<b>100</b>
Total Light Movements Rwy 10	646	90.0	779	87.3	41	71.9	1466	87.9
Total Heavy Movements Rwy 10	72	10.0	113	12.7	16	28.1	201	12.1
<b>Total Heavy Movements</b>	<b>175</b>	<b>100.0</b>	<b>230</b>	<b>100.0</b>	<b>177</b>	<b>100.0</b>	<b>582</b>	<b>100</b>
Total Heavy Movements Rwy 28	103	58.9	117	50.9	161	91.0	381	65.5
Total Heavy Movements Rwy 10	72	41.1	113	49.1	16	9.0	201	34.5

<b>Early and Late Movements: Nov 04 - Jan 05</b>						
		<b>0600-0700</b>		<b>2300-0600</b>		
		<b>Departures</b>	<b>Arrivals</b>	<b>Departures</b>	<b>Arrivals</b>	<b>Total</b>
<b>Nov-04</b>	<b>EUjet</b>	48		1	3	<b>52</b>
	<b>Other</b>			1		<b>1</b>
<b>Nov Total</b>		<b>48</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>53</b>
<b>Dec-04</b>	<b>EUjet</b>	50	2	3	8	<b>63</b>
	<b>Other</b>	1	2	1		<b>4</b>
<b>Dec Total</b>		<b>51</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>67</b>
<b>Jan-05</b>	<b>EUjet</b>	52	2	4	7	<b>65</b>
	<b>Other</b>			3		<b>3</b>
<b>Jan Total</b>		<b>52</b>	<b>2</b>	<b>7</b>	<b>7</b>	<b>68</b>
<b>Total for 3 Months</b>		<b>151</b>	<b>6</b>	<b>13</b>	<b>18</b>	<b>188</b>
<b>Quarterly Summary</b>						
	<b>0600-0700</b>		<b>2300-0600</b>			
	<b>Departures</b>	<b>Arrivals</b>	<b>Departures</b>	<b>Arrivals</b>	<b>Total</b>	
<b>EUjet</b>	150	4	8	18	<b>180</b>	
<b>Other</b>	1	2	5	0	<b>8</b>	
<b>Total</b>	<b>151</b>	<b>6</b>	<b>13</b>	<b>18</b>	<b>188</b>	

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**Manston Airport Consultative Committee (M.A.C.C)**

Manston Airport Grants:			B-747 (9G MKL) - 22/9/03	1,000.00
			B-747 (9G MKP) - 23/9/03	8,000.00
Dumpton Youth Project	430.34		B-747 (9G MKM) - 27/9/03	1,000.00
Inscribing the Island	500.00		MK Airlines - 12/3/04	1,000.00
Monkton PCC	274.00		B-747 (9G MKP) - 4/10/03	2,000.00
Monkton Sports & Rec Club	500.00		B-747 (9G MKP) - 6/10/03	4,000.00
NRHA Centenary Tournament	500.00		B-747 (9G MKP) - 8/10/03	8,000.00
St John Ambulance	500.00		DC-8 (9G MKL) - 17/10/03	1,000.00
Holy Trinity & St Johns School	500.00		B-747 (9G MKL) - 17/10/03	2,000.00
Margate Theatre Royal Trust	500.00		B-747 (9G MKQ) - 22/10/03	1,000.00
Monkton Village Hall	500.00		B-747 (9G MKQ) - 6/11/03	2,000.00
Birchington Youth Group	500.00		25/01/05 ? ???	1,000.00
Manston Methodist Church	500.00			
Minster Fishing Club	500.00			
Salmestone Primary School	200.00			

St Anthony's School Fund	500.00			
MATCH	500.00			
The Ramsgate Society	500.00			
Dame Janet Junior School	500.00			
Priory Infant School	500.00			
Manston Village Hall Committee	500.00			
Thanet Early Years Project	500.00			
Valley Residents Association	300.00			
Monkton Parochial Church Council	200.00			
Thanet Community Transport	20,000.00			
Birchington Primary School	500.00			
		30,404.34		
Current balance to be allocated	8,333.12			
		30,404.34		38,737.46

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***Manston Airport Consultative Committee (M.A.C.C)***

**AGENDA ITEM 9a**

**22 MARCH 2005**

**PROPOSED NIGHT-TIME FLYING POLICY**

**1. Information**

1. This subject was discussed by the MACC on 15 December 2004. Members of the Committee are familiar with the proposal received from Planestation.
2. The Council, and MACC, made the issue public domain. It was reported to the Cabinet of the Council in December, which agreed to support the principle, and recommend it to Full Council.
3. Full Council met on 13<sup>th</sup> January. It received a petition expressing opposition to night-time flights, and several questions were taken from members of the public at the start of the meeting. Full Council then agreed to accept the principle of eleven scheduled night-time passenger arrivals. Negotiation of the detailed policy being delegated to the Chief Executive or other officers as he may determine. It was agreed that the policy will include;
  1. only EU Jet fleet passenger aircraft with a QC of 0.5 shall be permitted to land;
  2. all arrivals to approach from the west and land on runway 10 (ie not Ramsgate). Any exceptions must be reported with justification;
  3. the policy will apply for the six months of summer 2005, April-September, and no longer;
  4. aviation industry best practice noise monitoring of night flying must be in place prior to any arrivals, and throughout the six month period;
  5. using specialist aviation consultant advice regular reports on performance, especially direction of arrival and noise shall be produced by the Airport for the Council;
  6. penalties to apply for additional night-time passenger flights.
1. Dialogue between the Airport Owner and the Council is approaching completion. The Policy must obviously be in place for April.
2. When agreed the final version will be public domain, and copied to all those who expressed an interest in the subject to the Council, and of course the Chairman and Secretary of MACC in order that it may be forwarded to all members of the MACC.

Brian White  
Head of Environmental Services  
Thanet District Council  
Tel: 01843 577007  
[HES@thanet.gov.uk](mailto:HES@thanet.gov.uk)

**AGENDA ITEM 9b**

**MONITORING NIGHT FLIGHTS: A PROPOSAL BY CHAIRMAN, MACC, FOR CONSIDERATION AT THE MACC MEETING ON 22 MARCH 2005**

Circumstances have forced us all into accepting a schedule for April to September 2005 which involves 13 aircraft weekly arriving between the hours of 2300 and 0100 – leave aside aircraft scheduled earlier but arriving late between these night hours, as has been occurring frequently during the past winter. There has been a certain amount of protest about this development, which represents a significant departure in policy by KIA as well as a departure from the current s106 Agreement, and about the way in which it happened.

We should at least not waste this unique opportunity to assess very carefully the degree of disturbance which night flights cause to the community. This involves monitoring objective levels of noise generated by individual aircraft; monitoring the extent to which the community complains about them; and collecting other evidence about levels of disturbance.

**I propose to the Committee that it should agree, at its meeting on 22 March, to take the following action:**

- 1) Formally request Thanet DC to postpone negotiation of the clauses about nightflying in the new s106 Agreement until there has been time to monitor and assess the full six months of summer night flights.
- 2) Request the Director of the airport, starting as soon as possible and at latest wef the first day of the summer schedule, to supply to TDC and MACC within one week from the last day of each month
  - a list of all arrivals and departures during that month between the hours of 2300 and 0700, with columns for aircraft type, departure or arrival, runway used, on schedule or late/early.
  - a list of all complaints made during the month about air traffic movements between 2300 and 0700.
- 3) Request Manchester Airport Consultants, through PlaneStation, starting as soon as possible and at latest wef the first day of the summer schedule, to supply to TDC and MACC within one week of the last day of each month readings from the fixed noise monitors showing the noise made by each individual flight arriving between 2300 and 0700.
- 4) Request Thanet District Council to nominate an officer responsible for collating this information and providing MACC with a comprehensive monthly picture of the effect of all night flights.
- 5) Request Thanet District Council urgently to seek ways of accurately assessing public reaction to the summer night flights, in consultation with MACC.
- 6) Request Thanet District Council to let MACC know their findings as soon as possible in October, ie after the end of the summer schedule.
- 7) Consider postponing the quarterly MACC meeting from September to October so as to provide an early opportunity to debate those findings.

Alistair Hunter, March 2005

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**Manston Airport Consultative Committee (M.A.C.C)****Quarterly Noise Events - Top Twenty (Movements)**Between 01/12/2004 and 28/02/2005, Location: **Clarendon House Grammar School Monitor No. 2**

<b>Airline</b>	<b>Date</b>	<b>Time</b>	<b>Runway</b>	<b>A/C Type</b>	<b>Registration</b>	<b>SEL Lmax</b>	<b>dB(A)</b>	<b>Arr/Dep</b>
ABD Air Atlanta Iceland	13/12/04	11:35	28	B743	TFARU	101.8	96.2	A
ABD Air Atlanta Iceland	05/12/04	14:12	28	B743	TFARU	100.8	94.4	A
ERV Yer-Avia	05/12/04	16:54	28	IL76	EK86724	100.7	94.2	A
SMJ Avient Aviation	10/01/05	15:02	28	DC10	ZARL	100.0	94.2	A
DAH Air Algerie SpA	18/02/05	11:15	28	B742	TFATD	101.2	94.1	A
VEA Vega Airlines	14/01/05	22:07	10	AN12	LZVED	99.7	94.1	D
UAB United Arabian	11/02/05	15:22	10	DC86	STUAA	102.2	93.8	D
FRJ Afrijet Airlines	03/02/05	16:14	28	B722	5NBGQ	100.0	93.7	A
CRL Corsair	07/12/04	14:10	28	B743	FGSEA	99.8	93.6	A
FRJ Afrijet Airlines	05/02/05	07:20	10	B722	5NBGQ	102.7	93.6	D
AIN African International Airways	23/02/05	20:48	10	DC86	ZSOSI	102.1	92.6	D
AIN African International Airways	22/12/04	15:17	28	DC86	ZSOSI	99.0	92.1	A
BGD Air Bangladesh	04/02/05	13:25	28	B742	S2	97.9	91.6	A
BEC Berkut State Air Company	25/01/05	12:22	10	AN12	UN11373	99.3	91.6	D
VIZ Aerovis Airlines	13/02/05	16:57	28	AN12	UREBG	97.2	91.3	A
UAB United Arabian	21/12/04	19:16	28	DC86	STUAA	98.7	91.3	A
BRW Bright Aviation Services	04/01/05	20:00	28	AN12	LZBRV	97.0	91.0	A
ABD Air Atlanta Iceland	24/02/05	13:02	28	B742	TFARG	97.3	90.8	D
BRW Bright Aviation Services	07/12/04	21:43	10	AN12	LZBRV	97.7	90.8	D
AIN African International Airways	25/01/05	13:09	10	DC86	ZSOSI	100.3	90.8	D

### Quarterly Noise Events - Top Twenty (Movements)

Between 01/12/2004 and 28/02/2005. Location: **St Nicholas Roundabout Monitor No. 1**

Airline	Date	Time	Runway	A/C Type	Registration	SEL Lmax	dB(A)	Arr/Dep
ERV Yer-Avia	10/12/04	20:51	28	IL76	EK86724	103.5	95.6	D
ERV Yer-Avia	06/12/04	20:36	28	IL76	EK86724	103.4	95.6	D
ABD Air Atlanta Iceland	14/12/04	12:21	28	B743	TFARU	99.0	90.6	D
AIN African International Airways	24/12/04	11:58	28	DC86	ZSOZI	99.2	89.6	A
UAB United Arabian	20/12/04	08:33	28	DC86	STUAA	100.5	89.4	A
AIN African International Airways	20/02/05	11:39	28	DC86	ZSOSI	93.1	87.7	A
AIN African International Airways	09/02/05	22:58	28	DC86	ZSOSI	97.4	87.6	D
VIZ Aerovis Airlines	14/02/05	15:26	28	AN12	URCBG	96.3	86.0	D
UAB United Arabian	13/02/05	21:33	28	DC86	STUAA	97.3	85.4	D
AIN African International Airways	12/01/05	23:32	28	DC86	ZSOSI	96.9	85.4	D
UAB United Arabian	10/12/04	22:02	28	DC86	STUAA	95.8	85.1	D
UAB United Arabian	04/12/04	09:31	28	DC86	STUAA	95.2	84.9	D
ABD Air Atlanta Iceland	14/12/04	21:00	28	B742	TFARO	94.5	84.9	D
EUJ Eujet	26/02/05	14:24	28	MD82	TFJXB	94.0	83.8	D
EUJ Eujet	28/02/05	12:31	28	MD82	TFJXA	94.0	83.4	D
AIN African International Airways	15/12/04	10:54	28	DC86	ZSOZV	92.4	83.2	D
ABD Air Atlanta Iceland	03/12/04	16:34	28	B742	TFABP	92.7	83.1	D
UAB United Arabian	12/01/05	23:18	28	DC86	STUAA	93.6	82.9	D
UAB United Arabian	07/01/05	11:39	28	DC86	STUAA	93.3	82.5	D
UAB United	20/02/05	20:29	28	DC86	STUAA	94.6	82.4	D

Arabian								
EUJ Eujet	08/01/05	10:44	28	F100	EIDFC	96.0	82.4	D

*Manston Airport Consultative Committee (M.A.C.C)*

**AGENDA ITEM 8**

**22 MARCH 2005**

-

**UPDATE ON SECTION 106 AGREEMENT**

1. **Introduction**

1. This report follows the report provided to the MACC at its [15<sup>th</sup> December](#) meeting.

1. **Information**

1. With reference to the flowchart, shown below:

1. aviation consultants; Stratford, have been appointed and its first draft report is public domain;
2. data on the performance of the S106, since 2000 are being collected by



- Planestation/TDC, and will form part of the final version of the Stratford Report.
3. Planestation will share the platform with TDC, at three public meetings (each to be chaired by the Chairman of MACC). And separately Planestation and TDC will visit six Parish Councils (\*see appended [programme](#));
  1. Mori has been appointed to:
    - conduct a telephone poll
    - format public questionnaires
    - conduct key stakeholder interviews
    - report its findings to the Council

2.2 The intention is to report back, to the Council this late summer including public opinion and the performance data regarding the S106. This will enable Full Council to consider the issues to be dealt with in the successor S106.

2.3 In October, comprehensive review of the Night-time Flying Policy will be carried out. The conclusions from that review will be carried forward into the drafting of the successor document.

2.4 Full Council in December will be in a position to consider full information.

Brian White  
 Head of Environmental Services  
 Thanet District Council  
 Tel: 01843 577007  
[HES@thanet.gov.uk](mailto:HES@thanet.gov.uk)

## **APPENDIX A**

### **PARISH COUNCIL MEETINGS**

<b>DATE</b>	<b>TIME</b>	<b>PARISH</b>	<b>LOCATION</b>
17 <sup>th</sup> March	7pm	MANSTON	Methodist Church Hall
21 <sup>ST</sup> March	7.30pm	ACOL	Village Hall
5 <sup>th</sup> April	7pm	MINSTER	Neighbourhood Centre
7 <sup>th</sup> April	7pm	CLIFFSEND	Village Hall
12 <sup>th</sup> April	7.30pm	ST NICHOLAS-AT-WADE & SARRE	Village Hall
18 <sup>th</sup> April	7.30pm	MONKTON	Village Hall

### **PUBLIC MEETINGS**

<b>DATE</b>	<b>TIME</b>	<b>TOWN</b>	<b>LOCATION</b>
-------------	-------------	-------------	-----------------

29 <sup>TH</sup> March	7pm	Margate	Winter Gardens: Queens Hall
30 <sup>th</sup> March	7pm	Broadstairs	Pavilion on the Sands
11 <sup>th</sup> April	7pm	Ramsgate	Chatham House School

## **ROADSHOWS**

A Consultation coach will be visiting your area on the following:

<b>DATE</b>	<b>AREA</b>	<b>LOCATION</b>	<b>TIME</b>
31 <sup>ST</sup> March	St Nicholas at Wade	High Street	9am – 10.30am
31 <sup>st</sup> March	Acol	The Green	11am – 12.30pm
31 <sup>st</sup> March	Manston	High Street	1.30pm – 3pm
31 <sup>st</sup> March	Monkton	The Street	3.30pm – 5.30pm
31 <sup>st</sup> March	Minster	Car Park, off Monkton Road	6pm – 8pm
1 <sup>st</sup> April	Birchington	High Street	9am – 10.30am
1 <sup>st</sup> April	Margate	Cecil Square	11.30am – 1.30pm
1 <sup>st</sup> April	Cliftonville	Northdown Road, opposite Rooks Butchers	2pm – 3.30pm
1 <sup>st</sup> April	Broadstairs	High Street, outside Tesco	4.30pm – 6pm

1 <sup>st</sup> April	Cliffsend	Outside Village Hall	6.30pm – 8pm
2 <sup>nd</sup> April	Ramsgate	Junction York Street/ Queen Street	9am – 12pm
2 <sup>nd</sup> April	Newington	The Centre	1pm – 3pm
2 <sup>nd</sup> April	Nethercourt	Rydal avenue	4pm – 5.30pm

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**KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE (K.I.A.C.C.)**

previously known as

**Manston Airport Consultative Committee (M.A.C.C)****KENT INTERNATIONAL AIRPORT – MANSTON****NIGHT-FLYING POLICY**

<b>Original</b>	<b>Updated 24/05/05</b>
<p><b>1. Introduction</b></p> <p>1. This night time flying policy is agreed between the Airport Owner and Thanet District Council (the Planning Authority) within the framework of the Section 106 Agreement already in existence between the two parties and extended by mutual agreement pending public engagement and negotiation of a successor agreement.</p> <p>2. The Second Schedule of the existing Section 106 Agreement, paragraph 1.2, requires that the Owner will prepare the night-flying policy at least six months before the commencement of any regular night flying operations after consulting with the Council in accordance with processes set out in 1.3 of the Schedule. On an exceptional basis it has not been possible to comply with this requirement. Full Council agreed on 13 January 2005 that the principle of this policy for a six-month period be agreed. Minute 73 of 2005 refers. But this decision cannot be taken as an indication that any further applications from</p>	<p><b>1. Introduction</b></p> <p>1.1. This night time flying policy is agreed between the Airport Owner and Thanet District Council (the Planning Authority) within the framework of the Section 106 Agreement already in existence between the two parties and extended by mutual agreement pending public engagement and negotiation of a successor agreement.</p> <p>1.2. The Second Schedule of the existing Section 106 Agreement, paragraph 1.2, requires that the Owner will prepare the night-flying policy at least six months before the commencement of any regular night flying operations after consulting with the Council in accordance with processes set out in 1.3 of the Schedule. On an exceptional basis it has not been possible to comply with this requirement. Full Council agreed on 13 January 2005 that the principle of this policy for a six-month period be agreed. Minute 73 of 2005 refers. But this decision cannot be taken as an indication that any further applications from the Airport Owner will be either considered, or accepted.</p>

the Airport Owner will be either considered, or accepted.

1.3. From January 2005 onward, the Section 106 Agreement between the Airport Owner and the Council will be the subject of public consultation during a programme of public engagement. At the end of the period within which the Night-Time Flying policy is operational, it will be reviewed against monitoring reports by the Council and the Airport Owners.

1.3 From January 2005 onward, the Section 106 Agreement between the Airport Owner and the Council will be the subject of public consultation during a programme of public engagement. At the end of the period within which the Night-Time Flying policy is operational, it will be reviewed against monitoring reports by the Council and the Airport Owners.

**2. Purpose of the Night-Flying Policy**

2.1. The policy recognises the business need for the Owner to be permitted to land six passenger aircraft per week between the hours of 2300 and 2400 hours, and five passenger aircraft per week between the hours of 2400 and 0100 hours.

2.2. Adverse environmental impact, in particular noise, will be minimised, controlled and monitored via the content of this policy.

**2. Purpose of the Night-Flying Policy**

2.1. The policy recognises the business need for the Owner to be permitted to land six passenger aircraft per week between the hours of 2300 and 2400 hours, and five passenger aircraft per week between the hours of 2400 and 0100 hours.

2.2. Adverse environmental impact, in particular noise, will be minimised, controlled and monitored via the content of this policy.

**2.3. The Second Schedule, paragraph 1.4.1, of the Section 106 Agreement permits solely passenger arrivals from North America and departures to European destinations between the hours of 0600-0700 provided that the aircraft does not exceed QC4. This Policy does not apply to aircraft movements within the terms of paragraph 1.4.1 of the Section 106**

	<b>Agreement.</b>
<p><b>3. Period of Policy</b></p> <p>3.1. The policy will apply only, for the period between 1 April and 30 September 2005.</p>	<p><b>3. Period of Policy</b></p> <p>3.1. The policy will apply only, for the period between 1 April and 30 September 2005.</p>
<p><b>4. Aircraft Type, and Timetable</b></p> <p>4.1. The scheduled flights listed at Schedule 1 from the EU Jet Summer 2005 Timetable, will be the only night time flights permitted within the terms of this policy.</p> <p>4.2. Passenger aircraft of Quota Count (QC) 0.5, from within the EU Jet fleet will be permitted to land during night time hours within the terms of this policy.</p> <p>4.3. By exception, substitute aircraft for the 11 no. scheduled passenger arrivals may land within the night-time period. Subject to paragraph 6.2 regarding the reporting of reasons for substitution, and 7.2 regarding penalties.</p>	<p><b>4. Aircraft Type, and Timetable</b></p> <p>4.1. The scheduled flights listed at Schedule 1 from the EU Jet Summer 2005 Timetable, will be the only night time flights permitted within the terms of this policy.</p> <p>4.2. Passenger aircraft of Quota Count (QC) 0.5, from within the EU Jet fleet will be permitted to land during night time hours within the terms of this policy.</p> <p>4.3. By exception, substitute aircraft for the 11 no. scheduled passenger arrivals may land within the night-time period. Subject to paragraph 6.2 regarding the reporting of reasons for substitution, and 7.2 regarding penalties.</p>
<p><b>5. Landing Direction and Route</b></p> <p>5.1. All 11 no. night time passenger arrival flights must carry out their final approach from the west, ie landing on runway 10. It is anticipated by the Council that during the summer months meteorological conditions will be such that this may be achieved. Any exceptions will be for aviation and safety reasons and these must be recorded and reported in accordance with Section 6 of the policy. Night time passenger flights arriving will adhere</p>	<p><b>5. Landing Direction and Route</b></p> <p>5.1. All 11 no. night time passenger arrival flights must carry out their final approach from the west, ie landing on runway 10. It is anticipated by the Council that during the summer months meteorological conditions will be such that this may be achieved. Any exceptions will be for aviation and safety reasons and these must be recorded and reported in accordance with Section 6 of the policy. Night time passenger flights arriving will adhere to routes as set out in the existing</p>

<p>to routes as set out in the existing Section 106 Agreement.</p>	<p>Section 106 Agreement.</p>
<p><b>6. Monitoring and Reporting</b></p> <p>6.1. On a weekly basis the Airport Owner will provide to the Council, by 13.00 hours each Monday, via e-mail, an Operational Report that records information of the previous week's night-time aircraft movements as detailed in Schedule 2. This will enable the Council to monitor this policy and to be advised of deviations from it with reasons.</p> <p>6.2. By 17.00 hours on the 7<sup>th</sup> of each calendar month between May and October 2005, the Airport Owner will provide to the Council a Noise Impact Report for the previous calendar month relating to all night-time air traffic movements.</p> <p>6.3. By the third week of October 2005, the Airport Owner will provide a Noise Impact Assessment report comparing the noise exposure contours and noise monitor readings for the period of the Night-Time Flying Policy against recognised standards and guidance. It is to include the provision of night-time period Leq and SEL noise contour maps covering all air traffic movements permitted under this policy between 1 April and 30 September 2005. Such maps to be provided in electronic and hard copy.</p>	<p><b>6. Monitoring and Reporting</b></p> <p>6.1. On a weekly basis the Airport Owner will provide to the Council, by 13.00 hours each Monday, via e-mail, an Operational Report that records information of the previous week's night-time aircraft movements as detailed in Schedule 2. This will enable the Council to monitor this policy and to be advised of deviations from it with reasons.</p> <p>6.2. By 17.00 hours on the 7<sup>th</sup> of each calendar month between May and October 2005, the Airport Owner will provide to the Council a Noise Impact Report for the previous calendar month relating to all night-time air traffic movements.</p> <p>6.3. By the third week of October 2005, the Airport Owner will provide a Noise Impact Assessment report comparing the noise exposure contours and noise monitor readings for the period of the Night-Time Flying Policy against recognised standards and guidance. It is to include the provision of night-time period Leq and SEL noise contour maps covering all air traffic movements permitted under this policy between 1 April and 30 September 2005. Such maps to be provided in electronic and hard copy.</p>



**7. Penalties**

7.1. The Airport Owner agrees that any additional (to the permitted 11 no.) EU Jet aircraft scheduled to arrive between 23.00 hours and 07.00 hours will be subject to £1,000 fine.

7.2. The Airport Owner agrees that with respect to any substitute aircraft (paragraph 4.3) notified to the Planning Authority, if the QC of that substitute aircraft is 2 or greater, it will be subject to a £500 fine.

7.3. Fines shall be paid via the Council to the Kent International Airport Consultative Committee Charitable Community Fund. They will be reported quarterly to the Committee.

**7. Penalties**

7.1. The Airport Owner agrees that any additional (to the permitted 11 no.) EU Jet aircraft scheduled to arrive or depart between 23.00 hours and 07.00 hours will be subject to £1,000 fine. **With the exception of aircraft movements permitted by paragraph 1.4.1 of the Section 106 Agreement (2.3 of this Night-Time Flying Policy refers).**

7.2. The Airport Owner agrees that with respect to any substitute aircraft (paragraph 4.3) notified to the Planning Authority, if the QC of that substitute aircraft is 2 or greater, it will be subject to a £500 fine.

7.3. Fines shall be paid via the Council to the Kent International Airport Consultative Committee Charitable Community Fund. They will be reported quarterly to the Committee.

**SCHEDULED EU JET PASSENGER ARRIVALS****1<sup>st</sup> APRIL 2005 - 30<sup>th</sup> SEPTEMBER 2005**

<b>BELFAST</b>	Monday		*
	Tuesday		
	Wednesday	2310	2310

	Thursday Friday		
<b>BELFAST</b>	Monday	0050	0050
<b>FARO</b>	Friday	0040	0040
<b>GIRONA</b>	Sunday	0030	<b>0050</b>
<b>IBIZA</b>	Sunday	0020	0020
<b>MALAGA</b>	Thursday	0030	0030
<b>MALAGA</b>	Saturday	2350	2350

\* Revised 18 April 2005 at request of Airport Owner, the Council agreed to the revision on the basis that the number of passenger flight arrivals remains 11, with the same proportion arriving before 24.00 hours.

## SCHEDULE 2

### KENT INTERNATIONAL AIRPORT (MANSTON)

#### WEEKLY OPERATIONAL REPORT FORM - NIGHT-TIME FLYING POLICY 1<sup>st</sup> APRIL 2005 - 30<sup>th</sup> SEPTEMBER 2005

Date	Flight No.	Type	QC	Arr/Dep	Runway	Time (local)		Wind Speed & Direction	Justification	TDC Comments
						Scheduled	Actual			
-										
-										
-										
-										
-										
-										

-										
-										

\* Denotes each of the 11 no. permitted passenger flights each week  
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***KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE (K.I.A.C.C.)***  
 previously known as  
***Manston Airport Consultative Committee (M.A.C.C)***

**Minutes of meeting 21 July, 2.00pm, Thanet District Council, Cecil Street, Margate**

PRESENT

	Chairman
	Thanet District Council (Minutes)
	Thanet District Council
	Thanet District Council
	Canterbury City Council
	Dover District Council
	Kent County Council
	Broadstairs Town Council (part attendance)
	Acol Parish Council
	Birchington Parish Council
	Manston Parish Council
	St Nicholas Parish Council
	KAPC Dover
	KAPC Canterbury
	Ramsgate Residents (part attendance)
	Thanet Chamber of Commerce
	TGWU
Thanet District Council	

	Thanet District Council
	Thanet District Council
	Thanet District Council (part attendance)
	TCDT (Item 9)
	TCDT (Item 9)

The Chairman welcomed the new members to the Committee;

	Manston PC
	KAPC Dover
	TGWU

APOLOGIES Apologies for absence were received from:

	Monkton Parish Council
	Manston Airport Group
	Ramsgate Residents <i>alternate</i>
	Secretary
	PlaneStation Group Plc
	PlaneStation Group Plc

The Chairman read out a [letter from Paul Tipple](#) stating that he had resigned from the PlaneStation Group effective end June 2005.

The Chairman advised the Committee that the Chief Executive of PlaneStation Group Plc had expressly forbidden Alastair Robertson from attending KIACC this afternoon.

## 1. FUNDING OF KIACC: [STATEMENT BY CHAIRMAN](#)

1.1 The Chairman reported that PlaneStation Group Plc had withdrawn financial support to KIACC in May and advised the Committee of the implications of this action.

This included remuneration to himself and the Secretary, and administration costs. The move contravened the s106 Agreement, and the requirement as a designated airport to provide consultation facilities. He and the Secretary were seeking legal advice. They had now received letters of dismissal from PlaneStation Group Plc, but this could not take effect without KIACC agreement.

1.2 The Chairman read out a letter from the Secretary explaining her absence from the meeting in present circumstances. She also confirmed that only £11.00 was left in the KIACC administration account.

1.3 Richard Samuel advised the Committee of the action that Thanet District Council was taking in respect of this matter. He has been in correspondence with Mr May, Chief Executive of PlaneStation Group Plc and wrote to him again yesterday advising him that his actions to impede and effectively dismantle the KIACC could be in breach of the Civil Aviation Act and of the Planning Agreement between TDC and the Airport Operator. A letter was due to go today to the Chairman of the PlaneStation Group Plc regarding the legality of the action taken by its Chief Executive, Mr May, and seeking speedy restoration of the previous position. In the short-term, Mr Samuel explained that the Council would provide secretariat (including today) to the KIACC. This was not ideal, because the KIACC, it could be argued, should be visibly independent of both the Council and Planestation. But given the circumstances it was the best way forward because community liaison remains important.

1.4 MOTION - Cllr Nicholson (Ramsgate Residents) proposed that Sir Alistair Hunter be asked to remain as Chairman. This was seconded by Cllr Bragg (Dover) and the meeting approved the proposal unanimously.

1.5 There was discussion about the effectiveness of the Planning Agreement if ownership of the Airport changed. Leigh Herington advised the Committee that the S106 Agreement is tied to the land and not the owner. He added that KCC clearly takes seriously the breaking of any planning agreement with TDC and puts on record it takes a grave view of what has happened in that regard.

1.6 Mr Herington agreed to make the situation known to Alex King and Sandy Bruce-Lockhart tomorrow. ACTION - Leigh Herington

1.7 Cllr Bayford confirmed that without escalating a sensitive position, because the Airport is an important local employer, Thanet would be taking a firm hand to ensure that the KIACC remained in place with its Chairman and Secretary confirmed and in position. The District Council would consider taking legal advice on PlaneStation compliance with all parts of the S106 Planning Agreement. And it would keep the KIACC informed. Graham Murfet said his union represented PlaneStation employees: they had not been treated well by PlaneStation, and he would welcome firmness.

1.8 It was noted that Thanet District Council, not PlaneStation Group Plc, held the Airport Community Funds.

1.9 In conclusion the three main areas of concern for KIACC were:

- Remuneration for Secretary/Chairman - the Chairman confirmed this would go through their lawyers.
- Breaches of S106 Agreement - the Chairman confirmed that action is best left by KIACC to Thanet District Council, and through Richard Samuel, to keep KIACC informed of the

- decision of Full Council and subsequent advice. ACTION – Richard Samuel
- PlaneStation's dismissal of the Committee Chairman and Secretary – the Committee concluded this could not be done without their Agreement, and had confirmed the Chairman in post.

1.10 The representatives from Dover and Canterbury Councils asked TDC to keep their chief executives informed of events. ACTION – Richard Samuel

## 2. MINUTES

2.1 The [Minutes of meeting](#) held on 22<sup>nd</sup> March 2005, having been previously circulated, were accepted and signed by the Chairman as a true record.

## 3. MATTERS ARISING

3.1 Radar Upgrading Cllr Flaherty requested this be a continuing item. ACTION - Secretariat

3.2 The Chairman ran through the outstanding action points.

## 4. AIRPORT BUSINESS DEVELOPMENT

4.1 Nothing to report as Alastair Robertson was absent from the meeting.

## 5. KIA – Quarterly statistics

### 5.1 Complaints Forms by Location

5.1.1 In the absence of Alastair Robertson, KIACC received and noted this report. Attention was drawn to the increased totals for February – April 2005 as opposed to the corresponding quarter last year, and that there had been 39 complainants compared with 31 last year.

### 5.2 Causal Factors

5.2.1 In the absence of Alastair Robertson, KIACC received and noted this report. The increase in Off Route complaints was particularly noted, and the committee noted again the importance of introducing tracking radar as soon as possible.

### 5.3 Top 10 Complaints Generated

5.3.1 In the absence of Alastair Robertson, KIACC received and noted this report. Comment was made that though less numerous than passenger jets, cargo aircraft – being larger and noisier, were the chief sources of complaint.

### 5.4 Departure Runways

5.4.1 In the absence of Alastair Robertson, KIACC received and noted this report.

## 5.5 Section 106 Compliancy Reports

5.5.1 In the absence of Alastair Robertson, KIACC received and noted this report.

5.5.2 In relation to departures to Europe between 0600-0700, Bernard Clayson queried why there was no record in non-compliance of early departures to UK destinations. He understood that the clause in the S106 Agreement was intended to recognise the 1-hour time difference between the UK and Europe. Brian White confirmed this was because 'Europe' included the UK, therefore the departures between 0600-0700 to UK destinations are not in breach of the S106.

## 5.6 Runway Utilisation

5.6.1 In the absence of Alastair Robertson, KIACC received and noted this report.

## 6. MONITORING OF NIGHTFLIGHTS [April](#) [May](#) [June](#)

6.1 Brian White ran through the Night Flight Monitoring reports for May and June 2005 and answered any questions the Committee had arising from these reports. He drew attention to the fact that delayed arrivals had been a feature, taking some aircraft movements beyond the 2300 hours. The Night-Time Flying Policy for the period did not penalise delays, but for the future this subject justifies some consideration.

The Chairman noted that night readings from the St Nicholas monitor were consistently lower than those from the Clarendon School monitor. The need to rectify this was urgent. Paul Martin confirmed that the mobile monitor was at last stationed in a suitable position at the Ramsgate end, and was taking readings which, after a few months, could be used to adjust the readings at the St Nicholas end.

6.2 The Chairman queried how long the existing programme of nightflights had authority to continue to ie September/October. Brian White confirmed that the Council dealt with an application it received in November for 6 months, taking it to 30 September 2005. There seemed to have been some ambiguity at PlaneStation Group Plc as to whether the summer flying period is 6 or 7 months. The Airport's current schedule shows the summer period to be 7 months and winter 5 months. But this is not what PlaneStation Group Plc formally sought from Thanet Council. Therefore, it only has a Night-Time Flying Policy until 30 September 2005.

## 7. [POLLUTION MONITORING](#)

7.1 Paul Martin summarised the Benzene and Nitrogen Dioxide reports for London Manston Airport for the months of March, April and May 2005, and answered any queries the Committee had on these reports. It was noted that all monitoring was below UK and EU Action Levels.

## 8. SECTION 106 RENEGOTIATION

8.1 Brian White updated the Committee on the Section 106 renegotiation process, which included the work undertaken by MORI, the 13 public meetings in Thanet and Canterbury; consultation with Dover District Council and a press and radio campaign



to raise interest and awareness for the situation. All material being reported to Full Council that same evening. The purpose being to identify broad issues of concern to the public and use these almost as 'head of terms' in the successor planning agreement ie night time flying, off route flying (improved radar).

8.2 After the Full Council Meeting Brian White agreed to provide KIACC with a copy of the full report and minute. ACTION - Brian White

8.3 Technical work (statistics) regarding the performance of the Airport, and referring to practice at other regional airports is now underway and will be reported to Full Council hopefully in September 2005, and communicated to KIACC thereafter.

8.4 Brian White explained the steps taken to carry consultation beyond the boundaries of Thanet. This was relevant because pollution, especially noise is a transboundary issue. And as detailed work subsequently progresses appropriate liaison with bodies within and outside Thanet will continue.

## 9. AIRPORT COMMUNITY FUND

9.1 The Chairman welcomed Keith Morris and Susan Follows of TCDT to the meeting and read out the position statement of the fund which they provided.

Grants paid out since 1 April 2005	£2850
Grant funding pledged dependent on conditions being met	£1500
Balance in the Fund as at 11 July 2005	£4878.50
Less Grant monies promised	£1500
<b>TOTAL</b>	<b>£3378.50</b>

The minibus purchased for £20,000 using fines paid for the "Iraq" flights in 2003 had been handed over this week to the Thanet Community Transport Association.

Members of the Fund committee were asked to stay behind for a few minutes after the meeting for discussion with the TDCT team.

## 10. ANY OTHER BUSINESS

### 10.1 Notification in Press of Community Fund Successes

10.1.1 Sandra Hooper, KAPC Dover, suggested that good news, such as the donation of the minibus by the KIA Airport Community Fund should be reported in the press outside of the Thanet area. She advised KIACC that nothing is being reported in the press in areas outside of Thanet. Cllr Bragg, Dover, said he accepted that, because

Dover District did not lie under the flightpath, organisations in Dover would not normally qualify for grants from the Fund. Nevertheless, the meeting agreed it would be worth suggesting to Ian Day of TCTA that there might be publicity for the bus outside of Thanet. ACTION TCDD

## 10.2 Withdrawal of Funding by PlaneStation Group Plc

10.2.1 Cllr Flaherty queried how much funding was involved when PlaneStation Group Plc withdrew their support for KIACC. The Chairman confirmed well in excess of £20,000.

## 10.3 Safety and Security at the KIA

10.3.1 Graham Murfet queried if KIACC took a view on arrangements for safety at the airport. In answer, Brian White confirmed that there are different regulators on safety for the industry and that during the recent round of public consultation in respect of the renegotiation of the S106 Agreement, safety was an issue that was not raised.

10.3.2 It was noted that there was nothing KIACC could do in relation to this matter until such time as they are again in dialogue with PlaneStation Group Plc. Safety and security issues could feature in a future meeting. ACTION - Secretariat

10.3.3 Leigh Herington also confirmed that if PlaneStation Group Plc were unable to attend KIACC, then a representative should attend from Kent Police, if security was being discussed.

## 11. DATE AND TIME OF NEXT MEETING

It had been agreed that the next meeting would be held in October, so that the meeting could review the full six months' monitoring of night flights. Paul Martin confirmed that TDC could produce the September report on this in time for circulation to the Committee before the third week in October. It was therefore agreed to meet during that week.

11.1 It was noted this would be KIACC's Public Meeting.

*Time Concluded 4.0 pm*

Data

[Funding of KIACC: Statement by chairman.](#)

[LMA quarterly statistics](#) Alastair Robertson

[Sec 106 compliancy reports \(exc night flying\)](#)

[Complaints](#)

[Runway utilisation etc](#)

Full list of Data pages

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13 July 2005

To all Committee Members:

I enclose papers for the next meeting of the Committee, which will take place on Thursday 21 July at 2 pm at Thanet District Council, Cecil Street, Margate.

The cessation by PlaneStation of funding for the Committee, of which you will be aware, has complicated the business of preparing for the meeting. I am however determined that the meeting should take place as scheduled, since as I am sure you will agree there is important business to be conducted.

Fortunately, the meeting was due in any case to be held at TDC on this occasion, and I am seeking their help with some of the arrangements.

I look forward to seeing you there.

Sir Alistair Hunter  
Chairman

Sir Alistair Hunter  
Chairman  
Kent International Airport Consultative Committee 20 July 2005

Dear Alistair

It is with considerable sadness that I write formally to inform you and colleagues on the Consultative Committee of my resignation from the PlaneStation Group plc.

My decision to resign has not been taken lightly. I have been closely involved with the fortunes of Kent International Airport since August 2000 when I joined the then Wiggins Group plc. I believed then and continue to believe that the Airport has an important role as a successful regional airport serving the 1.6 million people that live and work in Kent and Medway and as an important cargo handling airport. But over the past months I have found it increasingly difficult properly to represent the interests of the Airport to the local community with the knowledge and insight that is reasonably expected, whilst at the same time having the confidence that the legitimate concerns of the community in respect of the Airport's operation and development were being adequately addressed. In that regard I found it impossible to exercise my formal responsibilities as a Board Director of the Airport company and as an employee of the PlaneStation Group.

I have much enjoyed the cut and thrust of the Committee's debate and have been encouraged in my own work by the Committee's determination to grasp some of the key issues concerning the development of the Airport and its impact on the local community. I have also had the privilege of learning from the valuable contribution that you, as Chairman, and all colleagues have made to the Committee's deliberations, and importantly of establishing so many friendships.

I know that the Committee faces some uncertain times ahead but am confident that it will rise to the challenge. I wish you all every success.

Yours sincerely

Paul Tipple

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**KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE (K.I.A.C.C.)**  
previously known as 聽  
**Manston Airport Consultative Committee (M.A.C.C)**

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**Pollution monitoring data**

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**March**

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**April**

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**May**

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**Air Pollution Information**

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**MARCH 2005**

**BENZENE AND NITROGEN DIOXIDE REPORT FOR LONDON MANSTON AIRPORT**  
**Nitrogen Dioxide**

## **Continuous Results**

The provisional hourly mean Air Quality Objective set by the Government is 200 碌 g/m<sup>3</sup> 聽 not to be exceeded more than 18 times a year, to be achieved by 31/12/2005.

Overall monthly mean: 25.8 碌 g/m<sup>3</sup> 聽 (to be compared to the annual objective: 40 聽 碌 g/m<sup>3</sup>)

### **Diffusion Tube Results**

SITE	LEVEL (碌 g/m <sup>3</sup> )
BELL DAVIES DRIVE MANSTON	37.18
HIGH STREET MANSTON	31.13
HILL HOUSE DRIVE MINSTER	32.81

聽

The provisional Air Quality Objective set by the Government is 40 碌 g/m<sup>3</sup> 聽 as an annual mean to be achieved by 31/12/2005.

**Benzene**

***Continuous Results***

Overall monthly mean: 0.51 碌 g/m<sup>3</sup>

The Air Quality Objective set by the Government is 5 碌 g/m<sup>3</sup> 聽 as an annual mean to be achieved by 31/12/2010.

***Diffusion Tubes Results***

SITE	LEVEL (碌 g/m <sup>3</sup> )
BELL DAVIES DRIVE MANSTON	0.97
HIGH STREET MANSTON	0.98
HILL HOUSE DRIVE MINSTER	0.82



The Air Quality Objective set by the Government is 5 碌 g/m<sup>3</sup> 聽 as an annual mean to be achieved by 31/12/2010.

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**APRIL 2005**

**BENZENE AND NITROGEN DIOXIDE REPORT FOR LONDON MANSTON AIRPORT**  
**Nitrogen Dioxide**

***Continuous Results***

The provisional hourly mean Air Quality Objective set by the Government is 200  $\mu\text{g}/\text{m}^3$  not to be exceeded more than 18 times a year, to be achieved by 31/12/2005.

Overall monthly mean: 27.8  $\mu\text{g}/\text{m}^3$  (to be compared to the annual objective: 40  $\mu\text{g}/\text{m}^3$ )

### ***Diffusion Tube Results***

SITE	LEVEL ( $\mu\text{g}/\text{m}^3$ )
BELL DAVIES DRIVE MANSTON	29.92
HIGH STREET MANSTON	26.22
HILL HOUSE DRIVE MINSTER	20.57

NB. All results are exempt from lab and LAQM.TG(03) corrections

**MAY 2005**

**BENZENE AND NITROGEN DIOXIDE REPORT FOR LONDON MANSTON AIRPORT****Nitrogen Dioxide*****Continuous Results***

聽

The provisional hourly mean Air Quality Objective set by the Government is 200 碌 g/m<sup>3</sup> 聽 not to be exceeded more than 18 times a year, to be achieved by 31/12/2005.

Overall monthly mean: 14.8 碌 g/m<sup>3</sup> 聽 (to be compared to the annual objective: 40 聽 碌 g/m<sup>3</sup>)

***Diffusion Tube Results***

SITE	LEVEL (碌 g/m <sup>3</sup> )
BELL DAVIES DRIVE MANSTON	10.11
HIGH STREET MANSTON	10.58

HILL HOUSE DRIVE MINSTER	11.69
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The provisional Air Quality Objective set by the Government is 40  $\mu\text{g}/\text{m}^3$  as an annual mean to be achieved by 31/12/2005.

## **Benzene**

### ***Continuous Results***

Overall monthly mean: 0.66 碌 g/m<sup>3</sup>

Poor data capture is due a fault with the analyser 欵樅 lamp. New lamp to be replaced and analyser back online from 17<sup>th</sup> 聽 June 2005.

The Air Quality Objective set by the Government is 5 碌 g/m<sup>3</sup> 聽 as an annual mean to be achieved by 31/12/2010 聽.

### ***Diffusion Tubes Results***

SITE	LEVEL (碌 g/m <sup>3</sup> )
BELL DAVIES DRIVE MANSTON	0.81
HIGH STREET MANSTON	1.03
HILL HOUSE DRIVE MINSTER	0.99

The Air Quality Objective set by the Government is 5 碌 g/m<sup>3</sup> 聽 as an annual mean to be achieved by 31/12/2010.

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### Air Pollution Information

The national 聽 ***Index and Bands*** 聽 service uses the four bands and a 1-10 index to provide more detail about air pollution levels but in a simple way, similar to the sun index or pollen index.

Band	Index	Nitrogen Dioxide hourly mean 碌 gm-3
Low	聽	聽
聽	<b>1</b>	<b>0-95</b>
聽	<b>2</b>	<b>96-190</b>
聽	<b>3</b>	<b>191-286</b>
Moderate	聽	聽
聽	<b>4</b>	<b>287-381</b>

聽	5	382-476
聽	6	478-572
High	聽	聽
聽	7	573-635
聽	8	363-700
聽	9	701-763
Very High	聽	聽
聽	10	764 or more

### Banding Index Health Descriptor

Low 1-3 Effects are unlikely to be noticed even by individuals who know they are sensitive to air pollutants

Moderate 4-6 Mild effects, unlikely to require action, may be noticed amongst sensitive individuals.

High 7-9 Significant effects may be noticed by sensitive individuals and action to avoid or reduce these effects may be needed (e.g. reducing exposure by spending less time in polluted areas outdoors). Asthmatics will find that their 'reliever' inhaler is likely to reverse the effects on the lung.

Very High 10 The effects on sensitive individuals described for 'High' levels of pollution may worsen.

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[KIACC INDEX](#)

***KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE (K.I.A.C.C.)***  
previously known as  
***Manston Airport Consultative Committee (M.A.C.C)***

**Kent International Airport – Monitoring of Night Flights**

**April 2005**

**Introduction**

Kent International Airport provides Kent and the South East with links to a number of European destinations. The airport currently provides scheduled and charter flights through EUjet, Europe's newest low-cost airline as well as an expanding package of cargo services to airlines and operators.

Thanet District Council and Planestation, the operators of Kent International Airport have entered into a planning agreement under Section 106 of the Town & Country Planning Act 1990 & Section 111 of the Local Government Act 1972. This is a voluntary agreement to regulate how land is used and developed and imposes obligations on the landowner. This is a legally binding agreement that can be altered with the agreement of both parties.

The Section 106 Agreement provides safeguards for the environment and community of Thanet. The existing agreement was signed in 2000 and is currently being reviewed prior to revision.

As part of this Section 106 Agreement a Night Flying Policy had to be prepared prior to regular night flying operations. A Night Flying Policy has been produced and a summer schedule of night flights began on 1 April 2005. As part of this policy monthly reports are being produced to show all night-time air traffic movements.

**History of the Airfield**

The airfield was first used in 1915 as a military airport but it wasn't until 1943/44 that the existing runway was constructed to provide returning aircraft with a suitable landing area as soon as they crossed the channel. The runway is a staggering 2,752m long and 61m wide.

Commercial operations began in 1959 when Silver City Airways made Manston its base. Customs facilities were provided in 1960 and military trooping flights and training sorties generated extra air traffic. 1963 saw Air Ferry begin operations out of Manston followed by Invicta in 1965, Air Ferry ceased trading in 1969 while Invicta reduced schedules in 1970. The commercial operations did not significantly expand until the introduction of EUjet in 2004.

The airport was sold by the Ministry of Defence in 1998 and following significant investment received a commercial licence from the Civil Aviation Authority the following year. To meet the requirements for a commercial licence new Air Traffic Control facilities and fires services were installed, the airfield navigation aids upgraded and the runway resurfaced. The Ministry of Defence has maintained a presence on the site due to the Military Fire Training Establishment being located on site.

Two new aprons and a taxiway linking the runway with the passenger apron became operational in 2002. These improvements substantially increased the airport's capacity to handle both freight and passenger traffic with EUjet beginning passenger flights from the airport in September 2004.

**Fokker 100**

EUjet, the main company currently operating out of Kent International Airport, have a fleet of Fokker 100 aircraft. The aircraft seats a maximum of 108 passengers at a 32" seat pitch. It has a maximum cruising speed of 845km/h and a long-range cruising speed of 737Km/h. The Fokker 100 has a wingspan of 28.08m, 35.53m long and a height of 8.5m. The aircraft is equipped with economical Rolls Royce Tay Mk 62015 turbofans. These turbofans have a noise certification of less than 90EPNdB conforming to Stage 3 noise limits. The QC count for take off and landing is just 0.5. The aircraft therefore has low noise and emission levels, this is also



attributed to its low fuel burn.

The QC classification of an aircraft is intended to reflect the contribution that aircraft makes to the total noise impact around an airport. The QC classifications measure noise in relative terms, a QC/2 aircraft is deemed to have twice the impact of a QC/1 aircraft. The QC classifications of an aircraft are determined from their certificated noise levels, which are measured in EPNdB.

Noise Classification	QC Points
Greater than 101.9 EPNdB	16
99 - 101.9 EPNdB	8
96 – 98.9 EPNdB	4
93 – 95.9 EPNdB	2
90 – 92.9 EPNdB	1
Less than 90 EPNdB	0.5
Less than 87 EPNdB	Exempt

### **Night-Time Flying Policy**

Thanet District Council has agreed a Night-Time Flying Policy for the limited 6 month period of Summer 2005. The Council has made it clear that compliance with the Policy will be carefully monitored, and reported. With the information made public domain and used to inform any future decisions on night flying.

### **Future Reporting and Noise Levels**

Work with noise consultants is ongoing to produce noise levels, to be read alongside this report, and with complaint statistics.

In due course, and definitely at the 3 month stage, and at the end of the period, future reports will incorporate noise statistics.

### **Table to show the eleven night flights scheduled and agreed as per the night flight policy**

Before 18 April 2005

	Belfast	Belfast	Faro	Girona	Ibiza	Malaga	Malaga
--	---------	---------	------	--------	-------	--------	--------

	- 23:10	- 00:50	- 00:40	- 00:30	- 00:20	- 00:30	- 23:50
Mon							
Tue							
Wed							
Thurs							
Fri							
Sat							
Sun							

18 April 2005, and post

	Newcastle - 23:10	Belfast - 00:50	Faro - 00:40	Faro - 00:50	Ibiza - 00:20	Malaga - 00:30	Malaga - 23:50
Mon							
Tue							
Wed							
Thurs							
Fri							
Sat							
Sun							

### **Note**

The Policy originally permitted 5 weekday arrivals from Belfast. For operational reasons, the Airport Owner requested that these be exchanged for 5 arrivals from Faro. This has been agreed with the Council on 18 April 2005.

Similarly, for business reasons the Sunday 00.30 from Girona has been replaced by a 00.50 arrival from Faro.

### **Table to show all night flight movements to the 30<sup>th</sup> April 2005 with explanations for any deviations from the schedule and policy.**

The data regarding aircraft movement are provided to the Council by the Airport Owner on a weekly basis. All aircraft movement after 23:00 is shown in the table, with those flights subject to the Night-Time Flying Policy highlighted. The column titled wind/velocity shows the direction/windspeed. These factors influence runway (Rwy) direction.

Monthly Operational Report - Night Time Flying Policy 1st April - 30th September 2005										
Policy Flights										
Day	Date	Fligh	Destinatio	Typ	QC	Arr/De	Rw	Time	Wind	Justificatio

		t No	n	e		p	y	(local)			n
			From/To					Scheduled	Actual	Velocity	
Sun	27.03.05	EUJ 378P	Paris	F100	0.5	Dep	28	2300	2334	300/08	Fog disrupted the days programme resulting in late movements
Sun	27.03.05	EUJ 383	Belfast	F100	0.5	Dep	28	1945	2343	300/08	Fog disrupted the days programme resulting in late movements
Mon	28.03.05	EUJ 29P	Gatwick	F100	0.5	Arr	28	Unscheduled	0059	300/08	Fog disrupted the days programme resulting in late movements - a/c positioned in from Gatwick for next day
Tues	29.03.05	EUJ 366	Newcastle	F100	0.5	Arr	10	2250	2326	070/14	Fog disrupted the days programme resulting in late movements.
Tues	29.03.05	EUJ 384	Belfast	F100	0.5	Arr	10	2310	2352	070/14	Fog disrupted the days programme resulting in late movements
Wed	30.03.05	EUJ 366	Newcastle	F100	0.5	Arr	10	2250	2334	130/05	Fog disrupted the days programme resulting in late movements
Thu	31.03.05	EUJ 366	Newcastle	F100	0.5	Arr	10	2250	2329	190/01	Fog disrupted the days programme resulting in

											late movements
Thu	31.03.05	EUJ 524	Faro	F100	0.5	Arr	28	0040	2357	190/01	Re-scheduled through Shannon due to fog
Fri	01.04.05	EUJ 366	Newcastle	F100	0.5	Arr	10	2250	2311	100/03	Delay at Newcastle
Fri	01.04.05	EUJ 204	Prague	F100	0.5	Arr	28	2250	2330	100/02	Aircraft change causing delayed outbound. 28 arrival was Pilot request due to poor visibility
Fri	01.04.05	EUJ 384	Belfast	F100	0.5	Arr	10	2310	2334	100/02	
Fri	01.04.05	EUJ 501	Shannon	F100	0.5	Dep	10	2025	2311	020/02	Operational Delays
Sun	02.04.05	EUJ 596	Palma	F100	0.5	Arr	10	1845	0051	120/06	Operational Delays
Mon	04.04.05	EUJ 384	Belfast	F100	0.5	Arr	10	0050	0010	130/04	
Mon	04.04.05	No flights beyond 2300 L									
Tue	05.04.05	EUJ 384	Belfast	F100	0.5	Arr	28	2310	2318	200/07	Surface wind
Tue	05.04.05	EUJ 366	Newcastle	F100	0.5	Arr	28	2250	2322	200/07	Surface wind
Wed	06.04.05	EUJ 366	Newcastle	F100	0.5	Arr	28	2250	2307	220/10	Surface wind
Wed	06.04.05	EUJ 734	Malaga	F100	0.5	Arr	28	0030	2355	210/11	Surface wind
Thu	07.04.05	EUJ 366	Newcastle	F100	0.5	Arr	10	2250	2323	280/05	Surface wind
Fri	08.04.05	EUJ 524	Faro	F100	0.5	Arr	28	0040	0002	240/05	
Fri	08.04.05	EUJ 366	Newcastle	F100	0.5	Arr	28	2250	2320	340/22	
Sat	09.04.05	EUJ 516	Malaga	F100	0.5	Arr	28	2350	2348	260/08	
Sat	09.04.05	EUJ 214	Girona	F100	0.5	Arr	28	0030	2356	260/08	
Sun	10.04.05	EUJ 576	Ibiza	F100	0.5	Arr	28	0020	0011	260/08	
Mon	11.04.05	EUJ 394	Edinburgh	F100	0.5	Arr	10	2225	2352	320/02	Flight merged with

											Newcastle causing a delay
Mon	11.04.05	EUJ 384	Belfast	F100	0.5	Arr	10	0050	2359	320/02	
Mon	11.04.05	No flights beyond 2300 L									
Tue s	12.04.05	EUJ 366	Newcastle	F100	0.5	Arr	10	2250	2302	220/05	
Tue s	12.04.05	EUJ 384	Belfast	F100	0.5	Arr	10	2310	2326	220/05	
Thu r	14.04.05	EUJ 734	Malaga	F100	0.5	Arr	10	0030	0024	180/05	
Fri	15.04.05	EUJ 524	Faro	F100	0.5	Arr	10	0040	0002	Calm	
Fri	15.04.05	EUJ 204	Prague	F100	0.5	Arr	10	2250	2301	160/03	
Sat	16.04.05	EUJ 516	Malaga	F100	0.5	Arr	10	2350	2348	320/05	
Sun	17.04.05	EUJ 576	Ibiza	F100	0.5	Arr	10	0020	0005	320/05	
Sun	17.04.05	EUJ 524	Faro	F100	0.5	Arr	10	0050	0031	320/05	
Mon	18.04.05	EUJ 384	Belfast	F100	0.5	Arr	10	0050	0016	150/06	
Mon	18.04.05	EUJ 366	Newcastle	F100	0.5	Arr	10	2310	2305	300/02	
Tue s	19.04.05	No flights beyond 2300 L									
We d	20.04.05	EUJ 366	Newcastle	F100	0.5	Arr	28	2310	2300	20/07	Unserviceable navigation aids
Thu r	21.04.05	EUJ 734	Malaga	F100	0.5	Arr	28	0030	0018	20/07	Unserviceable navigation aids
Thu r	21.04.05	EUJ 366	Newcastle	F100	0.5	Arr	10	2310	2315	70/10	
Fri	22.04.05	EUJ 524	Faro	F100	0.5	Arr	10	0040	0019	70/09	
Fri	22.04.05	EUJ 366	Newcastle	F100	0.5	Arr	10	2310	2310	VRB Light	
Sat	23.04.05	EUJ 516	Malaga	F100	0.5	Arr	10	2350	2325	70/07	
Sat/Sun	23/24.04.05	EUJ 576	Ibiza	F100	0.5	Arr	10	0020	2358	70/07	
Sun	24.04.05	EUJ 524	Faro	F100	0.5	Arr	10	0050	0035	70/07	
Mon	25.04.05	EUJ	Belfast	F100	0.5	Arr	10	0050	0013	360/05	

		384		0							
Mon	25.04.05	EUJ 366	Newcastle	F100	0.5	Arr	28	2310	2312	220/03	28 used in preference to 10 because of better navigation aids in very poor weather conditions
Mon	25.04.05	EUJ 384	Belfast	ATR 72	Exempt	Arr	28	2255	2342	220/03	28 used in preference to 10 because of better navigation aids in very poor weather conditions. Replacement a/c Slower airspeed resulting in later arrival.
Tues	26.04.05	EUJ 366	Newcastle	F100	0.5	Arr	10	2310	2309	190/04	
Tues	26.04.05	EUJ 384	Belfast	F100	0.5	Arr	10	2255	2320	190/04	Problems out of Belfast causing a knock on effect.
Thu	28.04.05	EUJ 734	Malaga	F100	0.5	Arr	10	0030	0015	200/04	
Thu	28.04.05	EUJ 366	Newcastle	F100	0.5	Arr	28	2310	2255	190/08	28 used in preference to 10 because of better navigation aids in very poor weather conditions
Thu	28.04.05	EUJ 384	Belfast	F100	0.5	Arr	28	2255	2300	190/07	28 used in preference to 10 because of better navigation aids in very poor weather conditions

Thu r /Fri	28.04.05	EUJ 524	Faro	F10 0	0.5	Arr	28	0040	2357	180/08	28 used in preference to 10 because of better navigation aids in very poor weather conditions
Fri	29.04.05	EUJ 204	Prague	F10 0	0.5	Arr	10	2250	2313	190/02	
Fri	29.04.05	EUJ 366	Newcastle	F10 0	0.5	Arr	10	2310	2258	190/02	
Sat	30.04.05	EUJ 516	Malaga	F10 0	0.5	Arr	10	2350	2327	260/05	
Sat	30.04.05	EUJ 576	Ibiza	F10 0	0.5	Arr	10	0020	2359	260/05	

**The Night-Time Flying Policy requires all possible landings to be from the west ie runway 10.**

**All exceptions are reported (with reasons).**

**Commentary and Penalties**

- Several times during the month aircraft from amongst the 11 permitted, scheduled, passenger arrivals have arrived late, and occasionally for operational reasons, on different days than scheduled. But the flights were not additional and are therefore not captured by paragraph 7.1 of the Night-Time Flying Policy (penalties). On one occasion; a scheduled departure (1<sup>st</sup> April) to Shannon was delayed for operational reasons and did not leave until 23:11.
- It is evident that review of the Policy will need to consider the issue of delay.
- The 2 scheduled departures on 27 March are outside the spirit and purpose of the Night-Time Flying Policy because they are departures, and the Policy aims to only permit 11 arrivals. Penalties of 2 x £1000 cannot be enforced because of the original wording of the Policy. This has since been improved, and agreed between Planestation and the Council, such that any future similar departures



would be penalised. And against that background the Airport Owner has been asked to consider donating 2 x £1000 to the Community Fund.

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**KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE (K.I.A.C.C.)**  
 previously known as  
**Manston Airport Consultative Committee (M.A.C.C)**

**Kent International Airport -  
 Environmental Health's Monthly Report on the Night Flying Policy**

**June 2005**

**Table to show all night flight movements from 1 to 30 June 2005 with explanations for any deviations from the schedule and policy.**

Monthly Operational Report - Night Time Flying Policy June 2005												
Policy Flights												
Day	Date	Flight No	Destination	Type	QC	Arr/Dep	Rwy	Time (local)		Wind	Justification	Noise Readings
			From/To					Scheduled	Actual	Velocity		Lmax dB(A)
Wed	01.06.05	EUJ 366	Newcastle	F100	05	Arr	10	2310	2314	210/09		<70.0*
Thur	02.06.05	EUJ 734	Malaga	F100	05	Arr	10	0030	0021	230/08		<70.0*
Fri	03.06.05	EUJ 524	Faro	F100	05	Arr	10	0040	0024	230/04		<70.0*
Fri	03.06.05	EUJ 366	Newcastle	F100	05	Arr	10	2310	2324	230/10		<70.0*
Fri	03.06.05	EUJ 384	Belfast	F100	05	Arr	10	2255	2359	230/10	Delay on ATC slot times earlier in the day causing a knock on effect	<70.0*
Sat/Sun	04-05.06.05	EUJ 516	Malaga	F100	05	Arr	10	2350	0101	240/07	Delay on ATC slot times earlier in the day causing a knock on effect	
Sun	05.06.05	EUJ 576	Ibiza	F100	05	Arr	10	0020	0034	240/08		
Sun	05.06.05	EUJ 524	Faro	F100	05	Arr	10	0050	0050	240/08		
Mon	06.06.05	EUJ 384	Belfast	F100	05	Arr	10	0050	0008	210/05		

Mon	06.06.05	No flights beyond 2300 L										
Tues	07.06.05	EUJ 366	Newcastle	F100	0.5	Arr	10	2310	2300	50/04		<70.0*
Wed	08.06.05	No flights beyond 2300 L										
Thur	09.06.05	No flights beyond 2300 L										
Fri	10.06.05	EUJ 524	Faro	F100	0.5	Arr	10	0040	0011	220/01		<70.0*
Fri	10.06.05	EUJ 366	Newcastle	F100	0.5	Arr	10	2310	2302	030/07		<70.0*
Sat/Sun	11-12.06.05	EUJ 516	Malaga	F100	0.5	Arr	10	2350	0001	320/05		<70.0*
Sun	12.06.05	EUJ 576	Ibiza	F100	0.5	Arr	10	0020	0011	320/05		<70.0*
Sun	12.06.05	EUJ 524	Faro	F100	0.5	Arr	10	0050	0016	320/05		<70.0*
Mon	13.06.05	EUJ 384	Belfast	F100	0.5	Arr	10	0050	0014	290/14		<70.0*
Mon	13.06.05	No flights beyond 2300 L										
Tues	14.06.05	EUJ 366	Newcastle	F100	0.5	Arr	10	2310	2310	210/09		<70.0*
Thurs	16.06.05	EUJ 734	Malaga	F100	0.5	Arr	10	0030	0012	180/03		<70.0*
Fri	17.06.05	EUJ 524	Faro	F100	0.5	Arr	10	0040	0004	230/08		<70.0*
Fri	17.06.05	No flights beyond 2300 L										
Sat/Sun	18-19.06.05	EUJ 516	Malaga	F100	0.5	Arr	10	2350	0010	120/06		<70.0*
Sun	19.06.05	EUJ 576	Ibiza	F100	0.5	Arr	10	0020	0002	120/06		<70.0*
Sun	19.06.05	EUJ 524	Faro	F100	0.5	Arr	10	0050	0014	120/06		<70.0*
Sun/Mon	19-20.06.05	EUJ 348/394	Edinburgh/ Newcastle	F100	0.5	Arr	10	2210	0045	130/03	Unserviceable aircraft causing Edinburgh and Newcastle flights to be merged.	
Mon	20.06.05	No flights beyond 2300 L										
Tues	21.06.05	No flights beyond										

	5	2300 L										
Thur	23.06.05	EUJ 734	Malaga	F100	0.5	Arr	10	0030	0024	130/04		<70.0*
Fri	24.06.05	EUJ 524	Faro	F100	0.5	Arr	10	0040	0025	150/05		<70.0*
Fri	24.06.05	EUJ 384	Belfast	F100	0.5	Arr	10	2255	2308	20/09		<70.0*
Fri	24.06.05	EUJ 366	Newcastle	F100	0.5	Arr	10	2310	2337	20/09		<70.0
Sat	25.06.05	EUJ 516	Malaga	F100	0.5	Arr	10	2350	2339	30/14		<70.0
Sat/Sun	25-26.06.05	EUJ 576	Ibiza	F100	0.5	Arr	10	0020	2359	30/14		<70.0
Sat/Sun	25-26.06.05	EUJ 524	Faro	F100	0.5	Arr	10	0050	0012	30/14		<70.0
Mon	27.06.05	No flights beyond 2300 L										
Tues	28.06.05	EUJ 366	Newcastle	F100	0.5	Arr	10	2310	2351	90/17	Delay on ATC slot times throughout the day causing a knock on effect	
Thur	30.06.05	EUJ 734	Malaga	F100	0.5	Arr	10	0030	0033	190/09		
Thur	30.06.05	No flights beyond 2300 L										

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**KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE (K.I.A.C.C.)**  
previously known as  
**Manston Airport Consultative Committee (M.A.C.C)**

**Kent International Airport -  
Environmental Health's Monthly Report on the Night Flying Policy**

May 2005

Table to show all night flight movements from 1 to 31 May 2005 with explanations for any deviations from the schedule and policy.

Monthly Operational Report - Night Time Flying Policy May 2005														
Date	Policy Flights	Flight No	Destination	Type	QC	Arr/Dep	Rwy	Time (local)	Schedule	Actual	Velocity	Wind	Justification	Noise Readings
			From/To											Lmax dB(A)
30-04/01-05.05		EUJ 524	Faro	F100	0.5	Arr	10	0050		0126	130/09		Operational delays led to a 1 hour 30 delay in departure and a 36 minute delay on the scheduled arrival.	
01.05.05		EUJ 286	Nice	F100	0.5	Arr	28	2055		2314	270/05		Pilot elected to land on Rwy 28. Operational delays.	78.8
01.05.05		EUJ 348	Edinburgh	F100	0.5	Arr	10	2225		2323	260/05		Operational delays	72.1
02.05.05		EUJ 384	Belfast	F100	0.5	Arr	10	0050		0047	210/02			<70.0*
02.05.05		EUJ 366	Newcastle	F100	0.5	Arr	10	2310		2302	210/02			<70.0*
03.05.05		EUJ 366	Newcastle	F100	0.5	Arr	10	2310		2305	220/07			<70.0*
03.05.05		TRJ410P	Coventry	PA34	Exempt	Arr	10	2300		2300	220/07			
04.05.05		TRJ400P	Coventry	PA34	Exempt	Arr	10	2300		2320	350/13			
05.05.05		EUJ 734	Malaga	F100	0.5	Arr	28	0030		0029	340/11		Pilot elected to land on Rwy 28.	80.2
05.05.05		TRJ400P	Coventry	PA34	Exempt	Arr	28	2300		2300	290/10		Low cloud base and	

										visibility	
06.05.05	EUJ 524	Faro	F100	0.5	Arr	28	0040	0004	280/13	Low cloud base and visibility	80.1
06.05.05	EUJ 366	Newcastle	F100	0.5	Arr	28	2310	2322	260/07	Low cloud base and visibility	77.4
07.05.05	EUJ 516	Malaga	F100	0.5	Arr	28	2350	2347	300/17	Low cloud base and visibility	81.0
08.05.05	EUJ 576	Ibiza	F100	0.5	Arr	28	0020	0001	300/17	Low cloud base and visibility	79.7
08.05.05	EUJ 524	Faro	F100	0.5	Arr	28	0050	0022	300/17	Low cloud base and visibility	81.7
09.05.05	EUJ 384	Belfast	F100	0.5	Arr	10	0050	0000	300/08		<70.0*
09.05.05	EUJ 366	Newcastle	F100	0.5	Arr	10	2310	2301	200/02		<70.0*
10.05.05	No flights beyond 2300 L										
11.05.05	EUJ 366	Newcastle	F100	0.5	Arr	10	2310	2302	60/10		<70.0*
12.05.05	EUJ 734	Malaga	F100	0.5	Arr	10	0030	0009	60/10		<70.0*
12.05.05	EUJ 366	Newcastle	F100	0.5	Arr	10	2310	2301	50/17		<70.0*
12-13.05.05	EUJ 524	Faro	F100	0.5	Arr	10	0040	0040	23/49		<70.0*
14.05.05	EUJ 366	Newcastle	F100	0.5	Arr	10	2310	0159	20/20	Unserviceable aircraft. Flight merged with Belfast causing a delay	74.1
15.05.05	EUJ 576	Ibiza	F100	0.5	Arr	10	0020	0002	360/11		<70.0*
15.05.05	EUJ 524	Faro	F100	0.5	Arr	10	0050	0037	360/11		<70.0*
14-15.05.05	EUJ 516	Malaga	F100	0.5	Arr	10	2350	0056	360/11	Operational delays	<70.0*
15.05.05	NO 7531	Verona	B737	0.5	Dep	10	1200	2340	240/06	This charter flight for Newmarket Travel was scheduled to depart Kent International	79.5

											Airport at 1200 L. Unfortunately, the airline contracted to provide the aircraft failed to do so and the only available replacement could not arrive at Kent International Airport until 2200 resulting in a late departure.	
15-16.05.05	EUJ 384	Belfast	F100	0.5	Arr	10	0050	2359	240/06			<70.0*
16.05.05	EUJ 284	Nice	F100	0.5	Arr	10	2250	2334	30/10		Due to a strike by the French Air Traffic Controllers all flight movements throughout the day were disrupted.	<70.0*
16-17.05.05	EUJ 366	Newcastle	F100	0.5	Arr	10	2310	0011	30/10		Due to the delays caused by the French Air Traffic Controllers strike the Belfast flight was merged with Newcastle.	<70.0*
17.05.05	EUJ 366	Newcastle	F100	0.5	Arr	10	2310	2301	Calm			<70.0*
17.05.05	EUJ 384	Belfast	ATR42	Exempt	Arr	10	2255	2352	Calm		Replacement a/c slower airspeed resulting in later arrival.	<70.0*
18.05.05	EUJ 384	Belfast	F100	0.5	Arr	10	2255	2303	140/11			74.2
19.05.05	EUJ 734	Malaga	F100	0.5	Arr	10	0030	0024	140/12			<70.0*
19.05.05	EUJ 366	Newcastle	F100	0.5	Arr	10	2310	2311	190/07			71.5

20.0505	EUJ 524	Faro	F100	0.5	Arr	10	0040	0007	200/13		<70.0*
20.05.05	EUJ 366	Newcastle	F100	0.5	Arr	10	2310	2301	210/06		<70.0*
21.05.05	EUJ 516	Malaga	F100	0.5	Arr	10	2350	2326	170/07		<70.0*
22.05.05	EUJ 576	Ibiza	F100	0.5	Arr	10	0020	0016	170/08		<70.0*
22.05.05	EUJ 524	Faro	F100	0.5	Arr	10	0050	0032	170/08		74.0
23.05.05	EUJ 384	Belfast	F100	0.5	Arr	10	0050	0018	200/10		79.4
23.05.05	No flights beyond 2300 L										
25.05.05	EUJ 366	Newcastle	F100	0.5	Arr	28	2310	2300	230/13	Wind variable 200 to 260 degrees	80.4
25.05.05	EUJ 366	Newcastle	F100	0.5	Arr	10	2310	2307	120/06		<70.0*
26.05.05	EUJ 734	Malaga	F100	0.5	Arr	10	0030	0040	140/06		<70.0*
27.05.05	EUJ 524	Faro	F100	0.5	Arr	10	0040	0008	220/04		<70.0*
27.05.05	EUJ 366	Newcastle	F100	0.5	Arr	10	2310	2328	210/04		79.1
28.05.05	EUJ 516	Malaga	F100	0.5	Arr	28	2350	2340	230/08	Pilot request	79.6
29.05.05	EUJ 576	Ibiza	F100	0.5	Arr	10	0020	0030	230/08		<70.0*
29.05.05	EUJ 524	Faro	F100	0.5	Arr	10	0035	0108	240/07	Operational delays	<70.0*
29-30.05.05	EUJ 384	Belfast	F100	0.5	Arr	10	0050	2353	CALM		<70.0*
30.05.05	EUJ 284	Nice	F100	0.5	Arr	10	2235	2315	200/02	Operational delays	<70.0*
30.05.05	EUJ 384	Belfast	ATR 42	Exempt	Arr	10	2255	2342	160/02	Replacement a/c slower airspeed resulting in later arrival.	<70.0*
31.05.05	EUJ 366	Newcastle	F100	0.5	Arr	10	2310	2311	50/06		<70.0*

Explanatory Note: Weeks 1 and 6 only represent one days worth of data.

The preferred runway referred to in the Night Flying Policy is Runway 10, landing from the West.



**KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE (K.I.A.C.C.)**  
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**Quarterly Noise Events - Top Twenty (Movements)**

Between 01/03/2005 and 31/05/2005

Location: St Nicholas Roundabout Monitor No. 1

<b>Airline</b>	<b>Date</b>	<b>Time</b>	<b>Runway</b>	<b>A/C Type</b>	<b>Registration</b>	<b>SEL</b>	<b>Lmax dB(A)</b>	<b>Arr/Dep</b>
AYZ Atlant-Soyuz	07/05/05	20:36	28	IL76	RA76401	103.9	97.1	D
AZS Aviacon Zitotrans	18/05/05	19:08	28	IL76	RA76842	105.0	96.0	D
RRR Royal Air Force	10/03/05	17:48 28	VC10	XR810		106.5	94.1	D
RRR Royal Air Force	17/03/05	09:31	28	VC10	XV102	102.6	92.2	D
RRR Royal Air Force	30/05/05	12:36	10	JAGR	XZ103	95.5	90.9	A
AIN African International Airways	13/04/05	21:03	28	DC86	ZSOSI	101.2	90.4	D
RRR Royal Air Force	16/03/05	08:52	28	VC10	XR810	101.8	89.9	D
AIN African International Airways	16/03/05	20:56	28	DC86	ZSOSI	99.8	89.6	D
RRR Royal Air Force	18/03/05	09:07	28	VC10	XR810	97.7	88.3	D
UAB United Arabian	22/05/05	17:53	28	DC86	STUAA	98.2	87.1	D
UAB United Arabian	18/04/05	13:00	28	DC86	STUAA	97.5	86.5	D
UAB United Arabian	09/05/05	08:05	28	DC86	STUAA	96.5	85.6	D
UAB United Arabian	16/03/05	21:29	28	DC86	STUAA	96.1	85.3	D
AYZ Atlant-Soyuz	13/05/05	13:06	10	IL76	RA76472	96.0	85.0	A
VEA Vega Airlines	18/04/05	19:57	28	AN12	LZVEB	92.5	84.9	D
UAB United Arabian	28/03/05	12:35	28	DC86	STUAA	95.6	83.6	D
VEA Vega Airlines	23/05/05	14:21	28	AN12	LZVED	90.9	83.6	D
EUJ Eujet	28/04/05	09:29	28	F100	EIDFB	97.3	83.5	D
UAB United Arabian	16/05/05	11:05	28	DC86	STUAA	94.9	83.3	D
RRR Royal Air Force	29/05/05	12:57	10	HAWK		90.9	82.8	A

Average Noise Level Report  
 May 2005 **St Nicholas EMU 1**

<b>St Nicholas EMU 1</b>		<i>Arrival/ Departure Avg.</i>	<i>Lmax dB(A)</i>
	June 2004	A	75.3
	June 2004	D	86.8
	July 2004	A	77.2
	July 2004	D	85.0
	August 2004	A	87.6
	August 2004	D	86.9
	September 2004	A	77.3
	September 2004	D	79.4
	October 2004	A	76.1
	October 2004	D	77.0
	November 2004	A	77.0
	November 2004	D	76.2
	December 2004	A	82.0
	December 2004	D	77.8
	January 2005	A	77.5
	January 2005	D	76.7
	February 2005	A	79.2
	February 2005	D	77.0
	March 2005	A	77.8
	March 2005	D	80.1
	April 2005	A	77.7
	April 2005	D	76.5
	May 2005	A	75.6
	May 2005	D	76.4

**Quarterly Noise Events - Top Twenty (Movements)**  
Between 01/03/2005 and 31/05/2005

Location: Clarendon House Grammar School Monitor No. 2

<b>Airline</b>	<b>Date</b>	<b>Time</b>	<b>Runway</b>	<b>A/C Type</b>	<b>Registration</b>	<b>SEL</b>	<b>Lmax dB(A)</b>	<b>Arr/Dep</b>
AYZ Atlant-Soyuz	02/05/05	18:04	10	IL76	RA76401	111.0	104.4	D
AIN African International Airways	27/04/05	21:46	10	DC86	ZSOSI	108.2	102.1	D
AYZ Atlant-Soyuz	14/05/05	08:19	10	IL76	RA76472	108.7	101.8	D
RRR Royal Air Force	17/03/05	07:45	28	VC10	XV102	108.0	101.8	A
RRR Royal Air Force	6/03/05	07:10	28	VC10	XR810	107.2	100.4	A
AZS Aviacon Zitotrans	16/05/05	19:50	10	IL76	RA76472	109.1	100.2	D
AZS Aviacon Zitotrans	16/05/05	08:50	28	IL76	RA76842	104.4	98.0	A
AZS Aviacon Zitotrans	01/04/05	12:35	28	IL76	76518	104.2	97.8	A
RRR Royal Air Force	18/03/05	07:37	28	VC10	XR810	105.0	97.6	A
AZS Aviacon Zitotrans	18/05/05	08:53	28	IL76	RA76842	103.9	97.4	A
AYZ Atlant-Soyuz	30/03/05	14:03	28	IL76	76472	103.1	96.5	A
AZS Aviacon Zitotrans	01/04/05	19:52	10	IL76	RA76518	104.8	96.2	D
AYZ Atlant-Soyuz	30/03/05	21:40	10	IL76	RA76472	104.0	95.6	D
RRR Royal Air Force	31/05/05	14:54	10	JAGR		103.4	95.4	D
ABD Air Atlanta Iceland	06/03/05	19:16	28	B743	TFARU	101.0	94.5	A
ABD Air Atlanta Iceland	23/05/05	15:02	28	B742	TFABA	100.5	93.8	A
UAB United Arabian	03/04/05	21:42	10	DC86	STUAA	102.1	93.7	D
AYZ Atlant-Soyuz	07/05/05	17:57	28	IL76	RA76401	99.7	93.4	A
ABD Air Atlanta Iceland	01/04/05	12:15	28	B743	TFARS	99.6	93.3	A
AIN African International Airways	30/03/05	20:57	10	DC86	ZSOSI	101.5	92.8	D

Average Noise Level Report  
May 2005 **Clarendon School EMU 2**

		<i>Arrival/ Departure</i>	<i>Avg. Lmax dB(A)</i>

	June 2004		
	June 2004		
	July 2004		
	July 2004		
	August 2004	A	90.2
	August 2004	D	91.0
	September	A	89.2
	2004	D	88.7
	September	A	86.6
	2004	D	89.2
	October 2004	A	80.8
	October 2004	D	79.5
	November	A	81.8
	2004	D	82.3
	November	A	80.3
	2004	D	79.8
	December	A	80.5
	2004	D	79.2
	December	A	80.2
	2004	D	81.6
	January 2005	A	81.9
	January 2005	D	81.5
	February	A	84.0
	2005	D	81.1
	February	A	81.5
	2005	D	83.9
	March 2005	A	82.3
	March 2005	D	86.6
	April 2005		
	April 2005		
	May 2005		
	May 2005		

**KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE (K.I.A.C.C.)**  
 previously known as  
**Manston Airport Consultative Committee (M.A.C.C)**

- [Early and Late Movements: February - April 05](#)
- [COMPLAINT FORMS BY LOCATION](#)
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Early and Late Movements: February - April 05						
		0600-0700		2300-0600		
		Departures	Arrivals	Departures	Arrivals	Total
Feb-05	EUjet	32	1	1	5	39
	Other	0	0	0	0	0
	<b>Sub Total</b>	<b>32</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>39</b>
Mar-05	EUjet	17	3	5	16	41
	Other	0	0	0	0	0
	<b>Sub Total</b>	<b>17</b>	<b>3</b>	<b>5</b>	<b>16</b>	<b>41</b>
Apr-05	EUjet	49	1	1	48	99
	Other	1	0	0	0	1
	<b>Sub Total</b>	<b>50</b>	<b>1</b>	<b>1</b>	<b>48</b>	<b>100</b>
<b>Total for 3 Months</b>		<b>99</b>	<b>5</b>	<b>7</b>	<b>69</b>	<b>180</b>
<b>Quarterly Summary</b>						
		0600-0700		2300-0600		
		Departures	Arrivals	Departures	Arrivals	Total
	EUjet	98	5	7	69	179
	Other	1	0	0	0	1
	<b>Total</b>	<b>99</b>	<b>5</b>	<b>7</b>	<b>69</b>	<b>180</b>

<b>COMPLAINT FORMS BY LOCATION</b>		
	<b>February 05 – April 05</b>	<b>February 04 – April 04</b>
<b>Birchington</b>	<b>4</b>	<b>1</b>
<b>Broadstairs</b>	<b>2</b>	<b>0</b>
<b>Canterbury</b>	<b>0</b>	<b>2</b>
<b>Chestfield</b>	<b>4</b>	<b>0</b>
<b>Cliffsend</b>	<b>0</b>	<b>0</b>
<b>Cliftonville</b>	<b>0</b>	<b>0</b>
<b>Deal</b>	<b>0</b>	<b>0</b>
<b>Herne Bay</b>	<b>8</b>	<b>20</b>
<b>Margate</b>	<b>0</b>	<b>0</b>
<b>Manston</b>	<b>0</b>	<b>0</b>
<b>Marshside</b>	<b>0</b>	<b>13</b>
<b>Minster</b>	<b>4</b>	<b>0</b>
<b>Monkton</b>	<b>0</b>	<b>0</b>
<b>Ramsgate</b>	<b>227</b>	<b>140</b>
<b>St. Nicholas at Wade</b>	<b>5</b>	<b>1</b>
<b>Sandwich</b>	<b>0</b>	<b>0</b>
<b>Sarre</b>	<b>0</b>	<b>0</b>
<b>Stourmouth</b>	<b>0</b>	<b>1</b>
<b>Tankerton</b>	<b>0</b>	<b>0</b>
<b>Walmer</b>	<b>1</b>	<b>0</b>
<b>Westgate on Sea</b>	<b>164</b>	<b>51</b>
<b>Whitstable</b>	<b>0</b>	<b>5</b>
<b>Total</b>	<b>419</b>	<b>234</b>
<p><b>\ during February 05 – April 05 419 forms generated 693 complaints</b></p>		
<p><b>\ during February 04 – April 04 234 forms generated 522 complaints</b></p>		
<p><b>February 05 – April 05 total number of complainants was 39</b></p>		
<p><b>February 04 – April 05 total number of complainants was 31</b></p>		

<b>CAUSAL FACTORS</b>		
	<b>February 05 – April 05</b>	<b>February 04 – April 04</b>
<b>Noise</b>	<b>384</b>	<b>210</b>
<b>Pollution</b>	<b>16</b>	<b>57</b>
<b>Low Flying</b>	<b>48</b>	<b>167</b>
<b>Repeated Approaches</b>	<b>7</b>	<b>8</b>
<b>Off Route</b>	<b>212</b>	<b>69</b>
<b>Other</b>	<b>1</b>	<b>0</b>
<b>Not Related</b>	<b>25</b>	<b>11</b>
<b>TOTAL</b>	<b>693</b>	<b>522</b>

<b>TOP 10 COMPLAINTS GENERATED</b>						
<b>February 05 – April 05</b>						
<b>NO.</b>	<b>DATE</b>	<b>TIME</b>	<b>ARR/DEP</b>	<b>RWY</b>	<b>NOC</b>	<b>AIRLINE</b>
1	07.03.05	1103	TRG	28	5	BRIT MED
2	16.03.05	2129	DEP	28	3	United Arabian Airlines
3	21.03.05	2152	DEP	10	3	United Arabian Airlines
4	30.03.05	2157	DEP	10	3	African International
5	01.04.05	2052	DEP	10	3	Aviacon
6	04.04.05	0010	ARR	10	3	EU Jet
7	10.04.05	2228	DEP	28	3	United Arabian Airlines
8	05.02.05	0636	DEP	10	2	EU Jet
9	04.03.05	2326	ARR	28	2	EU Jet
10	03.04.05	1308	ARR	28	2	EU Jet

<b>DEPARTURES SUMMARY</b>					
<b>February – April 2005</b>					
<b>Feb-05</b>	<b>Total</b>	<b>Rwy 28</b>	<b>%</b>	<b>Rwy 10</b>	<b>%</b>
Heavy	337	227	67.4	110	32.6
Light	293	172	58.7	121	41.3
<b>Total</b>	<b>630</b>	<b>399</b>	<b>63.3</b>	<b>231</b>	<b>36.7</b>
<b>Mar-05</b>					
Heavy	325	228	70.2	97	29.8
Light	832	705	84.7	127	15.3
<b>Total</b>	<b>1157</b>	<b>933</b>	<b>80.6</b>	<b>224</b>	<b>19.4</b>
<b>Apr-05</b>					
Heavy	425	322	75.8	103	24.2
Light	436	275	63.1	161	36.9
<b>Total</b>	<b>861</b>	<b>597</b>	<b>69.3</b>	<b>264</b>	<b>30.7</b>

<b>February – April 2004</b>					
<b>Feb-04</b>	<b>Total</b>	<b>Rwy 28</b>	<b>%</b>	<b>Rwy 10</b>	<b>%</b>
Heavy	75	61	81.3	14	18.7
Light	499	412	82.6	87	17.4
<b>Total</b>	<b>574</b>	<b>473</b>	<b>82.4</b>	<b>101</b>	<b>17.6</b>
<b>Mar-04</b>					
Heavy	99	62	62.6	37	37.4
Light	637	438	68.8	199	31.2
<b>Total</b>	<b>736</b>	<b>500</b>	<b>67.9</b>	<b>236</b>	<b>32.1</b>
<b>Apr-04</b>					
Heavy	139	78	56.1	61	43.9
Light	629	255	40.5	374	59.5
<b>Total</b>	<b>768</b>	<b>333</b>	<b>43.4</b>	<b>435</b>	<b>56.6</b>

### Section 106 Compliance Reports

February - April 05

#### **Airport Movements**

	<b>Feb-05</b>	<b>Mar-05</b>	<b>Apr-05</b>	<b>Quarterly Total</b>
Fixed Wing	1263	2324	1712	<b>5299</b>



Helicopters		52	108	187	<b>347</b>
<b>Total</b>		<b>1315</b>	<b>2432</b>	<b>1899</b>	<b>5646</b>
<b>Runway Utilisation</b>					
Runway 10		378	382	692	<b>1452</b>
Runway 28		885	1942	1020	<b>3847</b>
<b>Total</b>		<b>1263</b>	<b>2324</b>	<b>1712</b>	<b>5299</b>
Total Movements between	2300-0700	39	41	100	<b>180</b>
Coastguard Movements G-BCEN		0	0	0	<b>0</b>
Commercial Movements		39	41	100	<b>180</b>
Fine Imposed #		£0.00	£0.00	£0.00	<b>£0.00</b>
Training between	2300-0700	0	0	0	<b>0</b>
Departures to Europe between **	0600-0700	32	17	50	<b>99</b>
Arrivals from United States between	0600-0700	0	0	0	<b>0</b>
Engine runs between +	2100-2300	1	0	1	<b>2</b>
Engine runs between	2300-0800	0	0	0	<b>0</b>
Identified Breaches in Noise Abatement Procedures		0	0	0	<b>0</b>
Incidents Under Investigation		0	0	0	<b>0</b>
#					

\*\* March - 32 - EUjet, April - 17 EUjet,  
May - 50 - EUjet & 1 Jet Alliance

+  
01.02.05  
- EUjet,  
26.04.05  
- EUjet

### Section 106 Compliancy Reports

#### February - April 04

<b>Airport Movements</b>		<b>Feb-04</b>	<b>Mar-04</b>	<b>Apr-04</b>	<b>Quarterly Total</b>
Fixed Wing		1150	1471	1533	<b>4154</b>
Helicopters		68	90	46	<b>204</b>
<b>Total</b>		<b>1218</b>	<b>1561</b>	<b>1579</b>	<b>4358</b>
<b>Runway Utilisation</b>					
Runway 10		247	465	853	<b>1565</b>
Runway 28		903	1006	680	<b>2589</b>
<b>Total</b>		<b>1150</b>	<b>1471</b>	<b>1533</b>	<b>4154</b>
Total Movements between	2300-0700	1	2	9	<b>12</b>
Coastguard Movements G-BCEN		0	1	9	<b>10</b>
Commercial Movements *		0	1	0	<b>1</b>
Fine Imposed #		£0.00	£1,000	£0.00	<b>£1,000</b>
Training between	2300-0700	0	0	0	<b>0</b>
Departures to Europe between **	0600-0700	0	0	0	<b>0</b>
Arrivals from	0600-0700	0	0	0	<b>0</b>

United States between					
Engine runs between +	2100-2300	0	0	0	<b>0</b>
Engine runs between	2300-0800	0	0	0	<b>0</b>
Identified Breaches in Noise Abatement Procedures		0	0	0	<b>0</b>
Incidents Under Investigation		0	0	0	<b>0</b>

\* MK  
Airlines  
9GMKG

### Runway Utilisation

February - April 2005

	Feb-05		Mar-05		Apr-05		Quarterly Totals	
		%		%		%		%
<b>Total Fixed Wing Movements</b>	<b>1263</b>	<b>100.0</b>	<b>2324</b>	<b>100.0</b>	<b>1712</b>	<b>100.0</b>	<b>5299</b>	<b>100</b>
Total Movements Rwy 28	885	70.1	1942	83.6	1020	59.6	3847	72.6
Total Movements Rwy 10	378	29.9	382	16.4	692	40.4	1452	27.4
<b>Breakdown by Category</b>								
<b>Total Movements</b>	<b>885</b>	<b>100.0</b>	<b>1942</b>	<b>100.0</b>	<b>1020</b>	<b>100.0</b>	<b>3847</b>	<b>100</b>

**Rwy 28**Total Light  
Movements  
Rwy 28

404 45.6 1478 76.1 529 51.9 2411 62.7

Total Heavy  
Movements  
Rwy 28

481 54.4 464 23.9 491 48.1 1436 37.3

**Total  
Movements  
Rwy 10****378 100.0 382 100.0 692 100.0 1452 100**Total Light  
Movements  
Rwy 10

182 48.1 203 53.1 417 60.3 802 55.2

Total Heavy  
Movements  
Rwy 10

196 51.9 179 46.9 275 39.7 650 44.8

**Total  
Heavy  
Movements****677 100.0 643 100.0 804 100.0 2124 100**Total Heavy  
Movements  
Rwy 28

481 71.0 464 72.2 529 65.8 1474 69.4

Total Heavy  
Movements  
Rwy 10

196 29.0 179 27.8 275 34.2 650 30.6

**February – April 2004**

	<b>Feb-04</b>		<b>Mar-04</b>		<b>Apr-04</b>		<b>Quarterly Totals</b>	
		<b>%</b>		<b>%</b>		<b>%</b>		<b>%</b>
<b>Total Fixed Wing Movements</b>	<b>1150</b>	<b>100.0</b>	<b>1471</b>	<b>100.0</b>	<b>1533</b>	<b>100.0</b>	<b>4154</b>	<b>100</b>
Total Movements Rwy 28	903	78.5	1006	68.4	680	44.4	2589	62.3
Total Movements Rwy 10	247	21.5	465	31.6	853	55.6	1565	37.7

**Breakdown  
by  
Category**

<b>Total Movements Rwy 28</b>	<b>903</b>	<b>100.0</b>	<b>1006</b>	<b>100.0</b>	<b>680</b>	<b>100.0</b>	<b>2589</b>	<b>100</b>
Total Light Movements Rwy 28	774	85.7	864	85.9	502	73.8	2140	82.7
Total Heavy Movements Rwy 28	129	14.3	142	14.1	178	26.2	449	17.3
<b>Total Movements Rwy 10</b>	<b>247</b>	<b>100.0</b>	<b>465</b>	<b>100.0</b>	<b>853</b>	<b>100.0</b>	<b>1565</b>	<b>100</b>
Total Light Movements Rwy 10	219	88.7	396	85.2	756	88.6	1371	87.6
Total Heavy Movements Rwy 10	28	11.3	69	14.8	97	11.4	194	12.4
<b>Total Heavy Movements</b>	<b>157</b>	<b>100.0</b>	<b>211</b>	<b>100.0</b>	<b>275</b>	<b>100.0</b>	<b>643</b>	<b>100</b>
Total Heavy Movements Rwy 28	129	82.2	142	67.3	178	64.7	449	69.8
Total Heavy Movements Rwy 10	28	17.8	69	32.7	97	35.3	194	30.2

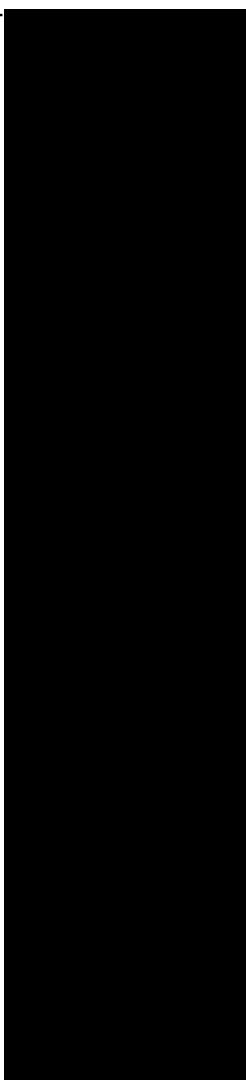
[KIACC INDEX](#)

**KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE (K.I.A.C.C.)**

**Minutes of meeting held at 2.00pm on 21 October 2005**

**at Thanet District Council**







PRESENT



- Chairman
- Secretary
- Infratil
- Infratil
- Kent International Airport
- Thanet District Council
- Canterbury City Council
- Dover District Council
- Kent County Council
- Kent County Council
- Broadstairs Town Council
- Minster Parish Council
- Monkton Parish Council
- Manston Airport Group
- Cliffsend Residents Assn
- Birchington Parish Council
- Manston Parish Council
- St Nicholas Parish Council
- KAPC Dover
- KAPC Canterbury
- Ramsgate Residents
- Thanet Chamber of Commerce
- Thanet District Council
- Thanet District Council
- Thanet District Council
- Thanet District Council

**APOLOGIES AND WELCOME**

Apologies for absence were received from:

-  Acol Parish Council
-  Ramsgate Residents *alternate* 
-  Cliffsend Res. Assn. *alternate* 
-  TGWU

The Chairman welcomed [REDACTED]  
[REDACTED]. Members of the  
committee introduced themselves. [REDACTED]  
[REDACTED] had 15 years experience of  
running airports. [REDACTED]  
welcomed the fact that the Infratil Group  
had financial backing that previous  
owners had lacked.

## 1. MINUTES

1.1 The [Minutes of the meeting](#) held on 21 July 2005, having been previously circulated, were accepted and signed by the Chairman as a true record.

## 2. MATTERS ARISING

2.1 Radar Upgrading/ off route flying. (*Cllr Flaherty and Malcolm Kirkaldie*) These matters would be addressed under Item

## 3. [AIRPORT BUSINESS DEVELOPMENT](#)

3.1 Business to date: Steve Fitzgerald reported that in the period 26 August to 20 October there had been:

3.1.1 21 freight movements (with a current schedule of 3 weekly 747 freighters plus other ad-hoc movements from a number of customers)

3.1.2 1 charter passenger flight

3.1.3 17 military movements, some with troops and cargo

3.1.4 10 training flights including British Airways

3.1.5 4 positioning flights

3.1.6 27 corporate and general aviation flights

3.1.7 Red Arrows

3.2 Future targeted business:

3.2.1 Freight: Target areas would include; further growth of fresh produce; to develop a strong reputation for specialist freight; and, in the longer term, to attract general cargo carriers from Heathrow, Gatwick, Stansted and other airports, and capture the future growth of general freight.

3.2.2 Passenger: Mr Fitzgerald had recently attended a route conference at which some interest had been expressed in KIA. A route development study was underway to ascertain where Kent residents fly to from other airports. After analysis, opportunities would be put to passenger airlines. Targets would include: business services (i.e. high frequency turbo-prop flights to key cities); low cost leisure services; charter flight operators such as Newmarket; and in the longer term long haul international services.

3.2.3 Associated target areas would include; corporate and general aviation; training and military operations; maintenance, repair and overhaul businesses and support industries; logistics and distribution business; and airport-related commercial businesses.

3.3 Mr Fitzgerald responded to various questions as follows:

3.3.1 Development of passenger services would be gradual, hopefully reaching 6-700,000 in 3 years from more than one carrier.

3.3.2 British Airways cargo had decided to remain based at Stansted but would be targeted along with others.

3.3.3 An express carrier would be welcomed.

3.3.4 Cities served by turbo-prop flights might include Amsterdam, Manchester, Glasgow, Dublin and Brussels.

3.3.5 Consultation was in hand regarding an updated radar tracking system.

3.3.6 Mr Fitzgerald had not seen the piece in the local press where he had been quoted as saying KIA was a 24hr a day airport.

3.3.7 An increase in MK Airlines cargo flights would be welcomed

3.3.8 Infratil had signed up to the existing S106 Agreement.

4. [APPROACH TO COMMUNITY CONSULTATION](#) and support for kiacc

4.1 Infratil's proposals for KIA included investment in people and facilities; a radical improvement in value delivered to the region; and improvement in environmental issues. These aims would be achieved by:

4.1.1 Partnership with the community, regional and local government and the economic development agency

4.1.2 Noise monitoring and limiting; attracting new airlines with modern aircraft and phasing out older aircraft

4.1.3 Preferential routing and investment in radar

4.1.4 Removal and cleansing of below ground fuel installations; investment in a new fuel farm.

4.2 Consultative Committee: The Company viewed the consultative committee as a vital component in the successful working partnership with stakeholders. The committee should be:

4.2.1 Independent – airport owner and management not formal members; independent Chair

4.2.2 Representative of all main interests including customers and clients; local and regional governments; economic development organisations; communities; and government agencies

4.2.3 Manageable and meaningful – broad agenda encompassing all main areas of interest; a clear remit and accountability; membership should be limited to 20 (supplemented by sub-committees if required); and administrative resources and support to be provided by Infratil.

4.2.4 Mr Fitzgerald proposed that a Review Sub-Committee be formed with the following terms of reference:

4.2.4.1 to review the membership of KIACC :  
to be consistent with DfT guidelines;  
to ensure that all key stakeholder issues are represented in a balanced way;

to have a productive number of members

4.2.4.2 to identify and recommend a Chair independent of the airport and key stakeholders; with a strong understanding of Kent issues, and ideally willing to Chair on a voluntary basis.

4.2.4.3 The Review Sub-Committee to be comprised of one member from each of KCC; TDC; CCC, and DDC, with Infratil available to assist as required.

4.3 The Chairman said he had already considered the committee overly large (especially given the need to introduce new members as business developed) but emphasised the requirement to preserve the interests of all parties.

4.4 During lengthy discussion, the following points were made:

4.4.1 The review sub-committee should include community representatives

4.4.2 It would not be ethical for existing committee members to review



themselves

4.5 Richard Samuel, CEO Thanet District Council, proposed that a group be formed of officers from the four authorities. This group to obtain views of all parties and after analysis report back to KIACC by the next meeting. A majority were in favour. Mr Samuel suggested a dedicated website (linked from the TDC website) could receive views.

The chairman remarked that the group would need to consult community groups as appropriate.

#### 5. KIA – Quarterly statistics

5.1 Presented by Alastair Robertson, the report was received and noted.

5.2 Steve Fitzgerald confirmed that complaints were being received and recorded and asked for forbearance whilst the system was under review. The website had been owned by Planestation, but complaints could be made by telephone and e mail.

5.3 The following items were raised:

5.3.1 Need for Complaints system to be more user-friendly

5.3.2 MK aircraft flying off-route

5.3.3 No alteration to routes had been made

#### 6. NOISE and AIR QUALITY MONITORING

6.1 Steve Fitzgerald stated that noise monitoring was still being undertaken by Manchester Airport consultants, but as Infratil had not yet concluded a contract with them readings were not yet being notified.

6.2 Paul Martin summarised the Benzene and Nitrogen Dioxide reports for the months of June, July and August 2005. It was noted that all monitoring was below UK and EU Action Levels. Mr Martin confirmed that the contract with the Airport owners was being re-established.

#### 7. SECTION 106 RENEGOTIATION

7.1 Brian White reported that the results of the consultation were available on the TDC website. A productive meeting with Infratil had been held, but there would be an inevitable interval before the Agreement was renegotiated, due to change of ownership of the Airport.

#### 8. AIRPORT COMMUNITY FUND

8.1 The Chairman read out the position statement of the fund

Grants paid out since 1 April 2005 £4575  
 Grant funding pledged dependent on  
 conditions being met £500  
 Balance in the Fund as at 6 October  
 2005 £3153.50  
 Less Grant monies promised £500

TOTAL £2653.50

8.2 Nick Cole and Malcolm Kirkaldie asked if outstanding fines (thought to be in the region of £20,000) that had been due from MK Airlines since 2003 had been paid. Steve Fitzgerald said he had been informed that no monies remained outstanding. Cllr Nicholson's view was that as the agreement had been between TDC and PlaneStation, the matter was now closed.

#### 9 ANY OTHER BUSINESS

There being no further business, the meeting closed at 4.30pm.

## 10. DATE AND TIME OF NEXT MEETING

Date of next meeting during the 2<sup>nd</sup> half of January 2006 would be notified. Recommendations regarding the composition of the committee would hopefully be available for presentation at that meeting.

[KIACC INDEX](#)

**KENT INTERNATIONAL AIRPORT****PO Box 500, Manston, Kent CT12 5BP****Tel: 01843 824 820 Fax: 01843 823 570**

<b>COMPLAINT FORMS BY LOCATION</b>		
	<b>May 05 – July 05</b>	<b>May 04 – July 04</b>
<b>Birchington</b>	<b>0</b>	<b>3</b>
<b>Broadstairs</b>	<b>0</b>	<b>2</b>
<b>Canterbury</b>	<b>2 (2)</b>	<b>0</b>
<b>Chestfield</b>	<b>5 (2)</b>	<b>0</b>
<b>Cliffsend</b>	<b>1 (1)</b>	<b>0</b>
<b>Cliftonville</b>	<b>0</b>	<b>0</b>
<b>Deal</b>	<b>0</b>	<b>0</b>
<b>Herne Bay</b>	<b>20 (4)</b>	<b>11</b>
<b>Margate</b>	<b>1 (1)</b>	<b>0</b>
<b>Manston</b>	<b>1 (1)</b>	<b>0</b>
<b>Marshside</b>	<b>0</b>	<b>18</b>
<b>Minster</b>	<b>0</b>	<b>0</b>
<b>Monkton</b>	<b>1 (1)</b>	<b>0</b>
<b>Ramsgate</b>	<b>206 (14)</b>	<b>186</b>
<b>St. Nicholas at Wade</b>	<b>6 (2)</b>	<b>6</b>
<b>Sandwich</b>	<b>0</b>	<b>0</b>
<b>Sarre</b>	<b>0</b>	<b>1</b>
<b>Seasalter</b>	<b>2 (1)</b>	<b>0</b>
<b>Tankerton</b>	<b>4 (1)</b>	<b>0</b>
<b>Walmer</b>	<b>0</b>	<b>0</b>
<b>Westgate on Sea</b>	<b>347 (1)</b>	<b>70</b>
<b>Whitstable</b>	<b>24 (3)</b>	<b>0</b>
<b>Total</b>		
<p><b>\ during May 05 – July 05 620 forms generated 1145 complaints</b></p>		
<p><b>\ during May 04 – July 04 297 forms generated 694 complaints</b></p>		
<p><b>May 05 – July 05 total number of complainants was 34</b></p>		
<p><b>May 04 – July 04 total number of complainants was 22</b></p>		

<b>CAUSAL FACTORS</b>		
	<b>May 05 – July 05</b>	<b>May 04 – July 04</b>
<b>Noise</b>	<b>560</b>	<b>282</b>
<b>Pollution</b>	<b>14</b>	<b>72</b>
<b>Low Flying</b>	<b>76</b>	<b>196</b>
<b>Repeated Approaches</b>	<b>3</b>	<b>26</b>
<b>Off Route</b>	<b>451</b>	<b>112</b>
<b>Other</b>	<b>0</b>	<b>0</b>
<b>Not Related</b>	<b>41</b>	<b>6</b>
<b>TOTAL</b>		<b>694</b>

<b>TOP 10 COMPLAINTS GENERATED</b>							
<b>May 05 – July 05</b>							
<b>NO.</b>	<b>DATE</b>	<b>TIME</b>	<b>ARR/DEP</b>	<b>RWY</b>	<b>NOC</b>	<b>CODE</b>	<b>AIRLINE</b>
1	02.05	0932	Arr	10	3	A, C, E	Atlantsoyuz
2	02.05	1904	Dep	10	3	A, C, E	Atlantsoyuz
3	10.06	0653	Dep	10	3	A, C, E	EUjet
4	29.06	0620	Dep	10	3	A, E	EUjet
5	02.05	1655	Arr	10	2	A, C, E	EUjet
6	05.06	2045	Dep	28	2	A, C, E	UAA
7	10.06	0624	Dep	10	2	A, C, E	EUjet
8	02.07	1026	Arr	28	2	A, E	World Airways
9	14.07	0059	Arr	28	2	A, C	EUjet
10	14.07	0132	Arr	28	2	A	EUjet

<b>DEPARTURES SUMMARY</b>											
<b>2005</b>						<b>2004</b>					
	<b>Total</b>	<b>R28</b>	<b>%</b>	<b>R10</b>	<b>%</b>		<b>Total</b>	<b>R28</b>	<b>%</b>	<b>R10</b>	<b>%</b>
<b>May</b>						<b>May</b>					
<b>Heavy</b>	459	309	67.3	150	32.7	<b>Heavy</b>	151	83	55.0	68	45.0
<b>Light</b>	707	391	55.3	316	44.7	<b>Light</b>	902	461	51.1	441	48.9
<b>Total</b>	1166	700	60.0	466	40.0	<b>Total</b>	1053	544	51.7	509	48.3
<b>Jun</b>						<b>Jun</b>					
<b>Heavy</b>	510	312	61.2	198	38.8	<b>Heavy</b>	131	75	57.3	56	42.7
<b>Light</b>	553	248	44.8	305	55.2	<b>Light</b>	1154	951	82.4	203	17.6
<b>Total</b>	1063	560	52.7	503	47.3	<b>Total</b>	1285	1026	79.8	259	20.2
<b>Jul</b>						<b>Jul</b>					
<b>Heavy</b>	348	252	72.4	96	27.6	<b>Heavy</b>	101	70	69.3	31	30.7
<b>Light</b>	677	396	58.5	281	41.5	<b>Light</b>	996	585	58.7	411	41.3
<b>Total</b>	1025	648	63.2	377	36.8	<b>Total</b>	1097	655	59.7	442	40.3

## Section 106 Compliancy Reports

May - July 05					
<i><b>Airport Movements</b></i>					
		<b>May-05</b>	<b>Jun-05</b>	<b>Jul-05</b>	<b>Quarterly Total</b>
Fixed Wing		2334	2139	2048	<b>6521</b>
Helicopters		149	197	184	<b>530</b>
<b>Total</b>		<b>2483</b>	<b>2336</b>	<b>2232</b>	<b>7051</b>
<i><b>Runway Utilisation</b></i>					
Runway 10		785	1152	776	<b>2713</b>
Runway 28		1549	987	1272	<b>3808</b>
<b>Total</b>		<b>2334</b>	<b>2139</b>	<b>2048</b>	<b>6521</b>
Total Movements between	2300-0700	116^	88	79	<b>283</b>
Coastguard Movements G-BCEN		0	1	0	<b>1</b>
Commercial Movements		113	87	79	<b>279</b>
Fine Imposed #		£0.00	£0.00	£0.00	<b>£0.00</b>
Training between	2300-0700	0	0	0	<b>0</b>
Departures to Europe between **	0600-0700	58	52	46	<b>156</b>
Arrivals from United States	0600-0700	0	0	0	<b>0</b>

between					
Engine runs between +	2100-2300	0	0	0	<b>0</b>
Engine runs between	2300-0800	0	0	0	<b>0</b>
Identified Breaches in Noise Abatement Procedures		0	0	0	<b>0</b>
Incidents Under Investigation		0	0	0	<b>0</b>
#					
** EUjet					
+					
^ 3 Light Aircraft Movements - TG Aviation, 1 Newmarket Holiday Charter Flight					
<b>Section 106 Compliancy Reports</b>					
<b>May 04 - July 04</b>					
<b><i>Airport Movements</i></b>					
		<b>May-04</b>	<b>Jun-04</b>	<b>Jul-04</b>	<b><i>Quarterly Total</i></b>
Fixed Wing		2103	2570	2193	<b>6866</b>
Helicopters		86	61	106	<b>253</b>

<b>Total</b>		<b>2189</b>	<b>2631</b>	<b>2299</b>	<b>7119</b>
<b><i>Runway Utilisation</i></b>					
Runway 10		1059	516	860	<b>1376</b>
Runway 28		1044	2054	1333	<b>3387</b>
<b>Total</b>		<b>2103</b>	<b>2570</b>	<b>2193</b>	<b>4763</b>
Total Movements between	2300-0700	3	5	0	<b>8</b>
Coastguard Movements G-BCEN		3	5	0	<b>8</b>
Commercial Movements		0	0	0	<b>0</b>
Fine Imposed		£0.00	£0.00	£0.00	<b>0</b>
Training between	2300-0700	0	0	0	<b>0</b>
Departures to Europe between	0600-0700	0	0	0	<b>0</b>
Arrivals from United States between	0600-0700	0	0	0	<b>0</b>
Engine runs between	2100-2300	0	0	0	<b>0</b>
Engine runs between	2300-0800	0	0	0	<b>0</b>
Identified Breaches in Noise Abatement Procedures		0	0	0	<b>0</b>
Incidents		0	0	0	<b>0</b>



Under Investigation					
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Runway Utilisation								
May - July 2005								
	May-05		Jun-05		Jul-05		Quarterly Totals	
		%		%		%		%
<b>Total Fixed Wing Movements</b>	<b>2334</b>	<b>100.0</b>	<b>2139</b>	<b>100.0</b>	<b>2048</b>	<b>100.0</b>	<b>6521</b>	<b>100</b>
Total Movements Rwy 28	1549	66.4	987	46.1	1272	62.1	3808	58.4
Total Movements Rwy 10	785	33.6	1152	53.9	776	37.9	2713	41.6
<b>Breakdown by Category</b>								
<b>Total Movements Rwy 28</b>	<b>1549</b>	<b>100.0</b>	<b>987</b>	<b>100.0</b>	<b>1272</b>	<b>100.0</b>	<b>3808</b>	<b>100</b>
Total Light Movements Rwy 28	943	60.9	535	54.2	798	62.7	2276	59.8
Total Heavy Movements Rwy 28	606	39.1	452	45.8	474	37.3	1532	40.2
<b>Total Movements Rwy 10</b>	<b>785</b>	<b>100.0</b>	<b>1152</b>	<b>100.0</b>	<b>776</b>	<b>100.0</b>	<b>2713</b>	<b>100</b>
Total Light Movements Rwy 10	457	58.2	700	60.8	567	73.1	1724	63.5

Total Heavy Movements Rwy 10	328	41.8	452	39.2	209	26.9	989	36.5
<b>Total Heavy Movements</b>	<b>934</b>	<b>100.0</b>	<b>904</b>	<b>100.0</b>	<b>683</b>	<b>100.0</b>	<b>2521</b>	<b>100</b>
Total Heavy Movements Rwy 28	606	64.9	452	50.0	474	69.4	1532	60.8
Total Heavy Movements Rwy 10	328	35.1	452	50.0	209	30.6	989	39.2

**May - July 2004**

	May-04		Jun-04		Jul-04		Quarterly Totals	
		%		%		%		%
<b>Total Fixed Wing Movements</b>	<b>2103</b>	<b>100.0</b>	<b>2570</b>	<b>100.0</b>	<b>2193</b>	<b>100.0</b>	<b>6866</b>	<b>100</b>
Total Movements Rwy 28	1044	49.6	2054	79.9	1333	60.8	<b>4431</b>	64.5
Total Movements Rwy 10	1059	50.4	516	20.1	860	39.2	<b>2435</b>	35.5
<b>Breakdown by Category</b>								
<b>Total Movements Rwy 28</b>	<b>1044</b>	<b>100.0</b>	<b>2054</b>	<b>100.0</b>	<b>1333</b>	<b>100.0</b>	<b>4431</b>	<b>100</b>
Total Light Movements	869	83.2	1894	92.2	1191	89.3	<b>3954</b>	89.2

Rwy 28								
Total Heavy Movements Rwy 28	175	16.8	160	7.8	142	10.7	<b>477</b>	<b>10.8</b>
<b>Total Movements Rwy 10</b>	<b>1059</b>	<b>100.0</b>	<b>516</b>	<b>100.0</b>	<b>860</b>	<b>100.0</b>	<b>2435</b>	<b>100</b>
Total Light Movements Rwy 10	937	88.5	411	79.7	795	92.4	<b>2143</b>	<b>88.0</b>
Total Heavy Movements Rwy 10	122	11.5	105	20.3	65	7.6	<b>292</b>	<b>12.0</b>
<b>Total Heavy Movements</b>	<b>297</b>	<b>100.0</b>	<b>265</b>	<b>100.0</b>	<b>207</b>	<b>100.0</b>	<b>769</b>	<b>100</b>
Total Heavy Movements Rwy 28	175	58.9	160	60.4	142	68.6	<b>477</b>	<b>62.0</b>
Total Heavy Movements Rwy 10	122	41.1	105	39.6	65	31.4	<b>292</b>	<b>38.0</b>

<b>Kent International Airport Community Fund</b>		
<b>Grants paid out since 1 April 2005</b>		
	£	
Cliffsend Residents Association - to replace village notice boards	300	
Cliffsend Village Hall - new village hall sign	250	
Garlinge Infant & Nursery School - creation of a sensory garden	500	
Monkton Village Hall - bench seating for village hall	500	

Minster Abbey - to help fund a fund-raising event for Bethany Wing to improve disabled facilities	500	
Global Generation - Venue refurbishments costs for juice bar / alternative venue for young people	500	
Mary Ann Rammell Charity - garden bench for Monkton churchyard	300	
Walking Thanet - to help fund organisation of Walking Thanet Festival 2006	225	
St Nicholas at Wade CEP School PTFA for clearing and landscaping a garden	500	
Eastcliff Residents Association for Dancing in the Moonlight event	250	
Vale Square Residents Association for tree surgery in the Square	500	
Thanet District Citizens Advice Bureau to help fund the delivery of the CAB service in Ramsgate	250	
Total of grants paid out from 1 April 2005	4575	
<b>Grant funding pledged dependent on conditions being met</b>		
St Mary the Virgin, Minster for funding towards provision of a heating system July 2004	500	
Total of grant monies pledged	500	
<b>Balance in the fund as at 6 October 2005</b>		<b>3153.50</b>
Grant monies promised		500.00
Balance minus grant monies promised		<b>2653.50</b>

### JUNE, JULY & AUGUST 2005

## BENZENE AND NITROGEN DIOXIDE REPORT FOR LONDON MANSTON AIRPORT

### Nitrogen Dioxide

**Continuous Results****View Period: 1-jun-2005 to 1-sep-2005**

The provisional hourly mean Air Quality Objective set by the Government is 200  $\mu\text{g}/\text{m}^3$  not to be exceeded more than 18 times a year, to be achieved by 31/12/2005.

Overall mean: 15  $\mu\text{g}/\text{m}^3$  (to be compared to the annual objective: 40  $\mu\text{g}/\text{m}^3$ )

**Diffusion Tube Results**

SITE	LEVEL ( $\mu\text{g}/\text{m}^3$ )		
	June	July	August
BELL DAVIES DRIVE MANSTON	13.51	14.15	18.51
HIGH STREET MANSTON	15.83	14.67	17.11
HILL HOUSE DRIVE MINSTER	13.03	11.34	12.32

The provisional Air Quality Objective set by the Government is 40 $\mu\text{g}/\text{m}^3$  as an annual mean to be achieved by 31/12/2005.

**Benzene****Continuous Results**

Overall mean: 0.7  $\mu\text{g}/\text{m}^3$

Poor data capture is due a fault with the analyser's lamp. New lamp to be replaced and analyser back online end of June 2005.

The Air Quality Objective set by the Government is 5 $\mu\text{g}/\text{m}^3$  as an annual mean to be achieved by 31/12/2010.

**Diffusion Tubes Results**

SITE	LEVEL ( $\mu\text{g}/\text{m}^3$ )		
	June	July	August
BELL DAVIES DRIVE MANSTON	1.46	0.57	0.43
HIGH STREET MANSTON	1.28	1.28	0.39
HILL HOUSE DRIVE MINSTER	1.35	0.97	0.43

The Air Quality Objective set by the Government is  $5\mu\text{g}/\text{m}^3$  as an annual mean to be achieved by 31/12/2010.

### Air Pollution Information

The national *Index and Bands* service uses the four bands and a 1-10 index to provide more detail about air pollution levels but in a simple way, similar to the sun index or pollen index.

Band	Index	Nitrogen Dioxide hourly mean  $\mu\text{g}/\text{m}^3$
Low		
	1	0-95
	2	96-190
	3	191-286
Moderate		
	4	287-381
	5	382-476
	6	478-572
High		
	7	573-635
	8	363-700
	9	701-763
Very High		

	10	764 or more
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### **Banding Index Health Descriptor**

Low 1-3 Effects are unlikely to be noticed even by individuals who know they are sensitive to air pollutants

Moderate 4-6 Mild effects, unlikely to require action, may be noticed amongst sensitive individuals.

High 7-9 Significant effects may be noticed by sensitive individuals and action to avoid or reduce these effects may be needed (e.g. reducing exposure by spending less time in polluted areas outdoors). Asthmatics will find that their 'reliever' inhaler is likely to reverse the effects on the lung.

Very High 10 The effects on sensitive individuals described for 'High' levels of pollution may worsen.

### [KIACC INDEX](#)

## **KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE (K.I.A.C.C.)**

Infratil

### **Kent International Airport**

Future targeted business

- **Freight/Cargo**
  - Further growth of fresh produce
  - Develop a strong reputation for specialist freight
  - Attract general cargo carriers from Heathrow, Gatwick, Stansted and other airports
  - Capture future growth of general freight
- **Passenger**
  - Route development study underway
  - Targets will include:
    - business services (likely high frequency turbo-prop to key cities)
    - low cost leisure services
    - charter flight operators (such as Newmarket)
    - long haul international services (in longer term)
- **Corporate and general aviation**
- **Training and military operations**
- **Maintenance, repair and overhaul (MRO) businesses and support industry**
- **Logistics and distribution business**
- **Airport-related commercial businesses**

### **Business to date**

**In the period from 26 August to 20 October:**

- 21 freight movements (with a current schedule of 3 weekly 747 freighters plus other ad-hoc movements from a number of customers)
- 1 charter passenger flight (another due on Sunday)
- 17 military movements (some with troops and cargo )
- 10 training flights (including British Airways)
- 4 positioning flights
- 27 corporate and general aviation flights
- Red arrows

### **What can Infratil Airports do at KIA ?**

- Key Driver of Local Economy
  - Provide existing Kent businesses with connectivity
    - Passenger service -inbound tourism, business links
    - Freight services
    - import / export
  - Reason for businesses to locate in Kent
- Create direct employment
  - Semi-skilled, skilled and professional careers
- Create indirect employment
  - Typically 5 : 1 jobs created
    - Logistics, Hospitality, Tourism, Industrial, Customs/Immigration, etc.
- Infratil Airports at GPA
  - 2.3 million passengers



- 34,000MT freight
- Hi-tech aircraft maintenance investments
- 450 direct employees
- £90m to local economy in 2002 per independent study

## Environment

- Economic
  - Partnerships with Community
  - Regional and local government
  - Economic Development Agency
- Good neighbours
  - Noise monitoring and limiting
    - Attracting new airlines with modern aircraft
    - Phasing out older aircraft
  - Preferential routing
    - investment in radar
  - Removal and cleansing of below ground fuel installations
    - investment in new fuel farm

## Joint vision for growth and development

- Investment in people and facilities
- Radical improvement in value delivered to the region
- Improvement in environmental issues

## Consultation- DfT guidelines:

- to consider aerodrome issues as they affect the communities represented or the amenities of the aerodrome;
- to make suggestions to the aerodrome where this might further the interest of the communities represented;
- to stimulate the interest of the local population in the development of the aerodrome;
- to monitor the environmental impact of all aspects of the operation of the aerodrome and to advise on operating procedures resulting from such monitoring with a view to minimising noise or other pollution from whatever source;
- to protect and enhance the interests of users of the aerodrome;
- to discuss with the aerodrome formal procedures for recording complaints about aircraft noise and other adverse effects of the aerodrome.
- to consider the contribution of the aerodrome to the local, regional and national economy.

## Proposal: Review sub-Committee

- The terms of reference of the sub-Committee would be to:
  - Review the membership of the KIACC
    - To be consistent with DfT guidelines
    - To ensure that all key stakeholder issues are represented in a balanced way
    - To have a productive number of members
    - supplemented by a sub-Committee structure if required
  - Identify and recommend a KIACC Chair who is
    - Independent of the airport and key stakeholders
    - Have a suitable background to chair the Committee
    - including a strong understanding of Kent issues

- Ideally be willing to Chair on a voluntary basis
- The sub-Committee be comprised of one member from each of
  - Kent County Council
  - Thanet District Council
  - Canterbury City Council and
  - Dover District Council
- Infratil will be available to assist the sub-Committee as required

**Partnership:**

- Infratil has the ability and track record to make a success the benefit of all stakeholders
- Infratil views the Consultative Committee as a vital component in successful working partnership with stakeholders

[KIACC INDEX](#)

**KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE (K.I.A.C.C.)**

**Kent International Airport Consultative Committee  
Minutes of meeting held at 1.30pm on 7<sup>th</sup> March 2006  
At Thanet District Council**

**PRESENT**

	Chairman
	Infratil
	Infrail
	Thanet District Council
	Canterbury City Council
	Dover District Council
	Kent County Council
	Kent County Council
	Broadstairs Town Council
	Minster Parish Council
	Monkton Parish Council
	Manston Airport Group
	Cliffsend Residents Assn
	Birchington Parish Council
	Manston Parish Council
	St Nicholas Parish Council
	KAPC Dover
	KAPC Canterbury
	Ramsgate Residents
	Thanet Chamber of Commerce
	Thanet District Council
Thanet District Council	

**APOLOGIES AND WELCOME**

Apologies for absence were received from:



Dover Parishes  
Thanet District Council  
Thanet District Council

1 **MINUTES**

The Minutes of the meeting held on 21st October 2005 having been previously circulated, were accepted and signed by the Chairman as a true record.

2 **MATTERS ARISING**

**No Action points.****3 AIRPORT BUSINESS DEVELOPMENT** [KIA quarterly statistics](#)**Business to date:** Steve Fitzgerald reported that there had been:

- 3.1.1 143 freight movements
- 3.1.2 1 charter passenger flight
- 3.1.3 24 military movements, some with troops and cargo
- 3.1.4 25 training flights
- 3.1.5 13 positioning flights
- 3.1.6 61 corporate and general aviation flights
- 3.1.7 TG aviation general flights (no statistics are available)

**New Business:**

- 3.2.1 **Passenger:** Kent Escapes will commence a programme of flights covering two destinations over a period of 26 weeks commencing on the 25<sup>th</sup> May 2006 . This operation consists on one aircraft flying to two destinations from 09.00 until 18.00 (this will avoid any Section 106 issues of night flying)

**Future business development:**

- 3.3.1. Attending the Airport Operators Association meeting this evening (07.03.06) meeting with both passenger and freight companies to continue discussion about possible flights. There is nothing confirmed at the moment but the outlook is favourable.

**4 [Reconstituting Committee](#)**

- 4.1 Richard Samuel introduced the report produced at the request of the KIACC by officers from Thanet, Dover , Canterbury and Kent County Council.
- 4.2 On behalf of the local authorities Richard Samuel recommended that the membership as set out in section 2.2 of the report be adopted. The Chairman invited questions and discussion.
- 4.3 Several felt that the present Committee is too large and that its work, and ability to debate, would benefit from a smaller membership. However parish councils in particular were concerned that their representation would decrease to unacceptable levels. They stressed that the impacts of the Airport are discrete to specific communities around it. Therefore local communities expect their parish council to carry forward issues for them.
- 4.4 In discussion it was discussed that the Council for Protection Rural England CPRE did not have a constituency interest to represent. It did not need to be part of the national position regarding Airport Development. Other points initiated the need or

otherwise, for Airport employees to be allocated 2 KIACC seats (it was understood the 2 users seats would accommodate both a freight and “passenger” user). Finally inclusion of the local business community, in the form of the Thanet and East Kent Chamber of Commerce was raised and in general supported in respect of continued membership.

- 4.5 The question of selection methodology in respect of parish council was discussed. Both Canterbury City Council and Dover District have frameworks in place with parishes to enable them, by agreement to nominate parishes. At Thanet this had not been necessary thus far, but dialogue with parishes will be organised because it appears impractical for every existing parish committee representation to continue.
- 4.6 As a matter of information the officer report had included establishment of new working arrangement between the 4 local authorities and the Airport on strategic issues. The proposed Airport Advisory Group was welcomed – it very noted by all that its role and its work is very different from that of KIACC. Though an occasions, issues would be of interest to both bodies.
- 4.7 Drawing the debate to a close the Chairman summed up. This particular Airport Consultative Committee with reference to Department of Transport Guidance is unusual in that it has a high proportion of parish council representation. Whilst the general principle of some reductions representation was therefore logical the recommended membership – if put to a vote, would not be accepted. Instead it made sense for the local authority officers to review the report produced make changes taking in to account what has been said, and circulate a draft report before the next KIACC meeting. Certainly clear possibilities had been identified to reduce non – elected representation in KIACC and this did make it possible to restore to some degree parish council membership.

#### **ACTION:**

The local authority other group will report back to the next meeting a revised paper, Brian White to co- ordinate.

#### **5 NOISE and AIR QUALITY MONITORING.**

- 5.1 Noise and air quality monitoring data are being generated at the moment but reports are not being produced. This is an important issue of public interest and information will be produced at the next meeting. As there is low usage of the airport at the moment, the position is not disastrous but data does need to be analysed and reported. Apparently Manchester Airport removed the mobile monitor from Trove Court , when Planestation went into administration. Thanet District Council is pursuing this matter because the mobile monitor was provided in accordance to the S 106 Planning Agreement.
- 5.2 Infratil will produce a report about plans for noise monitor readings, and email to the committee with in one week. Action Phil Vann.
- 5.3 A report has been produced regarding nighttime flying during summer 2005 by the Environmental Health Team at Thanet. After being received by elected members the report will be in the public domain.
- 5.4 Environmental Health’s usual report on air quality will be received at the next

meeting.

## 6 SECTION 106 RENEGOTIATION

- 6.1 Thanet's review of the Section 106 conducted by the Airport Working Party will shortly be completed. This report, which will go to the Finance Best Value Review Group and then to Council.
- 6.2 Discussions have been opened by Thanet with Inratil about the timescale for putting in place a successor planning agreement.

## 7 AIRPORT COMMUNITY FUND

- 7.1 The Chairman read out the position statement of the fund

Balance in the Fund 1st April 2005	£2000.00
Less Grant monies promised	£500
<b>TOTAL</b>	<b>£2500.00</b>

- 8.2 This sub - committee will continue under its work and be included with the new constitution when agreed.

## 9. ANY OTHER BUSINESS

- 9.1 KCC Cabinet approved the Local Transport Plan 2006/11. which includes KIA
- 9.2 Positioning sought by London Ashford (Lydd) Airport as a 'local ' airport noted.
- 9.3 The committee gave thanks to The Chairman for his service over several years, indeed since the inception of the KIACC. The Secretary for this meeting was also thanked.
- 9.4 Richard Samuel CEO – Thanet District Council was agreed as interim Chairman until the new Chairman is accepted.

**ACTION** – TDC and Inratil to advertise and select a Chairman, to be presented at the next meeting. An appointment must be authorised by the KIACC itself.

## 10 DATE AND TIME OF NEXT MEETING

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<b>Kent International Airport</b>					
<b>COMPLIANCY REPORT</b>					
<b>November 2005 - January 2006</b>					
<b>Airport Movements</b>					
		<b>Nov-05</b>	<b>Dec-05</b>	<b>Jan-06</b>	<b>Quarterly Total</b>
Fixed Wing		1127	870	848	2845
Helicopters		78	79	56	213
<b>Total</b>		<b>1205</b>	<b>949</b>	<b>904</b>	<b>3058</b>
<b>Runway Utilisation</b>					
Runway 10		39	96	494	629
Runway 28		1088	774	354	2216
<b>Total</b>		<b>1127</b>	<b>870</b>	<b>848</b>	<b>2845</b>
Total Movements between	2300-0700	0	0	1	1
Coastguard Movements G-BCEN		0	0	0	0
Commercial Movements ^		0	0	1	1
Fine Imposed #		£0.00	£0.00	£1,000	1000
Training between	2300-0700	0	0	0	0
Departures to Europe between **	0600-0700	0	0	0	0
Arrivals from United States between	0600-0700	0	0	0	0
Engine runs between +	2100-2300	0	0	0	0
Engine runs between	2300-0800	0	0	0	0
Identified Breaches in Noise Abatement Procedures		0	0	0	0
Incidents Under Investigation		0	0	0	0
<b>^ 04.01.06 2329 hrs MK Airlines B-747</b>					
<b>November 2004 - January 2005</b>					
<b>Airport Movements</b>					
		<b>Nov-04</b>	<b>Dec-04</b>	<b>Jan-05</b>	<b>Quarterly Total</b>
Fixed Wing		2637	1635	1727	5999
Helicopters		131	94	97	322
<b>Total</b>		<b>2768</b>	<b>1729</b>	<b>1824</b>	<b>6321</b>
<b>Runway Utilisation</b>					
Runway 10		472	260	212	944
Runway 28		2165	1375	1515	5055
<b>Total</b>		<b>2637</b>	<b>1635</b>	<b>1727</b>	<b>5999</b>
Total Movements between	2300-0700	53	67	68	188
Coastguard Movements G-BCEN		0	0	1	1
Commercial Movements		53	67	67	187
Fine Imposed #		£0.00	£0.00	£1,000	1000
Training between	2300-0700	0	0	0	0
Departures to Europe between *	0600-0700	48	51	52	151
Arrivals from United States between	0600-0700	0	0	0	0
Engine runs between +	2100-2300	0	0	2	2
Engine runs between	2300-0800	0	0	0	0
Identified Breaches in Noise Abatement Procedures		0	0	0	0
Incidents Under Investigation		0	0	0	0

# 12.01.05	United Arabian Departure at 2318	DC-8	STUAA			
* November 04	48					
December 04	50	- EUjet, 1	- PVT			
January 05	52	- EUjet				
+ 11.01.05	EUjet 2140-2200,	12.01.05	EUjet 2215-2300			

<b>Kent International Airport</b>					
<b>DEPARTURES SUMMARY</b>					
<b>November 2005 - January 2006</b>					
	<b>%</b>	<b>Rwy 28</b>	<b>%</b>	<b>Rwy 10</b>	<b>%</b>
<b>Nov-05</b>					
Heavy	46	38	82.6	8	17.4
Light	519	470	90.6	49	9.4
Total	565	508	89.9	57	10.1
<b>Dec-05</b>					
Heavy	47	41	87.2	6	12.8
Light	389	346	88.9	43	11.1
Total	436	387	88.8	49	11.2
<b>Jan-06</b>					
Heavy	103	39	37.9	64	62.1
Light	321	138	43.0	183	57.0
Total	424	177	41.7	247	58.3
<b>November 2004 - January 2005</b>					
	<b>%</b>	<b>Rwy 28</b>	<b>%</b>	<b>Rwy 10</b>	<b>%</b>
<b>Nov-04</b>					
Heavy	401	285	71.1	116	28.9
Light	914	785	85.9	129	14.1
Total	1315	1070	81.4	245	18.6
<b>Dec-04</b>					
Heavy	433	347	80.1	86	19.9
Light	390	339	86.9	51	13.1
Total	823	686	83.4	137	16.6
<b>Jan-05</b>					
Heavy	457	386	84.5	71	15.5
Light	405	370	91.4	35	8.6
Total	862	756	87.7	106	12.3



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<b>Kent International Airport</b>								
<b>RUNWAY UTILISATION</b>								
<b>November 2005 - January 2006</b>								
	<b>Nov-05</b>		<b>Dec-05</b>		<b>Jan-06</b>		<b>Quarterly Totals</b>	
		<b>%</b>		<b>%</b>		<b>%</b>		<b>%</b>
<b>Total Fixed Wing Movements</b>	<b>1127</b>	<b>100.0</b>	<b>870</b>	<b>100.0</b>	<b>848</b>	<b>100.0</b>	<b>2845</b>	<b>100</b>
Total Movements Rwy 28	1088	96.5	774	89.0	354	41.7	2216	77.9
Total Movements Rwy 10	39	3.5	96	11.0	494	58.3	629	22.1
<b>Breakdown by Category</b>								
<b>Total Movements Rwy 28</b>	<b>1088</b>	<b>100.0</b>	<b>774</b>	<b>100.0</b>	<b>354</b>	<b>100.0</b>	<b>2216</b>	<b>100</b>
Total Light Movements Rwy 28	1004	92.3	680	87.9	276	78.0	1960	88.4
Total Heavy Movements Rwy 28	84	7.7	94	12.1	78	22.0	256	11.6
<b>Total Movements Rwy 10</b>	<b>39</b>	<b>100.0</b>	<b>96</b>	<b>100.0</b>	<b>494</b>	<b>100.0</b>	<b>629</b>	<b>100</b>
Total Light Movements Rwy 10	31	79.5	85	88.5	363	73.5	479	76.2
Total Heavy Movements Rwy 10	8	20.5	11	11.5	131	26.5	150	23.8
<b>Total Heavy Movements</b>	<b>92</b>	<b>100.0</b>	<b>105</b>	<b>100.0</b>	<b>209</b>	<b>100.0</b>	<b>406</b>	<b>100</b>
Total Heavy Movements Rwy 28	84	91.3	94	89.5	78	37.3	256	63.1
Total Heavy Movements Rwy 10	8	8.7	11	10.5	131	62.7	150	36.9
<b>November 2004 - January 2005</b>								
	<b>Nov-04</b>		<b>Dec-04</b>		<b>Jan-05</b>		<b>Quarterly Totals</b>	
		<b>%</b>		<b>%</b>		<b>%</b>		<b>%</b>
<b>Total Fixed Wing Movements</b>	<b>2637</b>	<b>100.0</b>	<b>1635</b>	<b>100.0</b>	<b>1727</b>	<b>100.0</b>	<b>5999</b>	<b>100</b>
Total Movements Rwy 28	2165	82.1	1375	84.1	1515	87.7	5055	84.3
Total Movements Rwy 10	472	17.9	260	15.9	212	12.3	944	15.7
<b>Breakdown by Category</b>								
<b>Total Movements Rwy 28</b>	<b>2165</b>	<b>100.0</b>	<b>1375</b>	<b>100.0</b>	<b>1515</b>	<b>100.0</b>	<b>5055</b>	<b>100</b>
Total Light Movements Rwy 28	1569	72.5	706	51.3	736	48.6	3011	59.6
Total Heavy Movements Rwy 28	596	27.5	669	48.7	779	51.4	2044	40.4
<b>Total Movements Rwy 10</b>	<b>472</b>	<b>100.0</b>	<b>260</b>	<b>100.0</b>	<b>212</b>	<b>100.0</b>	<b>944</b>	<b>100</b>
Total Light Movements Rwy 10	258	54.7	100	38.5	75	35.4	433	45.9
Total Heavy Movements Rwy 10	214	45.3	160	61.5	137	64.6	511	54.1
<b>Total Heavy Movements</b>	<b>810</b>	<b>100.0</b>	<b>829</b>	<b>100.0</b>	<b>916</b>	<b>100.0</b>	<b>2555</b>	<b>100</b>
Total Heavy Movements Rwy 28	596	73.6	669	80.7	779	85.0	2044	80.0
Total Heavy Movements Rwy 10	214	26.4	160	19.3	137	15.0	511	20.0

Early and Late Movements: November 05 - January 06						
		0600-0700		2300-0600		
		Departures	Arrivals	Departures		
Nov-05	Pax					0
	Cargo					0
<b>Total</b>		0	0	0	0	0
Dec-05	Pax					0
	Cargo					0
<b>Total</b>		0	0	0	0	0
Jan-06	Pax					0
	Cargo			1		1
<b>Total</b>		0	0	1	0	1
<b>Total for 3 Months</b>		0	0	1	0	1
Quarterly Summary						
		0600-0700		2300-0600		
		Departures	Arrivals	Departures	Arrivals	Total
Pax		0	0	0	0	0
Cargo		0	0	1	0	1
<b>Total</b>		0	0	1	0	1

Kent International Airport							
TOP 10 AIRCRAFT COMPLAINTS GENERATED							
November 2005 - January 2006							
No.	Date	Time	Arr/Dep	Rwy	NOC	Causal Factor	Airline
1.	14.12.05	1000-1500	Training	28	2	N, LF, RA, OR	Virgin Atlantic

2.	04.01.06	2136	Arr	10	2	N, LF, OR	MK Airlines
3.	08.01.06	1336	Arr	10	12	N, LF, OR	MK Airlines

**CAUSAL FACTORS**

	November 2005 - January 2006	November 2004 - January 2005
Noise	16	307
Pollution	2	46
Low Flying	9	50
Repeated Approaches	1	6
Off Route	10	156
Other	0	0
Not Related	1	10
<b>Total</b>	<b>39</b>	<b>575</b>

**Kent International Airport****COMPLAINTS BY LOCATION**

	November 2005 - January 2006		November 2004 - January 2005	
Beltinge	0			
Birchington	0			
Broadstairs	1	(1)		
Canterbury	0			
Chestfield	0			
Cliffsend	0			
Herne Bay	4	(2)	10	(4)
Manston	0		6	(2)
Marshside	0		20	(1)
Minster	1	(1)	4	(2)
Monkton	0		5	(2)
Ramsgate	1	(1)	187	(7)

St Nicholas at Wade	3	(2)	6	(4)
Tankerton	0			
Westgate on Sea	9	(1)	82	(1)
Whitstable	0			
<b>Total</b>	<b>19</b>		<b>320</b>	
\ during November 05 – January 06 19 forms generated 39 complaints				
\ during November 04 – January 05 320 forms generated 575 complaints				
November 05 – January 06 total number of complainants was 8				
November 04 – January 05 total number of complainants was 23				

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Kent International Airport Community Fund		
Grants paid out since 1 April 2005		
	£	
Cliffsend Residents Association - to replace village notice boards	300	
Cliffsend Village Hall - new village hall sign	250	
Garlinge Infant & Nursery School - creation of a sensory garden	500	
Monkton Village Hall - bench seating for village hall	500	
Minster Abbey - to help fund a fund-raising event for Bethany Wing to improve disabled facilities	500	
Global Generation - Venue refurbishments costs for juice bar / alternative venue for young people	500	
Mary Ann Rammell Charity - garden bench for Monkton churchyard	300	
Walking Thanet - to help fund organisation of Walking Thanet Festival 2006	225	
St Nicholas at Wade CEP School PTFA for clearing and landscaping a garden	500	
Eastcliff Residents Association for Dancing in the Moonlight event	250	
Vale Square Residents Association for tree surgery in the Square	500	
Thanet District Citizens Advice Bureau to help fund the delivery of the CAB service in Ramsgate	250	
Herne & Broomfield Parish Council for planting trees in the playing field in Herne	500	
Total of grants paid out from 1 April 2005	5075	
Grant funding pledged dependent on conditions being met		
St Mary the Virgin, Minster for funding towards provision of a heating system July 2004	500	
Total of grant monies pledged	500	
Balance in the fund as at 9 December 2005		2653.50
Grant monies promised		500.00
Balance minus grant monies promised		2153.50

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## KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE

### DRAFT FUTURE MEMBERSHIP AND FRAMEWORK

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#### **1.0 Introduction**

- 1.1 At the request of the Kent International Airport Consultative Committee (KIACC), this paper has been produced for consideration following discussion between the four relevant Local Authorities, these being:

Thanet District Council  
Kent County Council  
Canterbury City Council  
Dover District Council

- 1.2 The four Local Authorities recommend the general content of this report for adoption but note that, because flight paths have the potential to affect different communities across East Kent, discussion on membership of the KIACC is merited.
- 1.3 The four Local Authorities had full regard to the guidance produced by the Department of Transport on Airport Consultative Committees in the production of this paper. The guidance states that local arrangements for community engagement must be in place at each Airport, but there is no prescriptive formula to follow. It is the case that all Airports have a Consultative Committee, but they do differ greatly. Some Airports, especially the larger operations, have a principal Committee, supported by Sub-Committees.
- 1.4 In summary, this paper recommends that the Consultation Committee is revised, with membership changes. The new Committee will continue to meet the statutory obligation of the Airport to have in place community consultation arrangements.
- 1.5 Separately, and not within the remit of the Consultative Committee, the Local Authorities acknowledge that it is advantageous to collectively meet with the Airport regarding strategic issues. This has led to the conclusion that, outwith the Consultative Committee, a new Advisory Group should be formed.

#### **2.0 The Kent International Airport Consultative Committee**

- 2.1 Not only will the KIA Consultative Committee continue to satisfy the requirement that the Airport, within the context of the Civil Aviation Act 1982 and Department of Transport Guidance, has in place a satisfactory Consultative Committee. Further, for the purposes of Section 7 of the Section 106 Planning Agreement, dated September 2000, the KIA Consultative Forum will replace the Manston Airport Consultative Committee (MACC).
- 2.2 Membership of the Committee must continue to represent Committees with an interest in the Airport. For example, Local Councils and communities under the flight path must be represented, along with other stakeholders as listed below. This will enable local neighbourhood concerns to continue to be raised.

Chairman - Independent, agreed by the Committee Members	
and the Airport	
Airport Users	x 2
Airport Employees	x 2
Local Councils in Thanet	x 2
Local Councils in Dover	x 1
Local Councils in Canterbury	x 1
Chamber of Trade and Commerce	x 1
Manston Airport Group	x 1
Council for the Protection of Rural England	x 1
Kent County Council	x 1
Thanet District Council	x 1
Dover District Council	x 1
Canterbury City Council	x 1
Ramsgate Residents	x 1

As before, it will be up to the Organisations represented to select and appoint Members to the Committee. The schedule is not considered exclusive. From time to time, review may lead to changes in membership, reflecting changes in Airport usage for example.

2.3 The Chairman of the Committee must be independent, and not represent a sectional interest or Constituency Group.

2.4 Local Authority representatives will normally represent Wards/Divisions close to the Airport, or beneath the flight path. Elected Members may be accompanied by Officers to assist with technical matters. Officers from Thanet will regularly be in attendance to answer queries relating to planning and/or environmental monitoring (Environmental Health).

2.5 The Airport must always have management in attendance, and it will respond to requests for information. In accordance with the existing Section 106 Agreement, it will also fund the Consultative Committee – it being the successor of the MACC. Because of the size of the Committee, meetings will not take place at the Airport. The Committee can decide the venue of its meetings but, on at least an annual basis, a visit to the Airport to view and question operations will be appropriate. Environmental monitoring and Airport activity in terms of aircraft movements will be reported to the Committee by the Airport. Robust reporting from the Airport Owner, with commentary and corresponding reports from Environmental Health on air quality and noise, will be regular Agenda Items.

2.6 The Department of Transport Guidance indicates that the primary role of a Consultative Committee are provision of, and dissemination of, information. Information is essential to foster discussion, and a Committee must allow also concerns to be raised by interested parties, heard by the Airport Owner, and debated. Issues raised by stakeholders will not necessarily be resolved by the Committee because that is not its function. It is not a decision-taking arena, but it can, if it wishes, make recommendations to others with legal responsibilities, like the Planning Authority or the Airport Owner.

2.7 It is envisaged that the Committee would meet three times per year, though this might need to be revisited as aircraft movement numbers increase. The Consultative Committee can consider whether or not it should meet in public. At present, the KIA Consultative Committee meets in private, quarterly, but with one meeting in public each year. A similar pattern is followed by many other Committees, on the understanding that private meetings foster frank discussion. Almost all Airport Consultative Committees publish Minutes. Debate on whether

or not meetings are conducted in public is probably merited in the case of KIA, and recently the editor of a local newspaper has, in writing, expressed an interest in being able to attend meetings.

- 2.8 The Consultative Committee will need to keep up to date with current Legislation and Guidance in respect of the Air Transport sector. This will necessitate, from time to time, presentations from regulators, other experts and, of course, the Airport itself. Similarly, the Consultative Committee must be aware of the Business Plans of the Airport because they, of course, impact on communities.

### **3.0 The Airport Advisory Group**

- 3.1 The purpose of the Advisory Group is to ensure that, collectively, the Local Authorities share a Planning and Economic Agenda for East Kent . This will enable a co-ordinated influence to be exerted on Regional Policy.

Chairman	From within the Committee
Elected Member	Thanet District Council
Elected Member	Kent County Council
Elected Member	Canterbury City Council
Elected Member	Dover District Council
SEEDA	

The elected Members will be agreed and appointed by their respective Local Authorities, and SEEDA will provide a named representative.

- 3.2 Elected representatives can be accompanied by employed Officers of the Authorities concerned, in order that they may assist with technical issues.
- 3.3 Meetings will take place at the Airport. The public will not be in attendance.
- 3.4 The relationship between the Airport and the Local Authorities plus SEEDA is a product of the quality of its strategic plans, and in particular the Masterplan. To carry out its work, the Advisory Group must also retain a keen awareness and understanding of the economic social and environmental implications of the Airport in its regional setting. This does not duplicate the formal relationship between the Airport and the Planning Authority, nor does it overlap with the role of the Consultative Committee.
- 3.5 To be effective in providing steerage and, if necessary, objective criticism, the Advisory Group should maintain strategic focus. This will necessitate knowledge of Regional Policy and understanding of the relationship between development of the Airport in the context of South East England. It is believed that the membership proposed in this paper meets that requirement. Clearly, the Members of the Group will report back to their Organisations and, in turn, bring forward issues to the Group. This process will reinforce strategic focus.

### **4.0 Conclusions and Summary**

- 4.1 Council Officers believe that the framework set down in this paper fulfils the twin aims of complying with Department of Transport guidance on the achievement of good local community engagement, whilst it also enables Local Authorities and SEEDA to be actively involved in the strategic development of the Airport. Now, with a new Airport Owner in place, is a good time to review and change.



4.2 Because the Local Authorities are represented on both the main Consultative Committee and Advisory Group, there will be communication between the two.

4.3 The views of interested organisations, and in particular existing Members of the KIA Consultative Committee, are being sought before the decision to change is taken. In particular, views on membership of the Consultative Committee are welcome.

### **Background Papers**

1. [Guidelines for Airport Consultative Committee, Department of Transport](#)
2. [KentC:/Users/Phil/Google%20Drive/ NNF/ Bindings/ToSummarise/K2006/05\\_10\\_21.htm International Airport Consultative Committee Minutes - dated 21 October 2006](#)
3. *Agreement pursuant to Section 106, Town and Country Planning Act 1990 and Section 111 of the Local Government Act.*

**KIA and Thanet District Council**

**- dated September 2000**

### **Contact**

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**KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE (K.I.A.C.C.)****Minutes of meeting held at 14:00hrs on the 19th July 2006 at Thanet District Council**

Present:

	Acting Chairman
	Secretary
	Thanet District Council
	Thanet District Council
	Infratil
	Infratil
	Dover Parishes
	Birchington Parish Council
	Canterbury Parishes
	St. Nicholas Parish Council
	Kent County Council
	Canterbury County Council
	Manston Parish
	Cliffsend Residents Association
	Minster Parish Council
	Thanet District Council
	Ramsgate Residents
	Transport & General Workers Union
	Manston Airport Group
	Thanet District Council

**APOLOGIES AND WELCOME**

Apologies for absence were received from:

	Thanet District Council
	Infratil

**1.0 MINUTES**

1.1 The minutes of the meeting held on the 7th March 2006 have been circulated, were accepted and signed by the Chairman as a true record.

**2.0 MATTERS ARISING**

2.1 Noted that the secretary is being provided by Infratil.

2.2 Peter Bagley from Manston Parish Council has retired, Michael Denyer in place for MPC.

2.3 [4.6](#) of previous minutes was raised. The Chairman advised that it had not been agreed by

the Committee that it changes its constitution, membership or terms of reference.

2.4 [Point 6](#) was raised; Brian White responded that there is nothing firm to report on the new Section 106 agreement and dialogue between Infratil and the Council was ongoing, it being understood by both organisations that the airport continues to operate under the existing 106 which remains the same.

2.5 The MAG representative, with reference to [9.2](#), drew the Committee's attention to a report regarding named airports in the South Easter. Separately, Brian White will circulate the information to all Committee Members.

### 3.0 POSITION OF CHAIRMAN

3.1 The Chairman distributed Appendix 1 to all Committee members. After the Committee had been given time to read this Appendix the Chairman highlighted Point 9 which states that after a fair and independent selection process had been completed, the Selection Committee, chaired by the independent Chair of Standards at Thanet) recommended that this Committee endorse the appointment of Mr. Paul Twyman to the position of Chairman.

3.2 The Chairman requested that the KIACC confirm the appointment of the new Chairman as soon as possible and preferably before the next KIACC meeting as he did not feel it was appropriate for him to maintain his position given the potential conflict of interest in view of his position as Chief Executive of the Planning Authority, especially when TDC was in negotiation with KIA over a new s106. The Chairman then invited questions and discussion.

3.3 Several members expressed their concerns that they had not had any involvement in the selection process. The members felt that when the preferred three candidates were identified that they then should have each addressed the members of the Committee before any decision was made.

3.4 The Chairman reminded the Committee that the selection process had been agreed at the last meeting and that it was clearly stated in the minutes of 7th March, which had just been approved by the Committee at the beginning of the meeting. TDC had followed the instructions of the Committee and had therefore fulfilled its obligation. It was also noted that the selection process was intended to be independent and that Infratil had accordingly not been involved. Several Committee Members felt that this was not what was agreed.

3.5 A recommendation that the 3 personnel be invited before the Committee was made. This was seconded.

3.6 The Chairman advised caution, and pointed out that all three potential candidates had been informed that the preferred candidate would need to be endorsed by the Committee. The Chairman also said that the two unsuccessful candidates in the selection process had been advised that they were not successful. Mr. Twyman had been informed that the decision of his appointment as Chairman would need to be endorsed by the Committee.

3.7 After more discussions over the selection process and the agreement of the Committee, the Committee came to the view that it would like all three of the short listed candidates to appear and address the Committee, with a copy of each individual's CV be supplied to each Committee member. The Chairman advised that he would have to contact each of the candidates to get their agreement, and he thought that none of them would be happy with this proposal even though all three of them would have been appointable. The selection process had been based on Leadership ability and independence, and he saw no value in an additional selection process. The Committee was reminded that each member had some form of representative or constituency role. The value of the Committee being that collectively it should represent the entire community. It therefore followed that because each Committee member had a sectional interest, an independent selection process would

be difficult to achieve.

3.8 It was then moved that the Committee formally consider and vote on the proposal to have all three candidates appear before it. The Chairman agreed that the proposal would be put to a vote, but first the recommendation of Mr Twyman as Chairman had to be decided. The proposal was put to a vote and defeated.

3.9 In an attempt to draw the lengthy debate to a close the Chairman proposed to the Committee that all three candidates would be contacted and be invited to speak before them. The Chairman noted that this was against his better judgment and that in his view they were voting on a process that was flawed.

3.10 Before pointing out that, in his opinion, the process was flawed, the Chairman then dealt with the motion that all three short listed candidates be contacted with the view to them addressing the Committee members. This was agreed by a clear majority.

3.11 The Committee noted that the agreed process should not be seen as an interview panel and a clear program of how the presentations will be conducted will be provided and made available to Committee Members and the 3 individuals. Committee Members suggested that a presentation on given topics could be appropriate rather than questions and answers.

3.12 The Chairman advised that, if possible, votes should be avoided and the approach should be consensual.

3.13 The Committee requested that after the appointment of a new Chairman consideration should be given to the creation of a new position of Vice Chairman to avoid recurrence of the current issue. It was agreed that this would be one of the first matters for the new Chairman to consider.

#### 4.0 AIRPORT BUSINESS DEVELOPMENT

##### 4.1 Business to date

4.1.1 Phill Vann reported movements as per [Appendix 2](#).

4.1.2 Kent Escapes are well underway, with good progress.

4.1.3 World Airways private charter from the USA has successfully run its programme, which will be repeated every two years.

##### 4.2 New Business

4.2.1 Passenger: Flights are scheduled for next summer season to run from KIA to Virginia with Cosmos.

4.2.2 Negotiations are ongoing for Esperia, a Greek owned company, to run passenger flights. No agreements at this stage have been signed.

4.2.3 Freight: Das Air Cargo already in place bringing in planes with Cargo and Technical checks.

4.2.4 Talks have been going on with a Middle East freight company; however, no agreements have been signed at this stage.

##### 4.3 Other Business

4.3.1 The coastguard have been based back at KIA, and this was to go to press in this weeks

papers.

## 5.0 AIRPORT STATISTICS

5.1 See [Appendix 3](#) - the Chairman invited questions and answers.

5.2 The Committee member Mr Kirkaldie noted that there was one incident of night time flying during April 2006.

5.3 He added that he believed that this incident of night time flying should be fined. Mr Kirkaldie saw the failure of KIA to notify the residents as indicative of Infracil being confrontational in their approach. He also highlighted that there was also a serious breakdown in communication in regards to the 106 agreement.

5.4 Phil Vann explained the aircraft in question had a noise category that was within the limits outlined in the s.106 agreement and was therefore compliant. KIA was in Mr Vann's view very open in their approach and did all things necessary of it in relation to night time flying. He added that he did not therefore believe that Infracil were in fact being confrontational.

5.5 Several felt that there were quite a number of movements not following the flight path; Phill Vann advised that any situations recorded would be investigated.

## 6.0 UPDATE ON ENVIRONMENTAL MONITORING

6.1 See appendix 4 - Chairman invited Pierre Abignano to update on the noise monitoring, and Paul Martin to update on Air Quality.

6.2 Pierre Abignano advised that there were various difficulties with the previous system of recording, and that 2 noise monitoring systems were now in place, being compliant with the 106 agreement.

6.3 Brian White then stated that it was both the view of the Council and Infracil that even though the traffic was significantly lower than April 2005 there were few complaints in comparison. Mr White went on to add that the Council, having reviewed the technical information in relation to the new noise monitoring equipment could confirm that it was compliant with the current s.106 agreement. It was also felt that given the low number of movements currently at the airport that it was a opportune time for a change. The objective was that data from the monitored records would eventually be shred on both the Council and Infracil website.

6.4 Paul Martin reported that the Air Quality around the airport was found to be the same as in other areas around Thanet and that this is well below action levels. Again, the shared objective is that data will be posted on the websites.

6.5 Chairman invited any questions.

6.6 Committee asked that if there were more aircrafts then would there be more pollution? Paul Martin advised that it would require a major increase in flights to influence the statistics. The night air pollution source in Thanet is road traffic. He pointed out that the big advantage of the monitoring regime is that trends are being monitored.

6.7 The question was raised in regard to the previous mobile noise monitoring system, which the Committee was told had been removed by Manchester Airport. Now arrangements with regard to the need for a mobile unit and its provision were under discussion.

## 7.0 MEMBERSHIP OF KIACC

7.1 See Appendix 5. Brian White recommend that, until a new Chairman is in place, this would be held in abeyance.

7.2 Chairman invited any questions.

7.3 Graham Murfet questioned the current level of Committee representation available to Trade Unions. The Chairman advised that they are included in the 1999 constitution, and will no doubt be included in discussions around future membership.

## 8.0 KIA COMMUNITY FUND

8.1 See Appendix 6

## 9.0 ANY OTHER BUSINESS

9.1 A question was raised in regard to Vortex and the potential hazard of residential houses being damaged. The CAA guidance covers only aircraft on aircraft issues, and is silent on property. It was felt that this subject is a matter for local discussion with the airport.

9.2 Phill Vann recommended that the Committee Members visit the airport, either individually or as a group.

9.3 A question was raised with regard to the secretarial arrangements. Phill Vann stated that the secretary will be provided by Infratil.

## 10.0 DATE & TIME OF NEXT MEETING

10.1 Next meeting two meetings to be held late September and mid December; dates to be circulated at a later stage, and meetings agreed to be held at the airport.

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## Runway Utilisation March 2006

<b>Total Fixed Wing Movements</b>			%
Total Movements		1133	100
	Runway 28	634	56
	Runway 10	499	44
<b>Breakdown by Category</b>			%
<b>Total Movements</b>	Runway 28	634	100
Total light Movements	Runway 28	471	74
Total Heavy Movements	Runway 28	163	26
<b>Total Movements</b>			
	Runway 10	499	100
Total light Movements	Runway 10	385	77
Total Heavy Movements	Runway 10	114	23
<b>Total Heavy Movements</b>			
		277	100
Total Heavy Movements	Runway 28	163	59
Total Heavy Movements	Runway 10	114	41

## Runway Utilisation April 2006

<b>Total Fixed Wing Movements</b>			%
Total Movements		1716	100
	Runway 28	1416	83
	Runway 10	300	17
<b>Breakdown by Category</b>			%
<b>Total Movements</b>	Runway 28	1416	100
Total light Movements	Runway 28	1100	78
Total Heavy Movements	Runway 28	316	22

<b>Total Movements</b>	Runway 10	300	100
Total light Movements	Runway 10	266	89
Total Heavy Movements	Runway 10	4	11
Total Heavy Movements			
		350	100
Total Heavy Movements	Runway 28	316	90
Total Heavy Movements	Runway 10	34	10

### Runway Utilisation May 2006

<b>Total Fixed Wing Movements</b>			%
		785	100
Total Movements	Runway 28	585	75
	Runway 10	200	25
<b>Breakdown by Category</b>			%
<b>Total Movements</b>	Runway 28	1416	100
Total light Movements	Runway 28	420	72
Total Heavy Movements	Runway 28	165	28
<b>Total Movements</b>	Runway 10	200	100
Total light Movements	Runway 10	172	86
Total Heavy Movements	Runway 10	28	14
Total Heavy Movements			
		193	100
Total Heavy Movements	Runway 28	165	85
Total Heavy Movements	Runway 10	28	15



## Section 106 Compliancy Report March 2006

<b>Airport Movements</b>		%
Fixed Wing	Helicopter	Total
1133	76	1209
Runway Utilisation		
Runway 10	Runway 28	Total
499	634	1133
Total Movements between	2300-0700	0
Coastguard Movements Commercial Movements	Reg. G-BCEN	0
		0
Fine Imposed #		£0
Training between	2300-0700	0
Departures to Europe between	0600-0700	0
Arrivals from United States between^	0600-0700	0
Engine runs between	2100-2300	0
Engine runs between	2300-0800	0
Identified Breaches in Noise Abatement Procedures		0
Incidents under Investigation		0

## Section 106 Compliancy Report April 2006

<b>Airport Movements</b>		%
Fixed Wing	Helicopter	Total
1716	68	1784
Runway Utilisation		
Runway 10	Runway 28	Total
300	1416	1716
Total Movements between	2300-0700	1
Coastguard Movements Commercial Movements	Reg. G-BCEN	0
		0
Fine Imposed #		£0
Training between	2300-0700	0
Departures to Europe between	0600-0700 **	0
Arrivals from United States between ^	0600-0700	1
Engine runs between	2100-2300	0
Engine runs between	2300-0800 +	0
Identified Breaches in Noise Abatement Procedures		0
Incidents under Investigation		0

### Section 106 Compliancy Report May 2006

<b>Airport Movements</b>		%
Fixed Wing	Helicopter	Total
785	52	837
Runway Utilisation		
Runway 10	Runway 28	Total
200	585	785
Total Movements between		2300-0700
Coastguard Movements		Reg. G-BCEN
Commercial Movements		0
		0
Fine Imposed ~		£0
Training between		2300-0700
		0
Departures to Europe between		0600-0700
		0
Arrivals from United States between		0600-0700
		0
Engine runs between		2100-2300
		0
Engine runs between		2300-0800
		0
Identified Breaches in Noise Abatement Procedures		0
Incidents under Investigation		0

### Causal Factors

	April-June 2006	April-June 2005
Noise	36	580
Pollution	7	17
Low Flying	22	78
Repeated Approaches	13	5
Off Route	22	437
Other	0	0
Not Related		31
Total	100	1148

### Kent International Airport Community Fund

Grants paid out since 1 April 2005

Cliffsend Residents Association - to replace village notice boards	300
Cliffsend Village Hall - new village hall sign	250
Garlinge Infant & Nursery School - creation of a sensory garden	500
Monkton Village Hall - bench seating for village ball	500

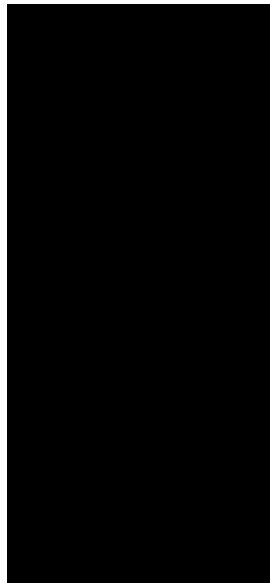
Minster Abbey - to help fund a fund-raising event for Bethany Wing to improve disabled facilities	500
Global Generation - Venue refurbishments costs for juice bar/alternative venue for young people	500
Mary Ann Rammell Charity - garden bench for Monkton churchyard	300
Walking Thanet - to help fund organisation of Walking Thanet Festival 2006	225
St Nicholas at Wade CEP School PTFA for clearing and landscaping a garden	500
Eastcliff Residents Association for Dancing in the Moonlight event	250
Vale Square Residents Association for tree surgery in the Square	500
Thanet District Citizens Advice Bureau to help fund the delivery of the CAB service in Ramsgate	250
Herne & Broomfield Parish Council for planting trees in the playing field in Herne	500
Total of grants paid out from 1 April 2005	5075
<b>Grant funding pledged dependent on conditions being met</b>	
St Mary the Virgin, Minster for funding towards provision of a heating system July 2004	500
Total of grant monies pledged	500
<b>Balance in fund as at 9 December 2005</b>	2653.50
Grant monies promised	500.00
Balance in fund minus grant monies promised	2153.5

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**KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE (K.I.A.C.C.)**

MEETING 12th October 14.00 Thanet District Council Cecil Street Margate

Present:



Acting Chairman  
Secretary  
Thanet District Council  
Thanet District Council  
Infratil  
Infratil  
Infratil  
Dover Parishes  
Birchington Parish Council  
St. Nicholas Parish Council  
Kent County Council  
Cliffsend Residents Association  
Minster Parish Council  
Manston Airport Group  
Thanet District Council  
Monkton Parish Council  
Thanet District Council

**APOLOGIES AND WELCOME**

Apologies for absence were received from:



Transport & General Workers Union  
Canterbury City Council

**1.0 MINUTES**

1.1 The minutes of the meeting held on the [17th July 2006](#) have been circulated, were accepted and signed by the Chairman as a true record.

**2.0 MATTERS ARISING**

2.1 Chairman asked that point 5. of the Agenda be held at the end of the meeting – all agreed.

2.2 3.4 of previous minutes was raised. By Cllr. Ronald Flaherty in his absence for an amendment to the minutes of the following:-

"Several Members, although they had not questioned the accuracy of the minutes under 1.0 and 2.0 did not recall that a selection process had been agreed at the 7 March Meeting. Indeed only the intention to advertise for a Chair had been agreed. Pressed to a vote only one member of the 17 KIACC Members present recalled that a process of selection as previously outlined by the chairman had been agreed at the March meeting."

The Chairman produced a transcript (Appendix 1) of this meeting as the previous secretary recorded all KIACC minutes, with which the transcript recorded discussion to the nature that it concurred with the minutes, chairman felt that it was not appropriate to amend the minutes,

committee members agreed to move on.

- 2.3 Point 2.5 was raised by the MAG Representative; that the information had not been received. Brian White advised that there was some confusion as to this information and that the South East plan was very large however the website link to be distributed. [www.southeast-ra.gov.uk](http://www.southeast-ra.gov.uk)
- 2.4 7.3 was raised, Chairman advised that once the new chairman had been appointed this could be part of the Agenda, ongoing.
- 2.5 9.1 was raised by the MAG Representative, the Chairman again advised that the CAA guide lines do not cover property and this issue should be solved at a local level and to not lose site of this.
- 2.6 Point 10.0 raised, once the new chairman had been elected, meetings dates for next year to be set in advance, MAG representative asked that more notification of meetings. Chairman advised that due to the presentation of the 2 potential chairman's the date of this meeting had been substantially harder to Agenda.
- 2.7 Raised by MAG Representative, that on the print of the last minutes there was the initial BJW he asked that this be clarified who this was. Brian White advised that due to the secretary being new to the position the minutes had been corrected by him; that was why they showed his initials. He had been assisting a new colleague, and he noted that the minutes had just been agreed.

### **3.0 AIRPORT BUSINESS DEVELOPMENT**

#### **3.1 Business to date**

- 3.1.1 Phill Vann reported that this current summer schedule was drawing to a close and that throughout the winter season there would be forums taking place for BD.
- 3.1.2 Freight remained the same with movements from MK, DAS Air Cargo and Egypt Air.

#### **4.2 New Business**

- 4.2.1 Passenger: Kent Escapes have launched next years summer programme with routes to Faro, Alicante & Palma .
- 4.2.2 Cosmos have also launched their service for Summer 2007 to Virginia , USA
- 4.2.3 Freight - Ref: 3.1.2 – Negotiations ongoing to increase movements from Egypt Air, with MK looking to introduce exports.

#### **4.3 Other Business**

4.3.1 Chairman invited any questions

4.3.2 MAG Representative asked if Infratil or the Council had commissioned a report through a consultancy at Cosmos. Kent County Council was said to have commissioned this report, and the MAG representative said he would copy details to those interested.

4.3.3 Committee questioned that many vehicles that pick up freight from the airport for delivery were foreign registered and not local businesses; Phill Vann advised that the airline is responsible for its loading and delivering.

4.3.4 Monkton Representative asked in reference to the old MK stored at the airport, advised that this particular DL8 was originally KLM first aircraft and there was discussions in place for this to be moved and used as part of KLM museum.

4.3.5 MAG Representative raised the question in respect to a Fuel Farm depot being built at the airport, Phill Vann responded that the airport development progress would be dependent on this and could be on the agenda in the future.

4.3.6 Question raised by the MAG Representative, in regards to the discharge pipe running to Pegwell Bay , Roland Gunn advised that there was a survey being carried out by a consultant into this matter and that discussion had taken place with the environmental agency, with a time scale of 3 months to investigate.

## 5.0 AIRPORT STATISTICS

5.1 See Appendix 2 - the Chairman invited questions and answers.

5.2 Committee member Mr Kirkaldie requested that the Stats be communicated to the committee before the meeting; Phill Vann agreed and would endeavour to complete this.

## 6.0 NOISE AND AIR QUALITY MONITORING

6.1 See Appendix 3 - Chairman invited Roland Gunn to update on the noise monitoring, and Paul Martin to update on Air Quality.

6.2 Roland Gunn advised that the new monitoring equipment was to be put in place at the St Nicholas at Wade site, however due to certain difficulties this had not been successful and the Engineers were on site today to rectify this problem.

6.3 Chairman invited questions from the Committee.

6.3.1 Committee Member felt that the St. Nicholas at Wade noise monitoring system was not on route, and consideration should be taken for the traffic noise from this area.

Roland Gunn advised that the new high tech equipment would screen out all background noise; he could not comment on the problem with St. Nicholas monitor not being en route as the system was being put on the same site as before. Paul Martin responded that this was due to land ownership rights.

- 6.3.2 Monkton Representative, felt that the St. Nicholas system was useless and should be positioned under the actual aircraft route.

Paul Martin advised that the new noise monitoring system was more advanced than at similar airports, and that he was satisfied with this location.

- 6.3.3 The question was raised that when the mobile unit becomes available if this could be placed nearer Monkton; it would corroborate readings from the two fixed monitoring points. Paul Martin responded that the system was not mobile as such. Brian White then added that, as per the 106 agreement and the mind of Infratil and the Council, a mobile monitor to supplement and check the two fixed units is needed.

- 6.4 The Chairman raised the position of the Radar, Phill Vann invited Roland Gunn & Andrew Hughes into the discussion.

6.4.1 Roland Gunn responded that the new parts for the Radar would arrive on the 23rd October 2006, this would then be put through a safety case from the 28th October until approximately the 5th December.

6.4.2 The question was raised on which part of the Radar was not working.

Andrew Hughes advised that because of the lightning strike it was the Electrical Components that had been damaged.

- 6.4.3 The point was raised if there was a long term plan for new radar to be put in, Roland Gunn advised that the parts going into the Radar were very modern with a new digital system.

## **7.0 SECTION 106 RENEGOTIATION**

- 7.1 Chairman invited Brian White to update.

7.1.1 Brian White confirmed that the 1988 agreement was being sourced however nothing confirmed to report.

7.1.2 MAG Representative felt that the renegotiation had been a long time coming and that the committee would like to propose something in black & white for the next meeting.

7.1.3 The Chairman responded that the existing 106 agreement was still in place and that the volume of traffic for obvious reasons had

changed over the last year and Infratil priorities were to develop the airport.

7.1.4 Brian White agreed with these comments and continued that due to the movements of the airport there is no urgency to develop and to understand this.

## **8.0 AIRPORT COMMUNITY TRUST FUND**

8.1 Due to an out of hours movement there was a further £1000.00 in the Fund.

## **9.0 ANY OTHER BUSINESS/DATE OF NEXT MEETING**

9.1 See Reference 2.6 above

9.2 Phill Vann , requested that when personal correspondence from the airport is requested, that personnel be patient as sometimes individual managers are not always in work and may be away on business.

## **10.0 POSITION OF CHAIRMAN**

10.1 Chairman explained the process of the selection for the chairman then invited both applicants, Mr Paul Twyman & Mr. Barry Coppock to separately give the committee a presentation with questions after.

10.2 Having heard both presentations the chairman invited all committee personnel to express their views, the chairman then decided that the decision should go to a vote and all agreed on an open vote.

10.3 The decisions was made at:-

Seven Votes for Mr. Paul Twyman;  
Four Votes for Mr. Barry Coppock (Including 1 proxy vote);

Mr Paul Twyman was elected as Chairman.

10.4 John Fullarton, on behalf of the Committee, thanked Mr Richard Samuel for his hard work as Chairman during this transition period.

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**KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE (K.I.A.C.C.)**  
previously known as  
**Manston Airport Consultative Committee (M.A.C.C)**

**Friday 30th March at 7.15pm in the St Lawrence Parish Hall, High Street, St Lawrence, Rams**

**AGENDA**

1. Chairman's welcome
2. Chairman's report on latest developments concerning the Committee
3. Governance Issues: (a) composition & terms of reference of Committee  
(b) future meetings: frequency and public/private sessions
4. Discussion of Issues Paper" (February 2007) — attached — additions and deletions to list  
of items suggested in this paper
5. Next steps - prioritisation of issues and future work programme"
6. Any Other Business — notified to Chairman 3 days in advance of meeting

**Data**

**NOTES OF MEETING HELD AT ST LAWRENCE CHURCH HALL ON 30TH APRIL**

1. The Chairman welcomed members to the meeting, explained the reasons for the delay in setting up the meeting, and was pleased to welcome the new airport General Manager, Mr Matt Clarke together with Dr Warren Mundy (Group General Manager Corporate Strategy) . A number of papers were circulated from the Department of Transport, provided by Dr Stephen Ladyman, setting out the background to KIACC's work.
2. In relation to the timing of future meetings, the consensus was that the best arrangement would be to hold meetings on Tuesday afternoons. It was also agreed that most meetings should take place at the airport.
3. Mr Brian White from Thanet District Council gave an account of the planning system as it applied to the airport, with special reference Section 106 agreements. Members expressed concern about the enforcement of the current agreement and the way in which any future agreement would be negotiated. Mr White agreed to provide a paper for discussion at the next meeting.
4. There was a discussion of the noise monitoring arrangements; the use (or not) of "preferred routes" (with problems identified for Ramsgate and Bishopsbourne); and the alleged failure to fine operators (and the matter of the payments owed at the time of the failure of the previous airport operator).
5. In response to the concerns raised, Mr White agreed to provide a paper on environmental monitoring of the airport's operations and Mr Clarke agreed to arrange for the head of the airport's air traffic control to make a presentation and answer questions at the next meeting.
6. The issue of water pollution was raised and it appeared from what Mr White said that the situation around Cliffsend was complicated (not least because it was possible that Kent Highways had tapped

in to one of the outlets). The issue was being investigated and a report would be made to the Committee in due course.

7. Mr Clarke gave a brief account of his career to date and his thoughts about the future of the airport. It was agreed that Infratil would continue to provide the regular monitoring reports that had been produced for the Committee hitherto and that, as far as possible, given commercial confidentiality, etc, there would be reports at future meetings on their existing activities and plans for the future.

8. There was a discussion of the Trust Fund and the question of whether or not there was "missing money". Mr White agreed to report further on this at the next meeting.

9. A date and time for the next meeting was agreed but as a consequence of the local government elections it was subsequently agreed to put the date back so that councils would have time to sort out their representation. It was agreed that the next meeting would take place at the airport.

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***KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE (K.I.A.C.C.)***

**KIACC – Position Paper from the Chairman**

**February 2007**

1.This paper represents my initial views on where the Kent International Airport Consultative Committee stands at present and what needs to be done for the future.

2.I have not yet received the promised briefing from Infratil or Thanet District Council but I have had the benefit of meeting a number of local people individually and have also been sent various documents by interested parties. I am grateful to those who have provided me with information, suggestions, and ideas. That said, this paper has not been shown in draft to anyone and what follows represents my own views entirely, though I suspect that they will be widely shared locally, particularly by those who have followed the Manston Airport Saga over recent years.

3.The overriding impression is of a community which is deeply suspicious of Infratil and of Thanet District Council in relation to their dealings with both KIACC and with individuals who have a keen and well-informed interest in the airport. There is a great deal of "back history", for example over the negotiations on the Section 106 Agreement.

4.Although Infratil cannot be blamed for the behaviour of Eujet and Planestation they do not seem to have done much to restore confidence. The farcical events and delays surrounding the selection process for the chairmanship of KIACC have not helped the situation. And on top of that, management changes at the airport have caused further delay.

5.My view is that both TDC and Infratil need to "pull their socks up" pretty quickly if they are to avoid a major row. They need to avoid the impression that the two of them are working "in cahoots" behind the backs of the community and that KIACC, to them, is a tiresome diversion which can be treated with contempt.

6.Infratil, in particular, need to be aware of the reputational risk involved in airport operators falling foul of local communities. They also need to understand that they are wrong if they think that, with the support of the District Council and the County Council, they have got any problems "sorted". Neither of these two levels of local government necessarily represents the views of the local community and neither of them have covered themselves in glory in their past handling of airport matters.

7.It is also worth recording that there is a legal obligation to hold at least one public consultative committee meeting a year.

8.The first issue, therefore, is to decide how to retrieve this sorry state of affairs. We need to set up the first of several meetings, starting next month (giving busy KIACC members sufficient time to sort out their diaries). I emphasise the word "several" because I have the impression that Infratil and TDC have a very "minimalist" approach to KIACC and want nothing so much as a neutered organisation which meets infrequently. At least over the next few months, however, there is a need for two or three meetings to deal with the backlog of work.

9.We need to sort out some important outstanding **"constitutional" matters** such as the composition of the Committee, public versus private meetings, secretarial support arrangements, venues for meetings, frequency of meetings longer term, the Committee's budget, how KIACC measures up to Department of Transport Guidelines, etc. We need to decide on a **work**

**programme**— basically, a list of topics that need to be discussed in detail over the coming year.

10. I set out in the following paragraphs what I believe to be the topics which KIACC needs to discuss. There may well be additional subjects which KIACC members and others would like to add.

11. There is an urgent need to be updated on the **Section 106 Agreement** and its renegotiation. As mentioned earlier, there is a great deal of history on this subject and a degree of suspicion that history will repeat itself. There is a fear that an unsatisfactory new agreement will be decided upon with insufficient public involvement. If one believes in open and transparent local planning then KIACC is a vital element in the process. We need to be informed and we need to be involved.

12. There needs to be a discussion of the arrangements for **noise monitoring**. Information and involvement is sadly lacking on this subject, too. We need to have detailed information on where fixed monitors are currently located and what (if any) mobile monitors are being used – and, in each case, their specification; whether they are actually working properly; and how they are being used to check on flights.

13. We need to be told whether the **ILS system** is actually working now and how it came about that the airport ended up without ILS for a period of months (on the basis that there might be some "lessons to be learned").

14. We need a discussion of the **complaints handling system**: virtually every aspect of the current arrangements needs to be looked at afresh, from public information on how to complain, through the reporting form, to the feedback mechanisms.

15. We need a report on the **finances system** - is there any "missing money"; do the recovery arrangements need improvement?

16. The issue of **water pollution** needs a full discussion, preferably with the benefit of papers from TDC and the Environment Agency, providing a factual account of the run off and drainage into Pegwell Bay (and elsewhere if there are other problems), the risk to ground water, and an account of the current state of play on discharge consents.

17. At some stage – perhaps not immediately but I stand to be corrected – KIACC needs a discussion of the similar issue of **air pollution**.

18. There is an urgent need for a discussion of the sensitive matter of **air safety** – the general issue and concerns expressed about a particular operator.

19. There are a number of other issues which, on the face of it, appear to be of less importance or urgency at the present time but which may turn out to require urgent attention, such as the dismantling of aircraft.

20. Finally, last but not least, we need a comprehensive report from Infratil - supported, perhaps, by some aircraft operators and other businesses – on future plans for the airport. One of the aspects of the airport scene which puzzles me is that there does not seem to be much marketing activity going on even though, presumably, all those involved want to make a success of the facilities at Manston. Issues of commercial confidentiality may arise, of course, but it should be possible for business and TDC (and, I suppose KCC) to share their thoughts with us.

**P H TWYMAN**, 9 February 2007



**KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE (K.I.A.C.C.)**

## CAUSAL FACTORS

	October - December 2006	October - December 2005
Noise	99	25
Low Flying	80	6
Pollution	15	19
Repeated Approaches	15	1
Off Route	70	17
Other	1	0
Not Related	0	1
Total	280	69

## COMPLAINTS BY LOCATION

	October - December 2006		October - December 2005
Beltinge			1
Birchington			
Blean			
Broadstairs	2	(2)	1
Canterbury			
Chestfield			
Cliffsend	1	(1)	
Cliftonville			
Herne Bay	3	(3)	10
Kingsgate			
Manston			
Margate			
Minnis Bay			
Minster	4	(1)	1
Monkton			
Mount Pleasant	14	(1)	

Preston			
Ramsgate	32	(7)	1
St Nicholas at Wade	4		7
Seasalter			
Tankerton			
Tyler Hill			
Walmer	1	(1)	
Westgate on Sea	56	(1)	7
Whitstable			1
Total	117		29

During October - December 2006 117 forms generated 280 complaints

During October - December 2005 29 forms generated 69 complaints

October - December 2006 total number of complainants was 18

October - December 2005 total number of complainants was 14

#### TOP TWELVE AIRCRAFT COMPLAINTS GENERATED

October - December 2006

No.	Date	Time	Operator	Aircraft	Rwy	Train/Depart/ Arriv	NOC	Causal Factor
1	27.12.06	1357-1 628	Oasis Airlines	B 747	28	Train	6	n, lf, p, ra, or
2	10.12.06	0311	MKAirlines	B 747	10	Dep	5	n, lf, p
3	10.12.06	0045	MKAirlines	B 747	28	Arr	4	n, lf, p
4	07.12.06	1149-1159	Oasis Airlines	B 747	28	Train	3	n, lf, or
5	28.12.06	1221-1402	Global Supply Systems	B 747	28	Train	3	n, lf ra, or
6	10.12.06	1312-1530	BAW	B 757	28	Train	3	n, lf, ra, or
7	17.10.06	2220	MKAirlines	B 747	10	Dep	3	n, lf, or
8	23.11.06	0235	MK Airlines	B 747	28	Dep	3	n
9	14.11.06	1147-1540	Oasis and Markoss Airlines	B 747/ HS 125	28	Train	2	n, lf, ra, or
10	19.11.06	2336	MKAirlines	B 747	Aircraft diverted		2	n, lf, or
11	22.11.06	2311	MKAirlines	B747	28	Arr	2	n
12	24.10	2107	MK Airlines	B 747	28	Dep	2	n, lf, or

## DEPARTURES SUMMARY

October - December 2006	%	Rwy28	%	Rwy10	%
<b>Oct-06</b>					
Heavy	157	106	67.5	51	32.5
Light	409	340	83.1	69	16.9
Total	566	446	78.8	120	21.2
<b>Nov-06</b>					
Heavy	127	115	90.6	12	9.4
Light	397	379	95.5	18	4.5
Total	524	494	94.3	30	5.7
<b>Dec-06</b>					
Heavy	136	125	91.9	11	8.1
Light	245	234	95.5	11	4.5
Total	381	359	94.2	22	5.8

## October - December 2005

	%	Rwy28	%	Rwy10	%
<b>Oct-05</b>					
Heavy	65	35	53.8	30	46.2
Light	391	229	58.6	162	41.4
Total	456	264	57.9	192	42.1
<b>Nov-05</b>					
Heavy	46	38	82.6	8	17.4
Light	519	470	90.6	49	9.4
Total	565	508	89.9	57	10.1
<b>Dec-05</b>					
Heavy	47	41	87.2	6	12.8
Light	389	346	88.9	43	11.1
Total	436	387	88.8	49	11.2



## Early and Late Movements: October - December 2006

		0600-0700		2300-0600		Total
		Departures	Arrivals	Departures	Arrivals	
Oct-06	Pax	0	0	0	0	0
	Cargo	0	0	0	0	0
	Total	0	0	0	0	0
Nov-06	Pax	0	0	0	0	0
	Cargo	0	0	3	1	3
	Total	0	0	3	1	3
Total for 3 Months		0	0	5	3	8
Quarterly Summary						
		0600-0700		2300-0600		Total
		Departures	Arrivals	Departures	Arrivals	
Pax		0	0	0	0	0
Cargo		0	0	5	3	8
Total		0	0	5	3	8

***KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE (K.I.A.C.C.)***  
previously known as  
***Manston Airport Consultative Committee (M.A.C.C)***

**Agenda for Meeting**  
**Tuesday 5th JUNE at 2 pm .**

1. **Chairman's welcome and opening remarks**
2. **[Notes of last meeting](#)**
3. **Community Fund - report from Mr Brian White, Thanet District Council**
4. **Section 106 agreements - background & the current airport agreement - TDC**
5. **Air Traffic Control - Infratil**
6. **Complaints procedures - Infratil**
7. **Airport statistics - Infratil**
8. **Environmental monitoring report - TDC**
9. **Future meetings (? September, December)**
- 10 **Any other business**

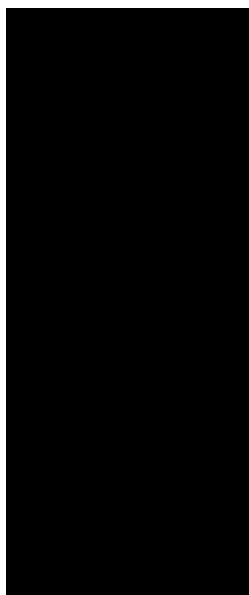
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**KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE (K.I.A.C.C.)**  
previously known as  
**Manston Airport Consultative Committee (M.A.C.C)**

**D R A F T - subject to approval.**

Minutes of the meeting held at 2.00pm on Tuesday 15 September 2007 at the Passenger Terminal Building, Kent International Airport

**Present:**



Chairman  
Thanet District Council  
KAPC Canterbury  
St Nicholas & Sarre Parish Council  
Birchington Parish Council  
Monkton Parish Council  
Canterbury City Council  
Minster Parish Council  
KAPC Dover  
Acol Parish Council  
Kent International Airport  
Manston Airport Group  
Thanet District Council  
Thanet District Council  
T&G Section of UNITE  
Thanet District Council  
Birchington Parish Council

## **APOLOGIES**

Apologies for absence were received from [REDACTED] (Dover District Council), [REDACTED] (Infratil), [REDACTED] (Cliffsend Residents' Association) and [REDACTED] (Thanet District Council).

### **1. UPDATE FROM CHAIRMAN**

The Chairman welcomed all present.

### **2. SECRETARIAL ARRANGEMENTS**

2.1 The Chairman reported that Brian White had identified a potential Secretary for the Committee, Pauline Hodding, who was present at the meeting and copies of her cv were distributed. Having answered questions from the Committee she withdrew during discussion of the position.

**IT WAS AGREED:** To appoint Pauline Hodding as administrator/secretary to the Committee for an initial period of one year, the precise terms and conditions to be negotiated by the Chairman.

### **3. NOISE MONITORING**

3.1 Brian White distributed copies of a noise level report for June/July (Appendix 1), accepted that the data was incomplete and reported that electronically captured noise data

should be made available on the websites for both Thanet District Council and Infratil. Introductory text had been agreed for a comprehensive presentation which would be available on the Thanet DC website in October 2007 showing average levels, peaks and reference to trends plus a schedule of aircraft movements.

3.2 Thanet DC did not compile the noise report or conduct the monitoring but commented on Infratil's operation of the airport. The S106 agreement required Infratil to provide data for the Local Planning Authority and the Committee and to show how noise issues were addressed.

3.3 Some members expressed concern that the airport operators were responsible for their own monitoring and Brian White reiterated the legal requirement for this action together with Thanet DC's role to interpret but not present the noise data.

3.4 The Chairman asked how Thanet DC audited the information for accuracy, how the S106 was enforced to ensure statistics were reliable and what risk analysis had been undertaken.

3.5 Malcolm Kirkaldie pointed out that the monthly report was again late, overviewed one month but did not relate the 95-105dB levels to flights or times and was basically inadequate. A gated system would be best and Thanet DC had agreed with this opinion. Heathrow provided far more explicit data. He also queried why the Ramsgate noise monitor had been moved without the Committee's knowledge, whether off-route aircraft were monitored and stated that more pollution monitoring was required.

3.6 Brian White advised that the monitoring equipment was calibrated annually and the signal, once set, could not be altered. The need for an audit trail was agreed and he undertook to bring a future report to Committee on this issue. Thanet's website would enable the public to identify aircraft and link to noise levels.

3.7 Malcolm Kirkaldie pointed out that this would not necessarily follow if the aircraft were off route and referred to recent emails to Matt Clark regarding ineffective route monitoring. The Chairman advised that, with the aid of the website, individual aircraft could be identified and noise levels challenged. If the subsequent response from Infratil was not satisfactory the Committee could make a formal complaint.

3.8 Nicholas Cole identified the need for Committee to know when the maximum statistics were exceeded and why the overall noise situation was getting worse. He cited an increase of 30% in noise levels over 85dB in Ramsgate which Infratil should be required to explain.

3.9 The Chairman agreed that better airport management information was required and Infratil would be requested to provide this at the November meeting to include route plans.

3.10 Brian White explained the positioning of a noise meter at each end of the runway whereby noise levels at any point between them could be calculated and shown as noise contours. The mobile sound pressure level monitor was also used to check this calculation and could be moved to different points. The meter at St Nicholas was fixed and would remain and the Committee would benefit from information on trends to see if noise problems were getting worse.

3.11 The Chairman agreed that the absence of Infratil representatives was unhelpful and asked the Committee to email him with suggestions for details to be clarified which he would put to Infratil as a formal written request for information to be supplied

prior to the November meeting. It was vital that this information be provided before the public meeting.

**IT WAS AGREED** that the next meeting of the Committee be held on Tuesday 20 November 2007 at 2.00pm with the venue to be confirmed.

#### **4. COMPLAINTS**

4.1 The Chairman distributed copies of notes he had made regarding complaints procedures present and future and the need for adequate public information about the operation of the airport. Local Parish Councils were happy to display information and Members recommended that it should also be provided to CAB offices.

4.2 Nicholas Cole stated that the complaints form was not readily accessible to the public, was not on the Infratil website and Monkton PC had its own stock of copies to distribute when required. Malcolm Kircaldie commented that the form had been compiled without consultation to aid those who had difficulty in formulating complaints. Future forms (written or electronic) needed to comply with the Disability Discrimination Act requirements.

4.3 Paragraph 15.1 of the Guidelines on Airport Consultative Committees required the aerodrome to have an agreed formal procedure for recording complaints about aircraft noise and other impacts of the aerodrome on the environment. Provision should be made for complaints to be made to the aerodrome management by telephone, electronically or in writing with the complainant providing their name, address, telephone number and sufficient detail to enable any investigation to be carried out.

4.4 Members gave instances of where the answerphone service provided by Infratil did not work so that complaints could not be recorded and Gerry Glover suggested a working party be formed to define a suitable complaints procedure for discussion at the November meeting.

4.5 The Chairman advised that he had already raised this matter with Matt Clark and it did not appear that Infratil appreciated the effective use of a complaints system to achieve good relations with the community.

4.6 Malcolm Kircaldie referred to a letter from the Department of Trade dated May 2006 which advised that the Department had no role in Consultative Committees and could not intervene. Were the Guidance not being adhered to remedy should be sought through the Courts and if the S106 stalled, mediation should be instigated. The Committee provided the safeguard to ensure enforcement of the S106 and was not receiving the necessary management information from the operators, including consultation over training flights. Review of the S106 agreement was long overdue.

4.7 Nicholas Cole reminded the Committee that training flights had been raised before but no response had been received. The Local Traffic Regulations had been promulgated in December 2005 by the CAA and stated that training flights should not take place between 1800 hours and 0700 hours with a maximum of training sessions and aircraft to use the airport per day. This had been changed earlier this year but the Committee had not been informed of the change, even at the last meeting which discussed ATC and noise.

#### **IT WAS AGREED:**

- (a) That the Secretary be required to send copies of the Agenda and Minutes

of KIACC meetings to the public library in Ramsgate.

(b) That the Chairman write formally to Matt Clark regarding the need for an effective and accessible complaints system in compliance with paragraph 15.1 of the Guidelines, with his proposals to be discussed at the November meeting.

(c) That the Chairman write to Mr S Ladyman MP and to Councillor Roger Latchford regarding the Committee's present predicament regarding non-compliance with the Guidelines.

(d) That the Chairman be requested informally to explore access to reliable, free legal advice.

## **5. COMMUNITY FUND**

5.1 Three volunteers were required to advise on spending the fines money and handling bids.

### **IT WAS AGREED:**

That the Chairman, Nicholas Cole and Ron Flaherty discuss this issue and bring it back in-house.

## **6. FUTURE MEETINGS**

6.1 The next meeting of the Committee had been agreed for 20 November 2007.

6.2 The Chairman would check Matt Clark's availability for a public meeting on either 26 November or 5 December 2007 to be held at the Passenger Terminal and with the provision of a PA system.

## **7. ANY OTHER BUSINESS**

7.1 The Chairman reported that Thanet Local Board was scheduled to meet at 6.30 for 7.00pm on 16 October at the (old) Ellington Girls' School \* and Mike Bodkin from KCC would be speaking about the Manston Business Park.

The meeting ended at 4.25pm

\* NB KCC has now corrected this to the new school site.

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***KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE (K.I.A.C.C.)***

**Draft – subject to approval**

**Minutes of the meeting held at 2.00pm on Tuesday 20 November 2007 at the Passenger Terminal Building, Kent International Airport**

**Present:**

**Chairman:** [REDACTED]

**Secretary:** [REDACTED]

**Members:**

[REDACTED]

DDC & Sandwich Town Council  
KAPC Canterbury  
St Nicholas & Sarre Parish Council  
Birchington Parish Council  
Monkton Parish Council  
Minster Parish Council  
KAPC Dover  
Acol Parish Council  
Manston Airport Group  
Thanet District Council (part of meeting only)  
Thanet District Council  
T&G Section of UNITE

**Substitute Members:**

[REDACTED]

Cliffsend Residents' Association  
Thanet District Council

**Reporting to Committee**

[REDACTED]

KIA  
Thanet District Council  
Thanet District Council

**In attendance:**

[REDACTED]

Birchington Parish Council

**APOLOGIES**

Apologies for absence were received from [REDACTED].

**1. UPDATE FROM CHAIRMAN**

1.1 The Chairman and members of the Committee congratulated Matt Clarke on his appointment as Chief Executive Officer of KIA.

1.2 The Chairman reported on a briefing meeting with Caroline Lucas MEP, Green Party, with regard to correspondence from local residents expressing anger at the airport operator, TDC and the Committee. The background, current situation and masterplan had been discussed together with a specific issue of water run-off into Pegwell Bay. It was felt that by Ms Lucas that the Environment Agency needed to be more closely involved in this matter. Matt Clarke reported to the committee that the Environment Agency is working very closely with KIA consultants to conclude this issue.

1.3 A separate briefing meeting had been held with CPRE (Kent) which had expressed an interest in joining the Committee. Gerry Glover reminded members that the reconfiguration of

the Committee had been discussed the previous year when it had been decided not to include CPRE. John Bragg advised that if one national organisation were to be represented there would be difficulty in refusing others. Jack Cohen pointed out that Kent was the strongest branch of CPRE.

1.4 The Chairman recommended that, in the light of past experience, a 'stand-in' should be nominated to take the chair in the absence of the Chairman.

#### **IT WAS AGREED:**

That, in the absence of Paul Twyman, Nick Cole should take the chair and, in the absence of both Paul Twyman and Nick Cole, Richard Nicholson should take the chair.

## **2. COMPLAINTS PROCEDURE AND HANDLING COMPLAINTS**

2.1 Matt Clarke explained that KIA was looking to upgrade the website for real-time feedback from airport users, passengers and local residents including complaints and comments. The Committee was asked to provide a list of data fields to appear on the website. Malcolm Kirkaldie had emailed suggestions on 19 November 2007 and Nick Cole suggested the addition of counters to record the number of comments and the individual tick boxes completed to assist with providing feedback to the committee.

2.2 Malcolm Kirkaldie recommended that the provision of an automatic response would provide a further audit trail and advised that provision should be made for people without access to broadband or a computer. Matt Clarke reported that the feedback procedure would be supplemented by the website rather than replaced and that Frequently Asked Question (FAQs) would also be provided online.

2.3 Brian White believed that TDC would be interested in cross referencing the feedback obtained and suggested that complaints should be logged to identify one person making several complaints as well as individual complainants and also to identify those items which had been replied to.

2.4 The main purpose of the feedback was to identify which aircraft had caused the complaint. Public confidence and trust depended upon action being taken.

2.5 The Chairman reported that he had attended the latest Scrutiny Committee meeting at TDC at which KIACC had been asked to provide evidence. However TDC would be asked to clarify what would be done with the information gathered. Nick Cole emphasised that investigation of complaints was vital to see whether the S106 agreement had been breached and if so, whether fines had been imposed. Matt Clarke gave the instance of an Oasis flight which had drawn some complaints from the public. The aircraft had been performing lower than usual circuits in order to achieve air display ratings for the Margate airshow. The pilot was accompanied by a CAA inspector ensuring safety compliant flight levels were maintained at all times. Letters had been sent out explaining the circumstances to a few residents that had complained. It had not been possible to advertise the flight in advance as the flight time relied upon suitable weather conditions to enable it to take place.

2.6 Brian White stated that TDC would be better placed to answer public questions and assess any breaches of the S106 agreement with the new format for reporting noise and the new schedule of aircraft and relevant noise levels.

2.7 The availability of paper complaint forms was emphasised and Matt Clarke confirmed that



information would be provided on where these forms could be obtained. District and Parish Councils could publicise the contact details. John Bragg stated that 90% of complaints would be made by telephone and dedicated staff would be needed to deal with the call

#### **IT WAS AGREED:**

- (a) That the data to be captured on the website, duplicated on paper forms and used for registering telephoned complaints should include:
- (i) the complainant's location at time of complaint
  - (ii) approximate time
  - (iii) date
  - (iv) possibly the direction
  - (v) tick boxes for whether the complaint was about noise or off route
  - (vi) box for other comments.
- (b) That there should be a reference number for each complaint or comment and a more detailed reporting system for complaint handling
- (c) That an automatic response be generated.
- (d) That forms are Disability Discrimination Act compliant and copies available in libraries, Parish and District Council offices.
- (e) That when possible staff should be provided to answer telephones.
- (f) That Matt Clarke will liaise with the Chairman on production of the draft webpage and the draft be emailed to Committee members by the end of January 2008.

### **3. AIR QUALITY REPORT**

3.1 Brian White submitted a report on nitrogen dioxide and benzene air quality report for June to September 2007 as recorded on the website [www.kentair.org.uk](http://www.kentair.org.uk) and noted that none had exceed the EU standards. The 'spikes' on the graph covered 14 day periods and the causes were not known but did not relate to aircraft. Matt Clarke confirmed that flight activity for the relevant periods had been checked and were all at low levels indicating that aircraft activity appeared to have a negligible effect on local air quality.

3.2 All monitors had been checked and were functioning but TDC did not have sufficient resources to undertake research into past peak levels. Matt Clarke confirmed that the recorded aircraft movement levels included all aircraft landing at or taking off from KIA, but not aircraft overflying the area bound for other airports. Burning tyres, ferries starting up and climate quirks would affect the recordings. The purpose of the system was to establish trends and the data gathered was low in comparison to national standards.

### **4. AIRPORT UPDATE**

4.1 The Committee received a presentation by Matt Clarke on the background to the S106 agreement in respect of Runway 10 departures towards Ramsgate and Runway 28 departures away from Ramsgate.

The five relevant guidance points were:

- right turn 1.5 nm DME after departing Runway 28.
- When carrying out circuits do not descend below 1500ft until final approach.
- endeavour to fly over sea when operating in the Northern circuit 3nm from centre point of runway except on final approach.
- keep North and clear of Sandwich when operating in the Southern training circuit
- applies to aircraft over 5,700kg

4.2 Monkton and Minster were shown to be on the circuit due to their location near the end of the runways. There followed discussion over discrepancies between route maps produced in 2001 and those shown in the presentation.

4.3 Matt Clarke confirmed that aircraft needed to take off and land into the wind unless the wind was lighter than 5 knots and the Chairman asked if the direction of travel could be changed from time to time for those training flights on circular routes.

4.4 Nick Cole referred to the rules governing training as set out in the CAA Notice issued in December 2005 and the significant changes made to a later version which had not been notified to the Committee. Matt Clarke explained that the rules of use of the airport as issued to pilots are relate to airport capability and any restrictions applied are governed by the operating capability of the airport.

4.5 Nick Cole queried why the permitted times of operation had been removed and the Chairman asked whether TDC was aware of this. Brian White stated that he needed to check the original S106 agreement together with the attached plans showing the geographical area covered by the airport. TDC had not agreed anything with Infratil concerning training flights and Matt Clarke explained that he was not aware of any previous agreement restricting the operator. Any agreements reached with regard to training flights or aircraft routes may have been with the previous operator and had not been passed on to Infratil. The Chairman stated that the Committee should have been told about changes to training flights at the ATC presentation.

4.6 Brian White stated that training flights had not been controlled on the S106 planning agreement. It could be that an arrangement had been made between the Committee and the original airport owner but the S106 did not cross-reference with operating restrictions imposed by the airport and promulgated in the Pilot Information Guide. The S106 agreement was purely for planning purposes; owners and operators worked with the CAA regarding take-off and landing information for pilots. Local Traffic regulations were airport regulations.

#### **IT WAS AGREED:**

- (a) That Brian White research the original S106 agreement and the routes shown at that time and provide a written report to Committee.

## **5. CAA REVIEW OF FUNCTIONS**

5.1 The Chairman reported on the work of the House of Commons Transport Select Committee and the establishment of a review of the CAA to which this Committee might wish to contribute, in particular regarding regulations devised by airports, the role of

consultative committees, resources, links, etc.

**IT WAS AGREED:**

That the Chairman research the nature of the review and report back to the committee to decide upon whether or not to contribute to the process.

(The committee did not sanction the Chairman to do this on their behalf without further consideration)

**6. PUBLIC MEETING**

**IT WAS AGREED:**

(a) That the meeting of the Committee to be attended by the public be held on 5 December 2007 at 7.30pm in the Departure Hall of the airport.

(b) That publicity be given to the event by a press release, through the Parish and District Council network and on the websites of Thanet, Canterbury and Dover District Councils.

(c) That the agenda for the meeting contain:

(i) Airport update presentation - Matt Clarke and Infratil's future plans

(ii) Complaints procedure

(iii) Air Quality and noise report

(iv) Community Fund report

(v) S106 agreement report - TDC

(vi) Discharge consent update - Matt Clarke

(d) That 30 minutes be included for public questions to be answered by Matt Clarke and Brian White.

**7. BUDGET SUB-COMMITTEE**

**IT WAS AGREED:**

That a Sub-Committee be formed to determine and monitor the Committee's budget and the membership be comprised of the Chairman, John Bragg and Nick Cole.

**8. COMMUNITY FUND (Note No. 5/25/11/07)**

**IT WAS AGREED:**

(a) That the applications for funding submitted by Herne & Broomfield Parish Council and Monkton Village Hall Committee be considered by the Chairman, Nick Cole and

Ron Flaherty.

(b) That the contact for application forms be the Secretary.

## **9. THANET DISTRICT COUNCIL REPORT**

9.1 Brian White reported that a TDC Members' Working Party was looking at the S106 agreement and a meeting was scheduled before Christmas.

9.2 The Chairman wished to know the purpose of the Working Group and that it would not detract from KIACC.

Brian White referred the Chairman to Councillor Bayford, Chairman of the TDC Scrutiny Committee

## **10. FUTURE MEETINGS**

### **IT WAS AGREED:**

That future meetings of the Committee be held on 11 March 2008, 17 June 2008, 23 September and 25 November 2008.

## **7. ANY OTHER BUSINESS**

7.1 Nick Cole referred to 17 flights outside hours and asked what fines had been imposed and what monies were in the fund.

7.2 Matt Clarke replied that all movements between the hours of 2300 – 0700 had been reported to the committee. None of the movements related to noisy aircraft as defined in the s106 agreement, therefore none of the movements attracted a contribution to the community fund. There are no scheduled or programmed night flights at KIA.

7.3 Brian White referred to the S106 agreement penalties schedule for aircraft between the hours of 2300 and 0700 which were of a quota count greater than 4. This figure had been considered by TDC in 2000 to be appropriate but this was no longer the case. TDC could only enforce the rules and Infratil was complying with the rules.

7.4 Nick Cole suspected that the rules had changed as they had previously referred to any movements over 4 with the exception of humanitarian flights.  
Matt Clarke noted that this was incorrect and that the rules remain the same.

7.5 Malcolm Kirkaldie stated that noise over 100dB caused a problem, that there was a night flying policy and that it was a problem.

IT WAS AGREED: That this matter be an agenda item for the next meeting.

**The meeting ended at 4.30pm**

[\[MSOffice1\]](#)The committee did not sanction the Chairman to do this on their behalf without further consideration.

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***KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE (K.I.A.C.C.)***  
previously known as  
***Manston Airport Consultative Committee (M.A.C.C)***

Manston Airport Consultative Committee was set up as a forum to discuss issues relating to the airport development. Members include:- the Airport operators, Thanet District Council, Kent County Council, and representatives of the local community.

**Draft – subject to approval**

Minutes of the meeting held at 2.00pm on Tuesday 5 December 2007 at the Passenger Terminal Building, Kent International Airport

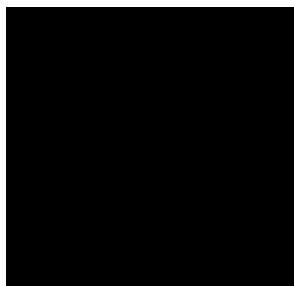
**Present:**

Chairman:

Secretary:

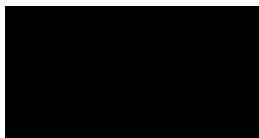


**Members:**



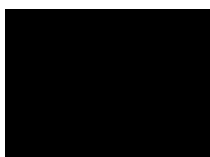
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Birchington Parish Council  
Minster Parish Council  
Acol Parish Council  
Cliffsend Residents Association

**Substitute Members:**



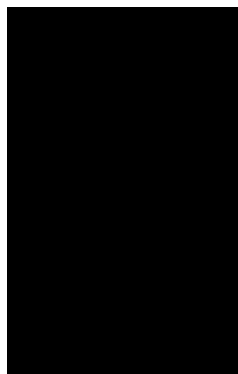
Thanet District Council  
Monkton Parish Council  
KALC Dover

**Reporting to Committee**



KIA  
Thanet District Council  
Thanet District Council

**In attendance:**



Birchington Parish Council  
  
Kent Regional Newspapers  
  
Manston Parish Council

[REDACTED]  
and other members of the public.

## **APOLOGIES**

Apologies for absence were received from [REDACTED] (Monkton Parish Council), [REDACTED] (KALC Dover), [REDACTED] (Thanet District Council).

### **1. CHAIRMAN'S WELCOME AND REMARKS**

The Chairman welcomed members of the public to the meeting and advised the 30 minutes would be available for questions at the end of the business..

### **2. MINUTES**

The Minutes of the meeting held on 20 November 2007 were approved as a correct record and signed by the Chairman. There were no matters arising.

### **3. AIRPORT UPDATE**

3.1 Matt Clarke gave a presentation which covered Infratil, Kent International Airport, aircraft movements, passenger services, freight, and investment completed to date. The aircraft using the airport included MK Airlines 747s on daily flights; one Cargolux 747 weekly freight flight; Oasis Honk Kong 747 weekly training flights; Egypt Air A300 twice-weekly flights and other smaller craft on business flights averaging at twice a day

3.2 Two new routes for 2008 were announced with destinations of Las Palmas and Jersey.

3.3 Investment in the airport to-date included renewal of infrastructure and purchase of new equipment.

3.4 The airport masterplan detailed work in progress on the framework to deliver future development and the Committee was advised of recent IATA statistics which indicated that, on average, 4000 jobs were created per 1 million passengers around airports in Europe.

### **4. AIR QUALITY REPORT**

4.1 Paul Martin presented a report on nitrogen dioxide and benzene air quality and explained that monitors around the airport also measured road traffic pollution. This had been extended to air traffic and was paid for by the airport operator.

4.2 Diffusion tubes to absorb pollution were attached to lampposts in 25 locations. The tubes were sent away for measurement and comparison of levels with national figures. Hotspots and changes in levels were noted, such as the increase in road traffic arising from the opening of Westwood Cross. The work was undertaken in partnership with the Environment Agency and other agencies in Kent.

4.3 The monitor located at Windermere Avenue was the only one of its kind in Kent and the data it contained could be accessed by computer 24 hours a day, 365 days a year. However, due to the very sensitive nature of the monitor, changes in atmospheric

conditions could cause unreliable readings.

4.4 Three of the diffusion tubes were located around the airport and the results for 2007 showed higher pollution levels in winter due to cold air, and normal levels for residential areas with the majority of the pollution arising from road traffic.

4.5 Nitrogen dioxide levels were mainly below the annual mean and the spikes on the graph did not correlate with aircraft movements. Benzene levels showed some build-up but again did not correlate with aircraft movements and the average was quite low. The monitoring equipment had failed at the end of November, had been sent away for repair and was expected to return the following week.

4.6 The figures for the previous year showed no upper level readings and KIA was the only airport outside Heathrow and Gatwick to have this level of monitoring. Results were available on [www.kentair.org.uk](http://www.kentair.org.uk).

4.7 Noise monitors were located at each end of the runway and registered sound pressure levels from which the average and peak levels were reported. Constant monitoring was provided by the airport operator and results were submitted to KIACC and TDC for scrutiny. This information would be available on the internet in the future.

4.8 In response to questions from the Committee it was clarified that one benzene monitor had been offline but over the 3 month period reported to the previous meeting all levels had been satisfactory. There was no noise meter at St. Nicholas at Wade because that location was too quiet and monitors were more effective along the runway and on the roundabout under the flight path of departing aircraft. It was not possible to monitor both incoming and departing routes with only one meter.

4.9 Brian White clarified that empirical evidence was required in order to monitor trends and measurements taken from the same locations over a period of years would indicate any changes. Understandable information was needed in the public domain and, to date, no complaints had been received about noise level trends, but only in respect of disturbance from individual aircraft movement.

4.10 The results of the monitoring were linked to the S106 agreement with the Planning Authority and a major component of the agreement was the establishment of annual noise contours against which reported increases or decreases could be measured.

## 5. SECTION 106 AGREEMENT

5.1 Brian White explained the agreement between the Local Planning Authority (TDC) and the airport developer, the relevance of the developing masterplan and the requirements for the developer and operator to comply with the terms of the agreement.

5.2 The S106 agreement made in 2000 was voluntary and not tied to a planning consent. TDC was currently taking stock of how the agreement had worked and its Scrutiny Committee would be reporting to Council on the strengths and weaknesses. Discussions would be held in 2008 between TDC and the airport operators on the content of a new agreement tied to the masterplan.

5.3 Noise abatement routes had been mentioned at the previous meeting and these had been agreed with the previous owner of the airport. When Infratil had taken over, a local search had shown that the S106 did not specify the preferred noise abatement routes in

the document, nor were they appended to it by a separate agreement. Infratil had complied with the exact content of the S106 agreement on 'noise abatement routes' but it had been unaware of the routes used by the previous airport owner.

5.4 In response to questions it was explained that the S106 agreement was a legally binding document. The airport operator had complied with the requirements as prescribed in the document as far as TDC was aware. The 2000 S106 was the only one in existence as, in 2005, when a review had been planned, the then airport owner had gone into administration.

5.5 The Chairman asked when TDC would review the S106, when the Working Party would meet, when would it ask KIACC for its input and when would the new agreement be finalised. Brian White responded that the Council prior to elections in 2007 had reviewed the S106 and the findings were available to the public. In view of the draft proposals for the masterplan, a Working Party had been formed but had not yet met. KIACC's interest would be conveyed to the first meeting which would be held on 12 December 2007.

## 6. **COMMUNITY FUND**

6.1 Brian White reported that there was no final balance but £13,000 in community fund contributions had been invoiced and paid. In the current financial year £3,000 had been paid and an invoice for £1,000 for breach of the S106 was to be sent out.

6.2 Matt Clarke stated that this amount was not for a breach of the S106. There were no fines and there had been no breaches for night-time movements since Infratil had acquired the airport. The S106 agreement expressly provided for non-scheduled flights between 23.00 hours and 06.00 hours. Contributions were payable in the event that a night-time flight was noisy and exceeded a Noise Quota Count of 4.

6.3 The Chairman recommended that a proper definition of fines was needed.

## 7. **DISCHARGE UPDATE**

7.1 Matt Clarke explained the rules covering drainage from the airport and advised that there was no pollution leaving the airport and damaging Pegwell Bay. A team of people was employed to check for rubbish, leaks, etc. and containment measures were required by the Environment Agency in case of spillage.

7.2 In the period 1915 – 2000 the MoD had not done anything and there had been no rules applying to them. The previous airport owners had done nothing either but Infratil was taking measures at a significant cost.

7.3 Infratil was working with TDC and the Environment Agency on a concept plan for an interception system and a discharge consent to be agreed. Sensors would be located in a tank to detect pollutants and, if detected, the outflow would be stopped and diverted to a separate tank.

7.4 Peter Binding advised that Pegwell Bay was a SSSI and thus very sensitive. Fuel spillage was not the only problem as fuel and de-icers on the runway would enter the drain and pass to Pegwell Bay untreated.

7.5 Matt Clarke responded that an interception and sampling point would provide



information on the run-off so that it could be monitored and action taken if necessary.

## 8. PUBLIC PARTICIPATION

8.1 Q. Were any night flights planned between 2300 hours and 0600 hours?

A. Matt Clarke: There was no intention to schedule such flights but a mechanism was necessary to accommodate planes which could not meet their schedule due to being delayed and new airline schedules. Many airports around the country used a noise quota system which served to protect the community from excessive noise while allowing for a certain level of aircraft movements.

8.2 Q. Can TDC stop operations if there is pollution such as S106 breaches or flying over the town?

A. Brian White: The planning process was designed to deliver benefits to the wider community but address social and environmental mitigation. It was for Members of the Council to decide what to do about the masterplan. The existing S106 had been examined, with the results of public consultation, including a MORI poll in 2005 and the views in Canterbury, so that future planning decisions could be guided by what had happened before. The existing S106 was old and not as relevant as it had been in 2000.

8.3 Q. What will TDC do immediately to stop Infratil flying over towns?

A. Brian White: The runway was where it was, aircraft must be in line with it and Ramsgate was at one end of the runway. It was not unusual for centres of population to be near runways.

8.4 Q. Was there any update on internal and external scheduled flights and the information gathered in a recent survey?

A. Matt Clarke: Demographics and travel patterns were being considered in developing passenger services and this information was used when talking to airlines. KIACC would be informed by email as soon as updates were available but certain information was currently commercially sensitive.

8.5 Q. Infratil removed a noise monitor without telling TDC.

A. Brian White/Paul Martin: The new owners changed noise monitor contractors and the previous contractor took back a monitor which had later been replaced.

8.6 Q. Were there monitors at both ends of the runway and a mobile monitor?

A. Brian White: When there are two fixed monitors it is possible to statistically model noise at those points and elsewhere. It was standard airport routine to also have a mobile monitor to check that the fixed monitors were operating correctly and to verify calculations, which was why TDC required a mobile monitor. There had been one before and steps were being taken to get a replacement. KIACC would be informed when it had arrived and where it would be used.

John Bragg: This Committee had requested a mobile monitor in the first place so that it could be taken to locations where complaints had originated. When that had happened it had provided useful information on noise levels.

Matt Clarke: The airport operator would deliver the new mobile monitor to the Council for a

decision on where it would be used.

Paul Martin: previously TDC had shared with KIACC a list of locations and agreed terms of reference.

**This matter to be discussed at the next meeting.**

8.7 Q. While it was pleasing that a public meeting had been held, there had been very little publicity. Radio Kent had mentioned the meeting but not the time.

A. Chairman: My Radio Kent interview gave all the details but the local press did not pick up on the meeting. Hard copy notices and poster would be needed in the future. Parish Councils had been informed as they were an important chain of information and vital to the working of the Committee.

8.8 Q. The maximum level of Community fund grants had remained the same for some time, so could the level be raised?

A. Chairman: A Sub-Committee had been set up to look at this

## 10. **NEXT MEETING**

The next meeting of the Committee was scheduled for 11 March 2008 and **it was agreed that the next meeting to which the public would be invited should be in September 2008.**

The meeting ended at 9.25pm.

[KIACC INDEX](#)

**March 2008**

**Average Noise Level Report**  
**Quarterly Noise Events - Top Twenty Movements**

## Average Noise Level Monitoring Information

### 1.0 Introduction

1.1 The most obvious environmental impact of the airport is noise. Though aircraft standards are constantly improving, with quieter engines being part of that process, it is noise levels that are the most frequent source of complaint.

Residents are therefore entitled to know how aircraft noise is measured, and what the monitoring results actually mean.

### 2.0 Noise Measurement

2.1 Sound, or what we call noise when it disturbs us and is unwanted, is caused by pressure variations in air. The human ear can detect a vast range of pressure difference. So for example, a very loud noise, like a road drill, represents a sound pressure several million times greater than leaves rustling in a breeze. To account for the range noise is measured on the decibel scale (dB) which runs from zero to 140 dB.

2.2 Humans hear different frequencies of air pressure better than others. The A scale, usually written as dB (A) takes this into account and is therefore the measurement most commonly used for reports.

### 3.0 Monitoring at Kent International Airport

3.1 KIA has provided and installed two sound level metres. One is in central Ramsgate, close to the centre of the flightpath. The other is near St. Nicholas roundabout.

3.2 The instruments are regularly calibrated, and checked. This means that monitoring results are reliable.

### 4.0 Average and Peak Noise Levels

4.1 This report shows both average and peak results. Average noise, written as LA<sub>eq</sub> shows the total noise over a specific period of time.

Therefore by comparing a recent three month period with those from before we can see if in overall terms there is more or less noise. Subsequently discussion on why differences occur can take place.

4.2 But average noise measures, though they electronically capture all pressure changes in air do not tell the full story. It is the moments of aircraft take-off and landing, as 'peak' noise levels, which are the most intrusive to residents and so these are separately reported. Sometimes it is possible to correlate peaks with especially movement of particularly large and noisy aircraft.

### 5.0 Future Reports

5.1 Kent International Airport pays for the noise monitoring and provides all data in this report to the Council.

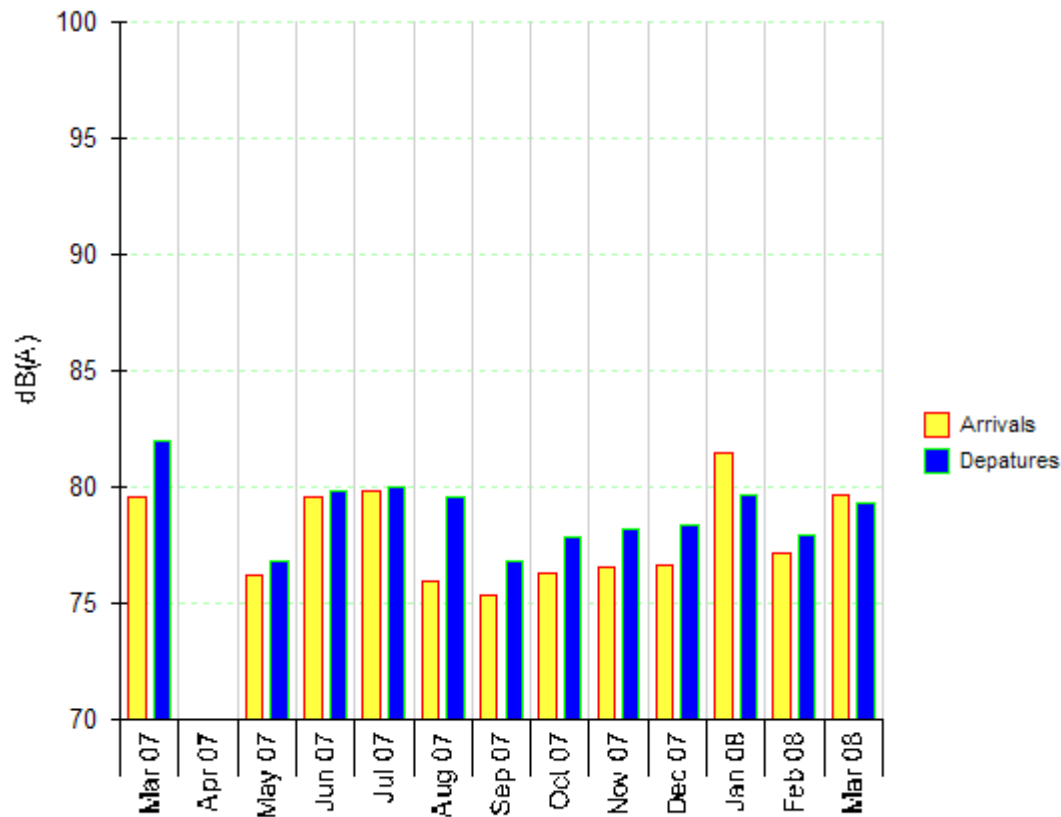
# Kent International Airport - Manston.

Average Noise Level Report

March 2008



## Monitor EMU1 10 - St Nicholas



Period	Arrival/Departure	Avg. LMax dB(A)
March 2007	A	79.6
March 2007	D	82.0
April 2007	A	-
April 2007	D	-
May 2007	A	76.2
May 2007	D	76.8
June 2007	A	79.6
June 2007	D	79.9
July 2007	A	79.9
July 2007	D	80.0
August 2007	A	76.0
August 2007	D	79.6
September 2007	A	75.4
September 2007	D	76.8
October 2007	A	76.3
October 2007	D	77.9
November 2007	A	76.6
November 2007	D	78.2
December 2007	A	76.7
December 2007	D	78.4
January 2008	A	81.5
January 2008	D	79.7
February 2008	A	77.2
February 2008	D	78.0
March 2008	A	79.7
March 2008	D	79.3

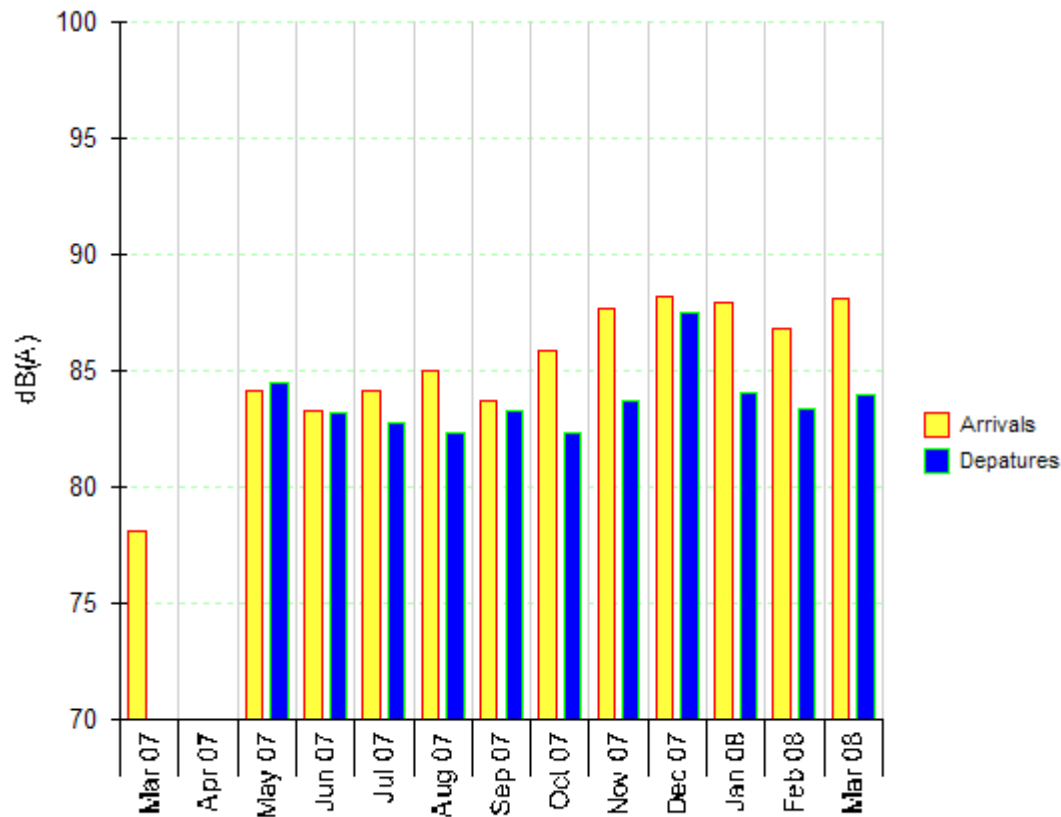
# Kent International Airport - Manston.

Average Noise Level Report

March 2008



## Monitor EMU2 28 - Chapel Place - Ramsgate



Period	Arrival/Departure	Avg. LMax dB(A)
March 2007	A	78.1
March 2007	D	-
April 2007	A	-
April 2007	D	-
May 2007	A	84.2
May 2007	D	84.5
June 2007	A	83.3
June 2007	D	83.2
July 2007	A	84.2
July 2007	D	82.8
August 2007	A	85.0
August 2007	D	82.4
September 2007	A	83.7
September 2007	D	83.3
October 2007	A	85.9
October 2007	D	82.4
November 2007	A	87.7
November 2007	D	83.7
December 2007	A	88.2
December 2007	D	87.5
January 2008	A	88.0
January 2008	D	84.1
February 2008	A	86.8
February 2008	D	83.4
March 2008	A	88.1
March 2008	D	84.0

## Kent International Airport - Manston.

Quarterly Noise Events - Top Twenty Movements

March 2008



Airline	Arr/Dep	Date	Time	Runway	A/C Type	A/C Reg	SEL	Lmax dB(A)	
MKA	MK Airlines	A	21/03/2008		12:18	B742	GMKBA	105.8	106.5
MKA	MK Airlines	D	29/01/2008	10	20:27	B742	GMKGA	102.9	96.3
MKA	MK Airlines	A	29/01/2008	28	15:49	B742	GMKGA	99.5	96.2
MKA	MK Airlines	A	07/02/2008	28	14:07	B742	GMKGA	98.1	94.7
MKA	MK Airlines	D	24/02/2008	10	12:47	B742	GMKBA	98.8	93.6
MKA	MK Airlines	A	18/01/2008	28	15:51	B742	TFARW	100.0	93.4
MKA	MK Airlines	A	24/02/2008	28	08:10	B742	GMKBA	99.0	92.4
MKA	MK Airlines	A	21/02/2008	28	10:40	B742	GMKDA	99.1	92.4
MKA	MK Airlines	A	18/03/2008	28	11:23	B742	GMKCA	98.1	92.2
MKA	MK Airlines	A	14/03/2008	28	18:25	B742	N704CK	98.6	91.9
MKA	MK Airlines	A	26/02/2008	28	17:47	B742	GMKHA	98.9	91.9
MKA	MK Airlines	A	05/01/2008	28	21:22	B742	GMKHA	99.4	91.8
MKA	MK Airlines	A	13/01/2008	28	14:41	B742	9GMKM	97.7	91.8
MKA	MK Airlines	A	05/02/2008	28	13:26	B742	GMKCA	99.1	91.5
MKA	MK Airlines	A	30/01/2008	28	13:13	B742	GMKHA	99.6	91.5
CLX	Cargolux Airlines	A	11/03/2008	28	14:28	B744	LXPCV	99.0	91.5
AIN	African International Airways	D	19/02/2008	10	18:39	DC86	ZSOSI	101.2	91.2
AIN	African International Airways	D	18/02/2008		22:19	DC85	ZSOSI	99.7	91.1
MKA	MK Airlines	D	18/03/2008	28	15:48	B742	GMKCA	99.1	91.1
MKA	MK Airlines	A	27/01/2008	28	09:11	B742	GMKFA	98.3	91.0

**KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE (K.I.A.C.C.)**

previously known as

**Manston Airport Consultative Committee (M.A.C.C)**

Manston Airport Consultative Committee was set up as a forum to discuss issues relating to the airport development. Members include:- the Airport operators, Thanet District Council, Kent County Council, and representatives of the local community.

Minutes of the meeting held at 2.00pm on Tuesday 29 April 2008 at the Passenger Terminal Building, Kent International Airport

Present:

Chairman:  
Secretary:

Members:

DDC & Sandwich Town Council  
St Nicholas & Sarre Parish Council  
Birchington Parish Council  
Monkton Parish Council  
Minster Parish Council  
KALC  
Acol Parish Council  
MAG  
Thanet District Council  
Thanet District Council  
Thanet District Council

Substitute members:

KCC  
Canterbury City Council  
Cliffsend Residents' Association

Reporting to Commit

KIA  
Thanet District Council  
Thanet District Council

Apologies for absence were received from

1. MINUTES

The Minutes of the meeting held on [5 December 2007](#) were approved as a correct record and signed by the Chairman.

2. MATTERS ARISING

Matt Clarke clarified that the aircraft operating on the new routes referred to in the previous Minutes were Fokker 50s by Channel Island Travel on the Jersey route and Airbus 320s by Kent Escapes on the Las Palmas route.

3. AIRPORT UPDATE

3.1 Matt Clarke gave a presentation on the operation of the airport comparing 2006 with



2007 and covering flight activity which showed an increase from 14845 to 18669; night-time movements increasing from 17 to 44; passenger movements had remained stable, with growth in Charter passenger services equalling the high passenger numbers in 2006 relating to the 5 yearly World Airways American charters; freight volume which had increased by 26%; and the number of airport employees which had increased from 61 permanent staff to 87.

3.2 Night-time movements were not scheduled movements as defined in the [S106 agreement](#) but arose from freight flights arriving between the hours of 2300 and 0700 due to delays at their point of origin. These delays resulted in airport staff being kept on to handle the freight which costs the airport operator so was not promoted by KIA. All scheduled passenger flights fell in daytime hours.

3.3 With regard to a question about aircraft surcharged for night flying, Matt explained that all aircraft and engine types were graded on an internationally recognised Quota Count (QC) system and TDC and KIACC was advised on a quarterly basis of all late flights, the noise quota of each and whether a payment should be made to the Community Fund (if the QC was above 4). Several thousand pounds had been contributed to the fund.

3.4 Questions were asked about the [Top Twenty Movements](#) report and Matt advised that the data was taken straight from the computer. This was confirmed by Nick Cole who asked about fines levied on MK Airlines. Matt stated that MKA had not been let off any payments and that the level of payment was re-set to £1,000 every year in line with the S106 agreement. Nick reported that the QC varied from 4 on landing to 8 on take-off therefore the same craft could be fined only for take-off and not for landing. Nick Cole also confirmed that from his evaluation of the records all fines due had been reported. Brian White confirmed that all aircraft movements which attracted a payment into the fund had made payment. These payments had totalled £12,000 last year. Matt confirmed that KIACC had already received the full quarterly reports but that he was happy to forward the consolidated report.

**It was agreed that Matt should circulate the list of late movements in 2007 to the Committee.**

3.5 It appeared that a DC8 craft had shown a QC of 1 which could not be correct and Matt undertook to report back on the correct figure.

3.6 Jerry Glover queried the total of £12,000 arising from 44 late flights and stated that the figures needed to be adjusted and made more realistic.

**It was agreed that the level of fines should be investigated as part of the new S106 agreement.**

3.7 Matt quoted from the S106 agreement in respect of noise classification in excess of QC4 which attracted a payment to the community fund of £1,000 and this represented 30%-50% of the airport costs which was a significant amount to an airline. He noted that if freight flights attracted larger fines when they suffered delays and were forced to land at night they would not be able to base regular daytime operations at the airport. Without the freight traffic there would be no airport at Manston. Members agreed that freight operators should not be deterred from using the airport but must take the matter of noise to the surrounding area seriously.

3.8 Richard Nicholson asked whether persistent offenders could be fined at a higher level and added that he had discovered that this Committee had originally agreed the Noise Abatement Routes. Matt Clarke was asked whether two Aleutian aircraft would be flying from KIA and he responded that no agreement had been made in respect of Aleutian aircraft, but that discussions were being held relating to many different potential customers, both passenger and freight. He

noted that if aircraft were noisy they would not aim to fly at night. He understood that the routes relating to the current airport operation were included in the S106 agreement; the airport had been given the rules which were binding.

3.9 Nick Cole disagreed stating that other routes had been agreed by this Committee and the ones which had been agreed in the past may not have been passed to Infratil from Planestation.

3.10 Brian White reported that some routes had been agreed with the previous airport owner and the Committee but had never found their way into this S106. The matter could be debated but there were only two signatories to the Agreement; TDC and Infratil. There was a suitcase of information but the noise abatement routes previously agreed were **not** in the bundle. There was no legal tie binding that Minute and the document.

3.11 Jerry Glover advised that the noise abatement routes were a separate agreement with the then airport operator and believed to be a legal agreement; there would be no point to them if not legal. Infratil should have had this transferred to them and it must be included in the new S106.

3.12 John Bragg stated that the route maps had originally been approved by the Committee but on what basis he did not know as none of the members were specialists. There would have been no sanctions if the routes had not been agreed and it was a matter of public confidence. Despite the endless emails about planes arriving late at night there had been 9 flights to 31 March and only 1 had been a departure. The problem was **not** huge.

**It was recommended that the routes should be shown on the Infratil website when it went live.** Matt Clarke agreed with this idea, but noted that it would take some time to incorporate all ideas and suggestions into the website.

3.13 Complaints by location: the record at Westgate was an aberration; Ramsgate complaints originated from 5 individuals; and the 26 complaints from Canterbury came from one individual. Matt Clarke noted that the complaint received from Acol was not in the system as it had been passed directly to him and had not been entered as a complaint form. He referred to the entry in the compliance report where the non-compliance was listed.

#### 4. KIA WEBSITE – FEEDBACK

4.1 Matt Clarke gave a power point presentation of the format for the developing KIA website which contained a tab to take users to the airport feedback form for aircraft movement complaints. The points raised by Committee members had been included in developing the complaints form and the 'your comments here' box could be used to supply further information. The form could be printed by the user and an individual reference number was automatically given. It was anticipated that the site would be ready in May and the Committee would be advised by email.

**It was agreed that:**

**(i) Thanet and Dover District Council and Canterbury City Council be informed when the site was live.**

**(ii) details of the Committee be added to the website in due course, containing names and contact details of the Committee members and the Committee's remit.**

**(iii) that Matt should consider moving the link to the complaints form so that it was**

accessible from the 'contact us' tab.

## 5. PLANNING AND ENVIRONMENT

### Masterplan

5.1 Matt Clarke illustrated the way in which the airport fitted into the local and regional framework, and discussed in brief the process of Airport Master-planning .  
The Committee's views were requested on:

- passenger destinations
- number of passengers
- road infrastructure
- location key facilities
- car parking
- traffic
- local employment
- rail links
- associated development
- noise (and other environmental effects)
- freight volume.

5.2 Malcolm Kirkaldie asked whether KIACC should be included in the Masterplan and Stephen Dukes responded that the role of the Committee members was to individually engage with their areas to inform the Masterplan. Jack Cohen stated that an Environmental Impact Assessment (EIA) should be included and Matt Clarke agreed that consultation would take place during 2008 as part of the progress from Masterplan to EIA to S106 Agreement. The Chairman advised that the Committee should discuss the draft Masterplan before it went to public consultation and this would be taken into account when reviewing meeting dates for the Committee.

### Planning Application for silt trap and fuel interceptor

5.3 Brian White advised that the planning application (ref. no. F/TH/07/1777) had been approved by TDC and discussion ensued as to the best method of keeping the Committee informed of planning applications relevant to the airport or the immediately surrounding area.

#### **It was agreed that**

**(i) future agendas for the Committee should contain an item on planning applications and Matt Clarke would inform the Committee of any proposed applications.**

**(ii) Brian White would inform the Chairman and Secretary of any applications so that details could be circulated and the Chairman would be advised whether KIACC's views were required.**

### S106 Agreement and other Planning matters

5.4 Roger Latchford gave a detailed oral presentation on plans by China to invest in Thanet, the importance of the airport to the future of the area as part of the road, rail, air and sea infrastructure and regeneration plans for the Manston area. With regard to KIA, he stated that the Audit Commission had found the S106 Agreement to be a voluntary agreement established in 2000 and still extant. TDC's approach to Infratil was proportionate given the level of current activity at the airport, the authority had a major emergency plan which included airports, in compliance with the CAA requirements, and information was readily available and transparent. All fine payments had been collected, the night flight fines were correct and

KIACC showed the correct figures. Roger was thanked for his report.

5.5 The Chairman expressed concern that the Audit Commission had formed a view of KIACC without contacting him and **it was agreed that the Chairman should write to the Audit Commission regarding this matter.**

#### [Air and water pollution reports](#)

5.6 Paul Martin reported on liaison with the Government agency regarding phased environmental infrastructure. Matt Clarke advised that the Environment Agency had several projects around the airport, including Pegwell Bay and fuel storage, and that fuel was closely monitored due to the proximity of the aquifer. The Agency was happy with the double skinned tanks, fuel handling procedures and the continuing dialogue.

**It was agreed that the Chairman write to the Environment Agency inviting it to send a representative to address a future meeting of the Committee.**

5.7 Paul Martin had previously circulated the air quality report and advised that the benzene monitor had been off line since the end of October 2007. As the manufacturer had been unable to rectify the fault the equipment had been sent to Holland for major repair at a cost of £1800. The funding for this had been raised and the monitor had been functioning for the past week. It was encouraging to note that there was still no discernible registration of benzene which indicated that the airport was not a significant polluter.

5.8 In response to a query about the mobile noise monitor Matt Clarke reported that it had been purchased and given to TDC. Paul Martin confirmed that the monitor would be positioned at a strategic site for six months and recommended St. Nicholas' school.

## 6. DEPARTMENT OF TRANSPORT: CIVIL AVIATION ACT 2006 – IMPLEMENTATION OF NEW POWERS

6.1 The Secretary had received a letter from the Department of Transport (DoT) regarding a review currently being conducted into which airports had identified a need to implement any of the new powers they had been given on noise and emission controls provided by the Civil Aviation Act which had come into force in March 2007. Replies were required by the end of June 2008.

**It was agreed that the Chairman be mandated to draft a response to the DoT.**

## 7. TRAINING FLIGHTS UPDATE

7.1 In response to a question about replacing Oasis, Matt Clarke advised that operators of training flights would continue to be hosted at the airport until the volume of commercial traffic precluded training.

7.2 Ron Flaherty referred to a recent problem caused by a 747 repeatedly circling over Herne Bay and Matt Clarke explained that this had been due to the wind direction routing arrivals over Herne Bay. Malcolm Kirkaldie suggested that the noise level arising from engines on reverse thrust should be considered and **it was agreed that this be considered in the recommendations for review of the S106 Agreement.**

## 8. MANSTON AIRPORT COMMUNITY FUND

8.1 The Chairman advised that he had just received a large box of archive material from which he would be able to see how the fund had been administered in the past. Three applications for grants had been presented at the previous meeting and a further two had since been received. Matt Clarke asked for details of grants made from the fund so that publicity could be given.

## 9. DATES OF FUTURE MEETINGS

9.1 Having regard to the preparation of the draft Masterplan it was agreed that:

(i) meetings be held at 2.00pm on 8 July, 7 October and 28 October to consider the Masterplan, and at 7.00pm on 2 December to which the public would be invited.

(ii) that meetings would be postponed if Matt Clarke was unable to attend at the last minute.

(iii) that the Chairman be asked to invite members of the Infratil Board to meet the Committee during one of their scheduled visits.

## 10. ANY OTHER BUSINESS

10.1 Jerry Glover stated that this would be his final meeting as he was retiring from Minster Parish Council and a replacement representative would be appointed in due course. The Chairman thanked him for his contribution to the work of the Committee and wished him well for the future.

The meeting ended at 4.30pm.

[KIACC INDEX](#)

***KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE (K.I.A.C.C.)***  
previously known as  
***Manston Airport Consultative Committee (M.A.C.C)***

Manston Airport Consultative Committee was set up as a forum to discuss issues relating to the airport development. Members include:- the Airport operators, Thanet District Council, Kent County Council, and representatives of the local community.

**Tuesday 8 July 2008 at 2pm .**

**Departures Lounge - Kent International Airport**

AGENDA

1. Apologies for absence
2. Minutes of the meeting held on 29 April 2008  
A copy of the draft Minutes is attached to this agenda.
3. Matters Arising
4. Chairman's update  
Welcome new members of the group: Nicki Carmody from Manston Parish Council and John Garland from Birchington Parish Council.
5. Airport update  
Matt Clarke to report.
6. Airport operation feedback procedures  
Update by Matt Clarke on development of the website and means of receiving/ dealing with feedback.
7. Planning and Environment (iii) S106 agreement and other planning matters  
Brian White  
(iv) [Air and water pollution reports not covered above](#) –
8. Manston Airport Community Fund - grants applications  
Proposal that the following individuals form a sub-committee to administer the fund:  
Paul Twyman  
Nick Cole  
John Garland  
Brian White  
Matt Clarke
9. Dates of future meetings  
Tuesday 7 October at 2.00pm.  
Tuesday 29 October at 2.00pm (Masterplan)  
Tuesday 2 December at 7.00pm – public invited to attend.
10. Any Other Business  
Nothing has been notified to the Secretary before the meeting.

[KIACC INDEX](#)

**KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE (K.I.A.C.C.)**

previously known as

**Manston Airport Consultative Committee (M.A.C.C)**

Manston Airport Consultative Committee was set up as a forum to discuss issues relating to the airport development. Members include:- the Airport operators, Thanet District Council, Kent County Council, and representatives of the local community.

Minutes of the meeting held at 2.00pm on Tuesday 7 October 2008 at the Passenger Terminal Building, Kent International Airport

**Present:**

Chairman:  
Secretary:

Members:

DDC & Sandwich Town Council  
KALC Canterbury  
KALC Canterbury  
St Nicholas & Sarre Parish Council  
Monkton Parish Council  
Birchington Parish Council  
KALC Dover  
Acol Parish Council  
MAG  
Thanet District Council  
Ramsgate Charter Trustees  
Canterbury City Council  
Thanet District Council  
Minster Parish Council  
UNITE

Substitute members:

KCC  
Manston Parish Council  
Cliffsend Residents Association

Reporting to Committee

KIA  
Thanet District Council  
Thanet District Council

Apologies for absence were received from [REDACTED].

**1. MINUTES**

The Minutes of the meeting held on 8 July 2008 were approved as a correct record and signed by the Chairman.

**2. MATTERS ARISING**

Minute 5.1: the Chairman reported problems encountered with the Contact Us section of the KIA website and also with accessing the Comments Form. Matt Clarke accepted that there had



been glitches and asked to be informed of any other problems so that they could be rectified.

Minute 5.3: link on TDC website to KIA website under heading 'Bothered by Noise'. In response to a query by Matt Clarke. Brian White advised that this was a standard government phrase to attract public attention to noise issues. The link had not yet been created and Brian White agreed that it would be done before the next Committee meeting.

### **3. CHAIRMAN'S UPDATE**

Paul Twyman apologised for omitting to congratulate John Bragg at the last Committee meeting upon the award of an OBE.

### **4. AIRPORT UPDATE**

4.1 Matt Clarke reported on the collapse of Seguro Travel Limited (Kent Escapes) and had issued a statement on 10 September 2008 which had been forwarded to members of the Committee. Whilst this was regrettable, KIA was not the only airport suffering from such problems.

4.2 Malcolm Kirkaldie queried a DC8 flight at 1750 hours on 14 September which was recorded as QC2 on arrival. Matt Clarke had double checked the incident and advised that the aircraft and its engines were QC2 and added that the CAA website carried details of all aircraft types.

4.3 The Chairman suggested that an item on small aircraft such as those used by H M Coastguard be put on the agenda in 2009 to explain their contribution to the airport and how the control tower dealt with them.

4.4 Nick Cole referred to there being no change in aircraft movements since the previous year and stated that movements between 2300 hours and 0700 hours should not simply be accepted but TDC should be asked to re-assess the QC levels when renegotiating the S106 agreement. A G5 executive jet had taken off at 0247hours and Matt Clarke clarified that this had been one jet landing and taking off rather than a repeat occurrence. The Chairman asked whether the operators could be contacted regarding a later take-off time and it was pointed out that the users of executive jets expected to be able to take off at their own convenience and that HM Coastguard was entitled to fly where they wished once leaving the control of ATC.

4.5 Matt Clarke advised that the night flying G5 executive jet only contributed £500 to the airport which did not meet the cost of employing firecrew, handling staff, operations staff, etc but he did not want KIA to get a reputation for being a difficult airport, as in the past, as this had impacted adversely on normal daytime business. Freight aircraft from Africa which arrived late due to delays in departure had to catch up the lost time or miss a complete weekly cycle.

### **5. KIA MASTERPLAN**

5.1 The Committee received a presentation and briefing on the Masterplan which was due for release the following day and Matt Clarke confirmed that members would receive a hard copy of the document as soon as possible. All major airports were required under current legislation to provide a Masterplan but Infratil had chosen to do so for KIA. The presentation would also be given to neighbouring Parish Councils and covered:

- introduction to Infratil
- airport masterplans and the key objectives
- legal planning framework
- our historical airport and the airport today
- statistics for passenger and freight traffic

contribution to the local economy  
 existing site plan, Thanet Local Plan Land Use Designations and the vision for growth  
 catchment area and current catchment travel patterns  
 future routes to be introduced  
 capacity constraints at other airports and comparable airport growth

5.2 Matt Clarke will be making presentations to groups around the airport and feedback from the document will be collated at the end of public consultation in December. The final version would be released in 2009. The Chairman acknowledged the vast amount of work undertaken in preparing the Masterplan and thanked Matt Clarke for his presentation.

5.3 A question was raised about how KCC and TDC planners would deal with planning implications of the Masterplan proposals together with the 'China Gateway' development, particularly road traffic issues. Brian White explained that the final Masterplan would contain a planning policy document which would accord with the Thanet Local Plan, Kent Structure Plan, etc.. TDC had an airport working party investigating examples of best practice which would report to Cabinet and Council in January/February 2009. Stephen Dukes reported that KCC already had a policy structure and the Highway authority had a Local Transport Plan which would be reviewed in 3 years' time. Creation of the Masterplan and discussions with Matt Clarke would be very helpful in planning infrastructure in Kent .

5.4 The Chairman advised that the Government's Sustainable Development report ( [www.sd-commission.org.uk/publications/downloads/SDC\\_Contested\\_Evidence\\_Briefing\\_Paper.pdf](http://www.sd-commission.org.uk/publications/downloads/SDC_Contested_Evidence_Briefing_Paper.pdf) ) had been published and referred to a Department for Transport study of the effects of night noise on individuals. TDC was asked to investigate this issue further.

5.5 The need for a business travel hub to service Paris and Amsterdam was raised together with the method of analysing most popular destinations; data available from CAA; and forecasts for regional airports including proposals for a Thames estuary airport.

5.6 The effect on local communities of road traffic increases and indirect employment in the area were considered and Stephen Dukes advised that roads would be designed to improve airport access but were reliant on government funding.

**It was agreed: that Matt Clarke circulate the Committee with details of Masterplan presentations.**

## **6. AIRPORT OPERATION FEEDBACK**

6.1 Brian White confirmed that planning permission for the silt trap interceptor had been approved with a period of three years for implementation. The Environment Agency was currently considering a design proposal to manage the airport storm water discharge.

6.2 No further planning applications had been received in respect of Infratil and Thanet Council would be considering the China Gateway application that week. Premier Inn had applied in respect of a site on the Minster roundabout . The Thanet offshore windfarm application was expected by the end of November and the issues of incoming assembly workers, and the conflict between windfarm turbine blades and radar were discussed.

6.3 The spike shown on TDC's Nitrogen Dioxide and Benzene Air Quality report could not be directly attributed to any aircraft movement, did not correlate with the practice fires lit at the MOD training centre and could possibly be due to instrument malfunction.

**Agreed: That Brian White investigate with the manufacturer and report back.**

6.4 Matt Clarke apologised for the lack of noise data which would be emailed to Committee members and confirmed that removal of the bulk fuel installation was being dealt with in association with the EA.

## **7. DEFRA CONSULTATION ON THE GUIDANCE FOR AIRPORT OPERATORS TO PRODUCE ACTION PLANS UNDER THE TERMS OF THE [ENVIRONMENTAL NOISE REGULATIONS 2006](#)**

Neither Thanet District Council nor Canterbury City Council had expressed any views on this matter

## **8. KCC POSITION REGARDING KENT INTERNATIONAL AIRPORT**

The Chairman referred to comments made on KCC's Leader's blog referring to KIA and advised that Cllr. Paul Carter had been invited to attend the meeting or to send a representative to discuss the matter. Cllr. Hibberd had been asked to attend and would be sent future agendas and minutes.

**It was agreed: that the Chairman ask the KCC Leader to attend the meeting in December to which the public would be invited and speak about this matter.**

## **9. MANSTON AIRPORT COMMUNITY FUND**

9.1 Nick Cole reported that the outstanding applications had been considered and the following grants made:

Monkton Village Hall Committee – replacement chairs	£500
Cliffsend Village Hall Management Committee – new stage lighting system	£400
Herne & Broomfield Parish Council – sports training sessions	£500

The Herne Bay Wimereux Twinning Association application had not been awarded a grant as it was not felt that it would benefit the community as a whole.

9.2 An application by the Newington Community Association had been received in August in respect of a new computer room for back-to-work courses and the maximum level of grant (£1,000) approved at the last meeting had been agreed.

9.3 The Committee considered how to promote the Community Fund and

**It was agreed that the recipients of the latest grants be invited to the December meeting to make a brief presentation to the Committee and the public attending.**

## **10. DATES OF FUTURE MEETINGS**

**It was agreed that: (a) the Masterplan meeting scheduled for 28 October 2008 be postponed to Tuesday 25 November at 2.00pm in order to allow time to consider the document and collate views.**

**(b) A KCC Councillor and a representative from the Environment Agency be invited to attend the meeting on 2 December 2008 at which the public would be present.**

## **11. ANY OTHER BUSINESS**

Secretarial arrangements

**It was agreed that: the current arrangements were working well and should be continued for**

**another year.**

The meeting ended at 4.20pm .

## **KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE (K.I.A.C.C.)**

### **REPORT FOR KIACC - 2 DECEMBER 2008**

#### **THE ENVIRONMENTAL NOISE REGULATIONS 2006**

#### **1.0 Introduction**

- 1.1 The European Union's Environmental Noise Directive (END) 2002/49/EC was transposed into English law by the Environmental Noise (England) Regulations 2006 (2006 No. 2238).
- 1.2 The intention of the legislation is to avoid, prevent or reduce, on a prioritised basis, the harmful effects of noise – including annoyance due to exposure to environmental noise.
- 1.3 The Act introduces the concept of Action Plans, a proactive approach to noise control involving noise mapping around major development and urban areas. Previously, the UK approach to noise control has been focused on statutory nuisance, the principle being that those responsible for noise amounting to a statutory nuisance could be held responsible for the nuisance. The 2006 Regulations effectively shift from the resolution of noise problems after they have occurred, towards accounting for noise when major development proposals are still on the drawing board and being costed.
- 1.4 This September, defra (the Government Department for Environment, Food and Rural Affairs) issued a consultation document on guidance for Airport Operators to produce Action Plans under the terms of the Environmental Noise Regulations 2006. Further guidance on other sectors in the economy, major road networks, railways, urban areas above certain populations, etc., will be consulted on by defra and introduced in due course; but the consultation guidance on Airports is the first to emerge.
- 1.5 Under the Regulations there is a requirement for strategic noise maps to be prepared for all the UK's main Airports that have over 50,000 air transport movements annually. Therefore, the duty will not apply to Kent International Airport until 2013 when the obligation is extended to all Airports (and certain other major developments).

#### **2.0 Content of the Draft Guidance issued by defra**

- 2.1 All Members of KIACC have seen the consultation document, and will recall that its content is set out in four sections. In summary, they are as follows:

#### **2.2 Guidance for Airport Operators**

- The responsibility for generating Noise Action Plans falls to Airport Operators.
- First, Airport Operators must produce noise maps. These will chart noise levels caused by Airport activity.
- Secondly, noise maps will form the basis of Action Plans. Each Airport's Action Plan will address its particular noise map and seek to 'limit' and, where possible, reduce' the number of people affected by aircraft noise.

#### **2.3 General Requirements for Action Plans**

- Address in particular harmful effects of noise on human health.
- Continue to protect 'quiet areas' identified by noise mapping.
- Include any limit values already in place, through Local Agreement, Planning permission or Section 106 Agreement.
- Cross-reference to long-term Airport development with reference to the format set out in the 2003 Air Transport White Paper.
- Summarise the results of noise monitoring and mapping. To assist public understanding of the position, and therefore public consultation/ engagement.
- Cost-benefit analysis of potential actions, in terms of development and noise controls.

## 2.4 **Guidance on actions to be implemented**

- Each Airport Operator is to assess whether or not current noise impact is acceptable
- And, if not, how is the Airport Action Plan to be amended.
- In evaluating acceptability, Airport Owners should take into account the physiological effects of noise, including stress, but this is to be balanced against the benefits of employment and passenger air travel.
- There is one number in this section of the guidance – it is that included in the 2003 Air Transport White Paper of 69 DBA Leg<sup>33</sup>, it being the average noise level at or above which assistance with the costs of relocating is to be offered. The guidance states this should be the top priority.
- Effective complaint handling.
- Good communication with the Airport Consultative Committee. In the case of KIA, this is the KIACC.

## 2.5 **Process of Public Consultation Adoption and Publication**

- The stages of public consultation are set out, with 12 weeks being the period for the consultation on a draft Action Plan.
- Consultative Committees should be involved in the process, and the Airport Owner should explain how the final Action Plan has been able to account for public interests.

## 3.0 **The defra Consultation Process**

- 3.1 The guidance recently out to consultation, had a deadline for return of responses to defra by 28 November. To help produce feedback that can be structured and used to inform the

content of the final document, responses were invited to four questions:

- (i) Support for the principle of addressing priorities for noise control on the evidence of noise mapping.
- (ii) Did consultees agree with the issues Airport Operators should take into account in preparing Airport Action Plans.
- (iii) Did consultees agree with the process set out in the guidance for the development and adoption of Action Plans.
- (iv) Is there additional guidance required in the final version of the document to assist the process.

3.2 As statute law becomes more complex, it is now common for primary legislation (the Regulations) to be reliant on the content of Government Guidance (referred to as Secondary Guidance) for its effectiveness. Without guidance, the regulations literally cannot be applied. The advantage of Secondary Guidance is that it can be revised and updated from time to time by the Government but without the need for regulations themselves to be changed. Changes to primary legislation require parliamentary time, and this can be a difficulty.

3.3 Neither Thanet District Council or Infracore considered it appropriate to respond to the consultation process.

3.4 When defra issues its report on and responses to consultation, a further report will be provided to the KIACC.

#### **4.0 Discussion**

4.1 The guidance is in keeping with Government thinking that Major Development proposals have strategic economic, social and environmental implications, and therefore require a separate approach to decision taking. Critics say that this favours Airport expansion, and supporters respond by pointing out the existing legal framework is too general and slow to be helpful in dealing with aircraft noise.

4.2 The relationship between quiet areas and protection, as opposed to those areas beneath flight paths, introduces a potential debate about containment of noise. Again, there are two viewpoints. Containment may help focus attention, and simplify the costs and benefit of noise control. On the other hand, communities beneath flight paths could believe that the varying of aircraft routes at least helps share the burden of environmental impact. Preferred aircraft routes is already a subject of public interest in Thanet.

4.3 The question of acceptability, but without a national standard with numerical values, indicates that local arrangements on a case by case basis will continue to apply. Previously standards, on matters like night flying, at the three major London airports, have set a sort of industry standard; but the sheer volume of air traffic at those airports scarcely makes their scenario with small regional airports. Instead, it is possible that communities, Local Authorities and Consultative Committees, will liaise and confer, alongside Airport Operators, on how acceptability should be defined in any particular location. An interesting point here is how, if possible, social and economic benefit might be quantified and balanced.

4.4 Public engagement, and therefore accurate and well presented airport statistics, are going

to be essential to the process of noise mapping and Action Plans. Without information the level of debate and participation envisaged in the guidance will not be possible. In this regard KIA has a reasonable starting position. Because of the 2000 Section 106 Agreement, it has noise (and air monitoring) of greater sophistication than many other regional airports already in place.

- 4.5 Some Local Authorities have been critical that there is no explicit role for Planning Authorities, and no requirement that Action Plans are a pre-requisite of any planning application. On the other hand, the usual practice in our country is for primary legislation to be subject based rather than integrated, the presumption being that decision takers will have regard to their own responsibilities, and a developer will need to collectively meet all of its legal obligations.

## **5.0 Conclusion**

- 5.1 In accordance with the minutes of the October KIACC meeting, this report has been produced for information.

- 5.2 The guidance does set out the role of Consultative Committees.

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**KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE (K.I.A.C.C.)**  
 previously known as  
**Manston Airport Consultative Committee (M.A.C.C)**

Runway Utilisation	April 2006- March 2009	2006-2007		2007-2008		2008-2009 (YTD)	
		Total	%	Total	%	Total	%
Total Fixed Wing Movements		15791	100	19258	100	11599	100
Total Movements	Runway 28	10798	68	13136	68	7442	64
Total Movements	Runway 10	4993	32	6122	32	4157	36
<b>BREAKDOWN BY CATEGORY</b>							
Total Movements	Runway 28	10798	100	13136	100	7442	100
Total Light Movements	Runway 28	8132	75	8703	66	5198	70
Total Heavy Movements	Runway 28	2666	25	4433	34	2244	30
Total Movements	Runway 10	4993	100	6122	100	4157	100
Total Light Movements	Runway 10	4036	81	4165	68	3025	73
Total Heavy Movements	Runway 10	957	19	1957	32	1132	27
Total Heavy Movements		3623	100	6199	100	3376	100
Total Heavy Movements	Runway 28	2666	74	4433	72	2244	66
Total Heavy Movements	Runway 10	957	26	1766	28	1132	34

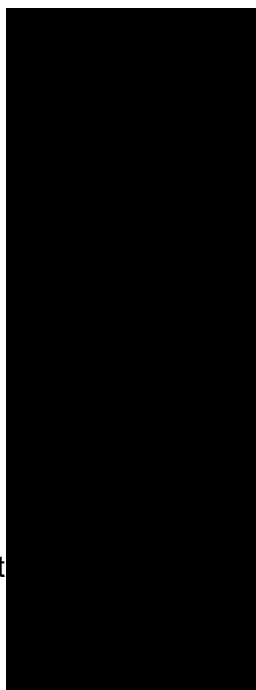
**KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE (K.I.A.C.C.)**

previously known as

**Manston Airport Consultative Committee (M.A.C.C)**

Minutes of the meeting held at 2.00pm on Tuesday 25 November 2008 at the VIP lounge, Kent International Airport

Present:  
Chairman:  
Secretary:



Members:

DDC & Sandwich Town Council  
KALC Canterbury  
KALC Canterbury  
St Nicholas & Sarre Parish Council  
Monkton Parish Council  
Birchington Parish Council  
KCC  
KALC Dover  
Acol Parish Council  
MAG  
Canterbury City Council

Reporting to Committee

KIA  
KCC  
Thanet District Council

Apologies for absence were received from N



In the absence of the Chairman, who later joined the meeting, [redacted] took the Chair and opened the meeting.

1. MINUTES

The Minutes of the meeting held on 8 July 2008 were approved as a correct record and signed by Nick Cole.

2. MATTERS ARISING

Minute 5.6: Matt Clarke had given a presentation to Parish Councils in the Thanet District but would be available to meet others outside of Thanet on request. An invitation was extended to join the Monkton Parish Council meeting at 6.30pm on Friday 28 November and presentations were being given by Matt Clarke at the airport on Wednesday 26 from 10.00 to 14.00 hours and Thursday 27 from 15.00 to 19.00 hours. The presentation would be forwarded to the Secretary for circulation.

Minute 6.3: Brian White to report at the 2 December meeting on discussions with the manufacturer regarding the possible malfunction of the air quality monitoring equipment. The information to be sent to the Secretary for circulation.

### 3. KENT INTERNATIONAL AIRPORT DRAFT MASTER PLAN

3.1 Chairman referred to the responses to the draft Master Plan which had been received from Mr Chris Lowe CPRE Member involved nationally at volunteer level with CPRE but expressing his own views rather than that of the organisation; Canterbury City Council (CCC); Len Claisse on behalf of Kent Association of Local Councils (KALC) Canterbury; and Peter Binding on behalf of Manston Airport Group (MAG). Members were then asked to provide responses on behalf of the organisation which they represented.

3.2 John Bragg: Sandwich Town Council was not directly affected by the airport but was in favour of increased business and employment. In comparison with previous documents the Master Plan was not so aggressive, was more realistic regarding numbers but very optimistic about the timescale. Better road and rail infrastructure would be supported; concerns remained about noise and an implacable opposition to night flying. Overall the first draft was good, with areas to be improved. CCC, being under the flight path, had a higher level of interest than Dover DC which would only be affected by high levels of 'stacking' and CCC's response stated clearly the Master Plan was not a planning document to be relied on. DDC's Cabinet would consider the Master Plan on 1 December and its formal response would be requested.

3.3 Sandra Hooper: KALC Dover, had given out details in October of the website and where to get the Master Plan but no feedback received. Dover parishes were not greatly affected but Eastry PC had a reference on its website and in its newsletter.

3.4 Chairman queried lack of effect on Dover District and the need for CAA/NATS views on ATC routes and procedures if the airport expanded e.g. increased traffic, aircraft holding patterns. Matt Clarke advised that no response would be expected at this stage from CAA or NATS, the exact airspace had yet to be defined and justified by volume of air traffic. CPRE had referred to sea on three sides of the airport which would provide space for holding patterns away from land. Brian White referred to CAA not being very helpful in respect of Lydd airport but expected comments when the application was submitted.

3.5 Jon Inchley: Acol PC felt Master Plan did not have a great deal of focus; a more significant issue was traffic generated by China Gateway compounded by increased airfreight traffic resulting in more HGV movements on roads which could not cope. Acol and other villages suffered from HGVs following Satnav on unsuitable roads. If aircraft kept to flight paths Acol would only experience 20% of air traffic.

3.6 Malcolm Kirkaldie: MAG asked for Infratil's response to Environmental Noise Regulations 2006. Matt Clarke advised that there was no response yet, there was no time constraint and noise levels were in line with current framework. Malcolm Kirkaldie believed that a gated system and a new tracking system by TDC would provide the best result and asked when this would be installed. He did not wish to damage the airport's ability to expand.

3.7 Chairman asked for clarification of the process after consultation on the draft Master Plan finished on 19 December and Matt Clarke explained that the resulting document would be used internally by the airport for its future structure and also by TDC. The Master Plan was a general document; specific requirements would be covered in S106 agreements with TDC, Kent Highways, etc. Chairman believed that this point should be made clear to avoid criticism.

3.8 Malcolm Kirkaldie stated that the long term runway modal split of 30%/70% easterly/westerly was not working (page 97 of Master Plan); landing night flights should come into the airport the other way. Matt Clarke agreed with Nick Cole that the split was sometimes 60%/40% due to adverse wind or weather conditions. Brian White referred to a study done by TDC of the past 5

years and undertook to copy this to the Secretary for circulation.

3.9 Malcolm Kirkaldie referred to noise from reverse thrust, training flights and other landings throttling back and the difficulty of power settings in an operating airport. No report had ever been received on the effectiveness of triple glazing at Cliffsend and Matt Clarke advised that Infratil had had not undertaken such work. Brian White confirmed that this would have been before his time with TDC and advised that no complaints had been received from that area. **He would look at TDC's record on this together with records on vortex effects on roofs in Ramsgate and CAA guidance issued about 18 months ago.**

3.10 Bernard Clayson: St. Nicholas & Sarre PC had discussed Master Plan and had 'heard it all before'. It was short on facts; based on Government White Paper; was a wish-list of those with vested interest in airline industry; contained no risk assessment and was based on hypothesis not fact.

3.11 Charles Hibberd, KCC lead member on Transport: officers had been authorised to give views and Members would consider later.

3.12 Len Claisse: KALC Canterbury, had circulated a paper in advance. Not all Parish Councils had responded, some because they were nearer to Dover. Whitstable, Chestfield and Herne Bay had complained about noise from low flying and Chestfield also suffered noise from a concrete road surface which should be re-surfaced.

3.13 Rodney Chew: KALC Canterbury and Bishopsbourne PC referred to 30%/70% easterly/westerly split, with 30% approaching runway 10 and 70% approaching runway 28 due to prevailing winds. Bishopsbourne had no problems with flights at present but when the airport became more successful this could change. From the landing charts on the website landings went clockwise to runway 10 and runway 28 landings went anti-clockwise over Thanet; why could not users of runway 10 approach anti-clockwise over the sea? As pilots would turn towards the runway as soon as possible the aircraft would be further from Whitstable and Herne Bay. Matt Clarke asked for detailed drawings so that the matter could be considered together with all other factors relating to approach routes. [Paper subsequently circulated].

3.14 Nick Cole stated that take-offs were noisier than landings; after 1.5km from the end of the runway aircraft should gain height and should go clockwise on take off round by Dover, gaining altitude over the sea.

3.15 Malcolm Kirkaldie asked about the effect of the proposed wind farm at Langdon near Dover and Matt Clarke advised that he was in negotiation with DDC.

3.16 John Bragg referred to craft taking off to the West causing objection from Canterbury parishes and requests to turn right which impacted on Broadstairs and Ramsgate with noise from craft gaining height. The route had a 'dog-leg' to avoid Acol which was closer to Birchington and gave rise to complaints.

3.17 Mike Patterson, Canterbury CC: the report had not yet been to Cabinet but their Leader was supportive and further comments would be forwarded to the Committee. Economic benefits to Canterbury were recognised together with many issues to be addressed by appraisals during the planning process. Future expansion would affect the road infrastructure and China Gateway was a catalyst for infrastructure improvement. There were not too many complaints at present about noise pollution and he hoped these would not increase.

3.18 Stephen Dukes, KCC officer: details had been circulated to Members and officers but formal response to KIA might not be within the timescale. Master Plan was generally welcomed as useful

and timely; KCC was aware of the broad context, it was not out of step with KCC policies and the aspirations were welcomed. Much further work was necessary on traffic increases from all other Thanet developments. Charles Hibberd, Member, was anxious not to do TDC's job and duplicate matters with differing views. John Bragg stated that KCC was strategically involved and could not abdicate its responsibility; contributions on specific points and a more precise critique was required. Stephen Dukes responded that KCC's role included wider impacts and that the Master Plan was the start of the process. The Kent Regional Strategy and the Highways' Integrated Transport Strategy, due in 2009, would provide opportunities to revisit issues.

3.19 Nick Cole: Monkton PC considered the Master Plan to be ambitious in light of the current economic downturn and remained supportive of the airport. The document had omissions e.g. night flying which was a huge concern; page 36 referred to a night-time flying policy in line with Europe – this was not wanted. Would the terminal development be a single storey building affecting the skyline? Matt Clarke responded that plans for all of the airport were single storey. Nick Cole referred to road closures through China Gateway and the statement on page 108 to not overflying any conservation areas which was incorrect; Monkton Nature Reserve was not included. The CAA document issued 12 months ago on training flights should be reinstated. Listed buildings such as churches should be protected; the RAF had agreed not to overfly churches and this should be included in the Master Plan. Was the East Kent Access still on track? Charles Hibberd reported that it could well be postponed again, was in the budget process, problems at Cliffsend were not insoluble and the road had been moved southward about 2 years ago when the airport had wanted ATC/ILS equipment to be placed in certain positions.

3.20 Matt Clarke had a meeting scheduled with the Environment Agency. No news had been received regarding which Agency representatives would attend the meeting on 2 December and they had only contacted the Secretary the previous day regarding a copy of the Master Plan. Malcolm Kirkaldie advised that the Agency had a new Chief Executive, Mr Ogden. The Chairman reported that the CAA had declined the invitation to attend.

3.21 Chairman stated his view that the risks needed re-visiting at different points in the development. The current S106 agreement had not been reviewed and required the flexibility to allow for community contributions as the airport developed. The Master Plan was weak on detail but that was to be expected at this stage and a list of detailed questions was needed. Night noise was a most important issue; how to balance commercial airport viability with communities' needs, which should be addressed at the planning application stage. Debate on environmental damage was necessary.

#### 4. DECEMBER MEETING WITH PUBLIC ATTENDANCE

4.1 There would be an opportunity for the public to speak at the meeting and the Committee's general view of the Master Plan should be set out simply to the effect that it hoped the airport would succeed with the provision of appropriate controls, proper guidance and monitoring.

4.2 All members of the Committee present expressed broad agreement with an airport which would develop. The Chairman asked the meeting whether any of those present disagreed with this approach on the part of KIACC and there was general agreement and no dissent. The Chairman, Secretary and a member of the Committee would draw up the Committee's response to the Master Plan, circulate it to members for comments and would ask that any views expressed should clearly indicate if they were endorsed by the member's organisation or were purely personal views. Final response was required by 19 December 2008.

#### 5. DATES OF FUTURE MEETINGS

Provisional agreement was given to future Committee dates of 24 March, 23 June, 22 September

and 17 November 2009 with the meeting to which the public were invited being either 1 or 8 December 2009.

## 6. ANY OTHER BUSINESS

6.1 Matt Clarke advised that airport emergency exercises would take place on Thursday 27 November.

6.2 Chairman reported that Brian White was now Director of Regeneration and Economic Development.

The meeting ended at 4.32pm

[Data](#)

**KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE (K.I.A.C.C.)**

**Tuesday 2 December 2008 at 6.30pm.  
Departures Lounge  
Kent International Airport**

**D R A F T  
AGENDA**

1. Chairman's welcome and opening remarks – Paul Twyman
2. Apologies for absence
3. Minutes of the meeting held on 23 November 2008  
Copies of the Minutes will be available at the meeting.
4. Matters Arising
5. Airport Update  
Presentation on current position by Matt Clarke
6. The Masterplan process  
The Chairman will update the Committee.
7. Environment Agency  
Senior Management representatives of the Environment Agency have been invited to speak about the work of the Agency in relation to the Airport.
8. Kent County Council  
The Leader of KCC, Paul Carter, has been invited to speak about the Policies of KCC in relation to the Airport.
9. Kent International Airport Community Fund  
To receive details of the Community Fund and brief presentations from organisations to whom grants have been made in 2008.
10. Dates of future meetings  
As agreed at the previous meeting.
11. Any Other Business

The Constitution of KIACC provides for one of its meetings to be held in public each year. This is a normal business meeting but members of the public are invited to attend and participate for half an hour at the end of the formal business.

