



RE: TR020002 Manston Airport

Submission by Registered Interested Party

Summary

We are strongly opposed to this Application. All the evidence suggests that the introduction of a cargo hub at Manston is not viable. There is no evidence to support a need for increased freight capacity in the UK over that available at other airports, and no evidence that even if there were that need then Manston is in a suitable location to provide it. Previous operators have tried and failed to make Manston Airport a success. We believe that the application is an attempt at a naked land-grab, forcing the lawful owners to sell at a derisory price, by compulsory acquisition, in order to develop the site for housing.

However, the Applicant claims that rebuilding Manston to provide a 24/7 cargo hub is viable, profitable and necessary. Despite the evidence against I intend in this submission to focus primarily on the effects that reopening Manston as a cargo hub would have on me, my family, our lovely town of Ramsgate, and the local economy.

In summary, we oppose this application on the following grounds:

1. Personal distress, loss of amenity, damage to health and financial loss.
2. Effect on our disabled daughter who also lives in Ramsgate.
3. Direct impact on Thanet's income from residential improvements
4. Direct impact on revenues from Tourism
5. Lack of demonstrated need and viability

Personal Impact

Introduction

We first visited Ramsgate in 2015, seeking a haven to escape the suburban madness. Although down at heel the town still showed the charm and beauty, of its architecture, the Royal Harbour, and the clean air and quiet, low traffic streets. We fell in love immediately, and in August 2015 bought a run-down but still attractive property to make into our home. At the time Manston Airport was marked 'disused' on the maps and no planning searches suggested any different. Three years on we have spent tens of thousands of pounds renovating and restoring our property, providing work to local tradespeople and adding our spending to Thanet's income, and we're only about half-way through. The Manston DCO

application has cast a shadow over our future happiness. All the facts, from government, independent aviation specialists and even Thanet District Council's own assessment indicate that, as confirmed by several failed attempts, Manston has no future as an airport, and we were amazed that the application was accepted for examination. Our house is just over 3km to the east of the end of Manston's runway, directly lined up with the runway, Should this application be approved, we will be immediately under the eastbound departure and westbound arrival flightpaths.

Noise

We are a very short distance from Clarendon House Grammar School that, when Manston was last operational, regularly recorded sound levels from overflying aircraft exceeding 100dB(A) (1). CERN's safety guide for working exposure (2) states:

Legal protective measures (as specified in [REDACTED] "Protection against Noise") are required if:

- the noise level exceeds 85 dB(A): hearing protection devices must be worn and a program must be instituted to reduce the level to below 85 dB(A) by means of collective protective devices.
- the noise level exceeds 105 dB(A): unauthorised entry is prohibited. By way of exception, work lasting a very short time may be done by persons wearing suitable individual protections.

We are in danger of being exposed, day and night, to sound levels that are consistently higher than those that require hearing protection devices for occupational exposure. Noise is well evidenced to have significant impacts not only on hearing but on health in general, both mental and physical (3).

Pollution

We will be exposed to airborne pollution from engine combustion products, waste fuel deposits, particulates and all the other outcomes of jet aeroplane operations. The literature increasingly associates such pollution with increase in heart problems, respiration issues and general health (4)

Financial

Should the application be approved we will be faced with a considerable fall in the value of our property, increased difficulty in selling should we be unable to tolerate the operation of the airport and decide to move elsewhere despite our love of Ramsgate. Should we stay we will face costs to mitigate the effects of noise and pollution and yet we do not appear to be in the area covered by compensation payments. We have planned, and have invested a significant amount accordingly, to let part of our house to holiday visitors to provide a retirement income. These plans would be jeopardised, to say the very least, by operations at Manston, an alarming prospect as we approach retirement.

Family Impact

One of our daughters is on the [REDACTED], and is learning [REDACTED]. She has recently been diagnosed with a lifelong and serious chronic illness. She is at the early stage of managing independent living in a [REDACTED], near our home, where she can be supported as she gains her independence which is essential as we age. Like many [REDACTED], she suffers from [REDACTED], [REDACTED] has very heightened [REDACTED], and is [REDACTED]. Her chronic illness increases her sensitivity to pollution and noise. Her [REDACTED] is directly under the proposed flight path. Her health and wellbeing would be catastrophically affected by operations at Manston, particularly night flights. Had we known the Applicants intentions, we would never have put her at such risk.

Contribution to the Local Economy

We, in common with many others, have invested heavily in Ramsgate, both financially and emotionally, to the benefit of the community. In the event of the airport reopening, people like us will be much less likely to move to Ramsgate, and those of us already here would be much more likely to move away, to the detriment of the local economy and the livelihoods of the people who benefit from the renovation and regeneration of the town.

Tourism

Ramsgate's history is based significantly on tourism. The beauty of the town, its beaches, its harbour have all contributed over a long period of time to the income of Thanet and the prosperity of its inhabitants. Enjoyment of Ramsgate as a holiday destination long predates aircraft operations, and will succeed long beyond their demise. Allowing this application to succeed will be dramatically to the detriment of this area.

National Interest and Need

All of the above can be weighed against the National Interest and need for a freight hub at Manston. However all evidence indicates that (a) there is no requirement for an increase in freight capacity in the UK as a whole, and (b) even if there was, Manston is in completely the wrong location to satisfy the needs of business. All the contrary arguments submitted by the Applicant are based on misrepresentation of the evidence. Others have produced detailed, evidence-based submissions refuting the Applicant's arguments and I feel no need to repeat them. However I would add my voice to those who submit that this application is without merit and has none of the requirements that would support the compulsory purchase of land from its lawful owners, the destruction of the local economy, and the reduction of the inhabitants amenity and enjoyment.

I am hugely disappointed in our local members of parliament who have misrepresented this application to their constituents. They have claimed, against the statements in the application, that night flights are not planned. They have appeared to accept without question the assertions made by the applicant albeit to the considerable detriment of their

constituents. Indeed, the MP for North Thanet appears to be adamantly opposed to his daughter (and his grandson) being exposed to a much lesser exposure to both noise and pollution at their home in Chiswick than he seeks to impose on his constituents in Herne Bay.

In conclusion I would urge the Examining Authority to reject the Application and prevent a startup led by an individual of limited probity, notable for his previous failures in airport development, being allowed to generate huge returns for its shadowy backers by tricking the local population into supporting what is, in fact a naked land grab for housing development.

Thank you for taking the time to read this submission.

Yours sincerely

Dr Philip Shotton

References (documents attached with this submission)

- (1) Summary of noise recordings, gleaned from MANSTON AIRPORT CONSULTATIVE COMMITTEE minutes. I have attached both the source documents and the spreadsheet containing the extracted noise events.
- (2) [REDACTED] - attached as a PDF.
Safety Guide for Experiments at CERN (Centre for European Nuclear Research)
- (3) Aircraft noise and cardiovascular disease near Heathrow airport in London: small area study. The BMJ.2013
- (4) Global, regional and local health impacts of civil aviation emissions. Environmental Research Letters, Volume 10, Number 3

Location	direction	airline	date
Clarendon House Grammar School Monitor No.2	Departure	MKA MK Airlines Ltd	01/06/2003 10:16:00
Clarendon House Grammar School Monitor No.2	Departure	MKA MK Airlines Ltd	02/06/2003 11:44:00
Clarendon House Grammar School Monitor No.2	Departure	Iceland	02/06/2003 11:57:00
Clarendon House Grammar School Monitor No.2	Departure	MKA MK Airlines Ltd	04/06/2003 13:30:00
Clarendon House Grammar School Monitor No.2	Departure	Iceland	04/06/2003 13:44:00
Clarendon House Grammar School Monitor No.2	Departure	MKA MK Airlines Ltd	06/06/2003 14:06:00
Clarendon House Grammar School Monitor No.2	Departure	MKA MK Airlines Ltd	09/06/2003 10:37:00
Clarendon House Grammar School Monitor No.2	Departure	MKA MK Airlines Ltd	10/06/2003 00:55:00
Clarendon House Grammar School Monitor No.2	Departure	MKA MK Airlines Ltd	10/06/2003 11:36:00
Clarendon House Grammar School Monitor No.2	Departure	MKA MK Airlines Ltd	11/06/2003 07:24:00
Clarendon House Grammar School Monitor No.2	Departure	MKA MK Airlines Ltd	11/06/2003 10:43:00
Clarendon House Grammar School Monitor No.2	Departure	MKA MK Airlines Ltd	13/06/2003 00:12:00
Clarendon House Grammar School Monitor No.2	Departure	MKA MK Airlines Ltd	19/06/2003 00:09:00
Clarendon House Grammar School Monitor No.2	Departure	MKA MK Airlines Ltd	19/06/2003 10:35:00
Clarendon House Grammar School Monitor No.2	Departure	MKA MK Airlines Ltd	20/06/2003 11:54:00
Clarendon House Grammar School Monitor No.2	Departure	MKA MK Airlines Ltd	27/06/2003 11:50:00
Clarendon House Grammar School Monitor No.2	Departure	MKA MK Airlines Ltd	30/06/2003 00:44:00
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St Nicholas Roundabout Monitor No. 1	Departure	BEC ???	01/12/2003 08:27:00
St Nicholas Roundabout Monitor No. 1	Departure	MKA MK Airlines Ltd	01/12/2003 11:59:00
St Nicholas Roundabout Monitor No. 1	Departure	MKA MK Airlines Ltd	01/12/2003 11:59:00
St Nicholas Roundabout Monitor No. 1	Departure	MKA MK Airlines Ltd	02/12/2003 14:53:00
St Nicholas Roundabout Monitor No. 1	Departure	MKA MK Airlines Ltd	02/12/2003 14:53:00
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St Nicholas Roundabout Monitor No. 1	Departure	MKA MK Airlines Ltd	03/12/2003 22:06:00
St Nicholas Roundabout Monitor No. 1	Departure	MKA MK Airlines Ltd	04/12/2003 00:30:00
St Nicholas Roundabout Monitor No. 1	Departure	MKA MK Airlines Ltd	04/12/2003 00:30:00
St Nicholas Roundabout Monitor No. 1	Departure	VEA Vega Airlines	04/12/2003 08:19:00
St Nicholas Roundabout Monitor No. 1	Departure	VEA Vega Airlines	04/12/2003 08:19:00
St Nicholas Roundabout Monitor No. 1	Departure	MKA MK Airlines Ltd	04/12/2003 10:11:00
St Nicholas Roundabout Monitor No. 1	Departure	MKA MK Airlines Ltd	04/12/2003 10:11:00
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St Nicholas Roundabout Monitor No. 1	Departure	MKA MK Airlines Ltd	05/12/2003 14:07:00
St Nicholas Roundabout Monitor No. 1	Departure	BRW Bright Aviation Services	06/12/2003 08:06:00
St Nicholas Roundabout Monitor No. 1	Departure	BRW Bright Aviation Services	06/12/2003 08:06:00
St Nicholas Roundabout Monitor No. 1	Departure	BRW Bright Aviation Services	06/12/2003 11:57:00
St Nicholas Roundabout Monitor No. 1	Departure	BRW Bright Aviation Services	06/12/2003 11:57:00
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St Nicholas Roundabout Monitor No. 1	Departure	MKA MK Airlines Ltd	06/12/2003 13:00:00
St Nicholas Roundabout Monitor No. 1	Departure	MKA MK Airlines Ltd	07/12/2003 10:49:00
St Nicholas Roundabout Monitor No. 1	Departure	MKA MK Airlines Ltd	07/12/2003 10:49:00
St Nicholas Roundabout Monitor No. 1	Departure	MKA MK Airlines Ltd	08/12/2003 10:33:00
St Nicholas Roundabout Monitor No. 1	Departure	MKA MK Airlines Ltd	08/12/2003 10:33:00
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Clarendon House Grammar School Monitor No.	Departure	MKA MK Airlines Ltd	10/12/2003 11:59:00
Clarendon House Grammar School Monitor No.	Departure	DAH Air Algerie SpA	11/12/2003 17:09:00
Clarendon House Grammar School Monitor No.	Departure	DAH Air Algerie SpA	11/12/2003 17:09:00
Clarendon House Grammar School Monitor No.	Departure	MKA MK Airlines Ltd	12/12/2003 18:21:00
Clarendon House Grammar School Monitor No.	Departure	MKA MK Airlines Ltd	12/12/2003 18:21:00
Clarendon House Grammar School Monitor No.	Departure	MKA MK Airlines Ltd	13/12/2003 19:59:00
Clarendon House Grammar School Monitor No.	Departure	MKA MK Airlines Ltd	13/12/2003 19:59:00
Clarendon House Grammar School Monitor No.	Departure	MKA MK Airlines Ltd	15/12/2003 19:05:00
Clarendon House Grammar School Monitor No.	Departure	MKA MK Airlines Ltd	15/12/2003 19:05:00
Clarendon House Grammar School Monitor No.	Departure	MKA MK Airlines Ltd	16/12/2003 13:57:00
Clarendon House Grammar School Monitor No.	Departure	MKA MK Airlines Ltd	16/12/2003 13:57:00
St Nicholas Roundabout Monitor No. 1	Departure	MKA MK Airlines Ltd	17/12/2003 15:30:00

runway	aircraft	registration	lmax	db
28	DC86 9	GMKK	96.6	89.1
28	B742 9	GMKP	99.6	93.5
28	B742	TFARF	97	90.8
28	B742 9	GMKQ	100.6	94.6
28	B742	TFARF	98.2	92.1
28	B742 9	GMKL	98.6	92.1
28	B742 9	GMKL	97.3	90.8
28	B742 9	GMKP	97.6	91.2
28	B742 9	GMKQ	101.8	96.2
28	DC86 9	GMKK	97.4	89.3
28	B742 9	GMKL	98.5	92.3
28	B742 9	GMKQ	100.8	96.1
28	B742 9	GMKL	100.9	95.1
28	DC86 9	GMKK	97.3	89.8
28	B742 9	GMKP	98.5	92.4
28	B742 9	GMKP	98.5	92.2
28	B742 9	GMKL	98.2	92.2
10	AN12	UN11373	87.7	77.3
10	AN12	UN11373	87.7	77.3
10	DC86	9GMKG	87.8	76.2
10	DC86	9GMKG	87.8	76.2
10	DC86	9GMKO	89.2	76.5
10	DC86	9GMKO	89.2	76.5
10	B742	9GMKQ	89.5	79.4
10	B742	9GMKQ	89.5	79.4
10	DC86	9GMKH	86.3	76.1
10	DC86	9GMKH	86.3	76.1
10	AN12	LZVED	86.6	76.4
10	AN12	LZVED	86.6	76.4
10	B742	9GMKL	88.3	75.2
10	B742	9GMKL	88.3	75.2
10	DC86	9GMKG	89	77.3
10	DC86	9GMKG	89	77.3
10	AN12	LZBRP	84.2	75.8
10	AN12	LZBRP	84.2	75.8
10	AN12	LZBRC	84.8	75.6
10	AN12	LZBRC	84.8	75.6
10	B742	9GMKM	85.4	75.6
10	B742	9GMKM	85.4	75.6
10	DC86	9GMKK	86.2	75.4
10	DC86	9GMKK	86.2	75.4
10	DC86	9GMKH	88.9	79.8
10	DC86	9GMKH	88.9	79.8
28	B742	9GMKP	99.3	93
28	B742	9GMKP	99.3	93
28	B742	TFATD	99.9	93.4
28	B742	TFATD	99.9	93.4
28	B742	9GMKM	101.9	96.1
28	B742	9GMKM	101.9	96.1
28	B742	9GMKQ	100.9	93.9
28	B742	9GMKQ	100.9	93.9
28	B742	9GMKQ	101.5	95.4
28	B742	9GMKQ	101.5	95.4
28	DC86	9GMKO	99.7	92.2
28	DC86	9GMKO	99.7	92.2
10	B742	9GMKL	87.1	76.7

10	B742	9GMKL	87.1	76.7
10	DC86	9GMKG	88.2	78.6
10	DC86	9GMKG	88.2	78.6
10	DC86	9GMKH	86.2	75
10	DC86	9GMKH	86.2	75
28	B742	9GMKL	98.3	92
28	B742	9GMKL	98.3	92
28	B742	9GMKJ	100.4	94.6
28	B742	9GMKJ	100.4	94.6
28	B742	9GMKP	99.6	92.9
28	B742	9GMKP	99.6	92.9
28	DC86	9GMKO	101.2	94.8
28	DC86	9GMKO	99.7	92.4
28	DC86	9GMKO	101.2	94.8
28	DC86	9GMKO	99.7	92.4
28	B742	9GMKJ	100.6	94.2
28	B742	9GMKJ	100.6	94.2
28	B742	9GMKM	101.9	96.5
28	B742	9GMKM	101.9	96.5
28	B742	9GMKJ	101.4	94.9
28	B742	9GMKJ	101.4	94.9
28	B742	9GMKM	101	94.9
28	B742	9GMKM	101	94.9
28	B742	9GMKQ	101.6	94.8
28	B742	9GMKQ	101.6	94.8
10	DC86	9GMKG	90.4	81.1
10	DC86	9GMKG	90.4	81.1
28	B742	9GMKM	98.7	92.9
28	B742	9GMKM	98.7	92.9
28	DC86	9GMKK	99.7	92.3
28	DC86	9GMKK	99.7	92.3
10	DC86	9GMKG	87	76.2
10	DC86	9GMKG	87	76.2
10	B742	9GMKQ	87.1	76
10	B742	9GMKQ	87.1	76
10	B742	9GMKQ	98.6	NaN
10	B742	9GMKQ	98.6	NaN
28	DC86	9GMKH	102	93.2
28	DC86	9GMKH	102	93.2
28	B742	9GMKL	99.7	93.2
28	B742	9GMKL	99.7	93.2
28	B742	9GMKL	93.6	84.3
28	B742	9GMKL	93.6	84.3
28	B742	9GMKJ	101.5	95.6
28	B742	9GMKJ	101.5	95.6
28	B742	9GMKQ	102.6	97.2
28	B742	9GMKQ	102.6	97.2
10	DC86	9GMKG	105.9	NaN
10	DC86	9GMKG	105.9	NaN
10	B742	9GMKQ	107.1	NaN
10	B742	9GMKQ	107.1	NaN
28	DC86	9GMKG	98.3	87.7
28	DC86	9GMKG	98.3	87.7
28	AN22	UR09307	102.9	94.6
28	AN22	UR09307	102.9	94.6
28	DC86	9GMKG	99.1	91.7
28	DC86	9GMKG	99.1	91.7

St Nicholas Roundabout Monitor No. 1	Departure	MKA MK Airlines Ltd	11/01/2004 19:25:00
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St Nicholas Roundabout Monitor No. 1	Departure	AIN African International Airways	11/01/2004 21:32:00
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St Nicholas Roundabout Monitor No. 1	Departure	VDA Volga Dnepr Airlines	18/01/2004 20:45:00
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Clarendon House Grammar School Monitor No.	Departure	MKA MK Airlines Ltd	19/01/2004 13:39:00
Clarendon House Grammar School Monitor No.	Departure	MKA MK Airlines Ltd	19/01/2004 13:39:00
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Clarendon House Grammar School Monitor No.	Departure	MKA MK Airlines Ltd	20/01/2004 18:52:00
Clarendon House Grammar School Monitor No.	Departure	MKA MK Airlines Ltd	20/01/2004 20:34:00
Clarendon House Grammar School Monitor No.	Departure	MKA MK Airlines Ltd	20/01/2004 20:34:00
Clarendon House Grammar School Monitor No.	Departure	MKA MK Airlines Ltd	21/01/2004 00:02:00
Clarendon House Grammar School Monitor No.	Departure	MKA MK Airlines Ltd	21/01/2004 00:02:00
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St Nicholas Roundabout Monitor No. 1	Departure	AIN African International Airways	21/01/2004 20:58:00
St Nicholas Roundabout Monitor No. 1	Departure	MKA MK Airlines Ltd	23/01/2004 10:51:00
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St Nicholas Roundabout Monitor No. 1	Departure	MKA MK Airlines Ltd	23/01/2004 14:31:00
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Clarendon House Grammar School Monitor No.	Departure	MKA MK Airlines Ltd	23/01/2004 15:51:00
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St Nicholas Roundabout Monitor No. 1	Departure	Airways	23/01/2004 21:07:00

28	DC86	9GMKG	102.9	91.4
28	DC86	9GMKG	102.9	91.4
28	DC86	ZSOSI	93.7	83.5
28	DC86	ZSOSI	93.7	83.5
28	B742	9GMKP	99.6	92.5
28	B742	9GMKP	99.6	92.5
28	DC86	9GMKH	95.3	86.5
28	DC86	9GMKH	95.3	86.5
28	B742	9GMKL	98.9	92
28	B742	9GMKL	98.9	92
28	B742	9GMKQ	100.9	94.4
28	B742	9GMKQ	100.9	94.4
28	B742	9GMKQ	100.9	91.3
28	B742	9GMKQ	100.9	91.3
28	AN26	RA26107	93.9	84
28	AN26	RA26107	93.9	84
10	B742	9GMKP	96.5	NaN
10	B742	9GMKP	96.5	NaN
28	DC86	9GMKG	99.7	89.3
28	DC86	9GMKG	99.7	89.3
28	DC86	9GMKH	98.9	91.8
28	DC86	9GMKH	98.9	91.8
28	DC86	9GMKK	98	86.3
28	DC86	9GMKK	98	86.3
28	B742	9GMKQ	101.6	95.3
28	B742	9GMKQ	101.6	95.3
28	B742	9GMKJ	99.8	93.5
28	B742	9GMKJ	99.8	93.5
10	B742	9GMKJ	96	NaN
10	B742	9GMKJ	96	NaN
28	DC86	9GMKK	98.7	88.4
28	DC86	9GMKK	98.7	88.4
28	A124	2047	96.2	87.1
28	A124	82047	96.2	87.1
28	B742	9GMKL	99.6	92.9
28	B742	9GMKL	99.6	92.9
28	DC86	9GMKH	98.4	87.6
28	DC86	9GMKH	98.4	87.6
28	AN22	UR09307	94	82.3
28	AN22	UR09307	94	82.3
28	B742	9GMKQ	100.4	95
28	B742	9GMKQ	100.4	95
10	B742	9GMKQ	100.3	NaN
10	B742	9GMKQ	100.3	NaN
28	B742	9GMKP	98.1	92
28	B742	9GMKP	98.1	92
28	DC86	ZSOZV	97.5	86.1
28	DC86	ZSOZV	97.5	86.1
10	DC86	9GMKG	87.9	77.7
10	DC86	9GMKG	87.9	77.7
10	B742	9GMKP	88.2	79.5
10	B742	9GMKP	88.2	79.5
28	DC86	9GMKG	96.6	86.7
28	DC86	9GMKG	96.6	86.7
10	B742	9GMKP	98.4	NaN
10	B742	9GMKP	98.4	NaN
28	DC86	ZSOZV	97.5	87.6

St Nicholas Roundabout Monitor No. 1	Departure	AIN African International Airways	23/01/2004 21:07:00
Clarendon House Grammar School Monitor No.	Departure	MKA MK Airlines Ltd	24/01/2004 00:41:00
Clarendon House Grammar School Monitor No.	Departure	MKA MK Airlines Ltd	24/01/2004 00:41:00
Clarendon House Grammar School Monitor No.	Departure	MKA MK Airlines Ltd	25/01/2004 20:14:00
Clarendon House Grammar School Monitor No.	Departure	MKA MK Airlines Ltd	25/01/2004 20:14:00
St Nicholas Roundabout Monitor No. 1	Departure	MKA MK Airlines Ltd	26/01/2004 00:54:00
St Nicholas Roundabout Monitor No. 1	Departure	MKA MK Airlines Ltd	26/01/2004 00:54:00
St Nicholas Roundabout Monitor No. 1	Departure	MKA MK Airlines Ltd	26/01/2004 10:59:00
St Nicholas Roundabout Monitor No. 1	Departure	MKA MK Airlines Ltd	26/01/2004 10:59:00
Clarendon House Grammar School Monitor No.	Departure	MKA MK Airlines Ltd	26/01/2004 13:09:00
Clarendon House Grammar School Monitor No.	Departure	MKA MK Airlines Ltd	26/01/2004 13:09:00
Clarendon House Grammar School Monitor No.	Departure	MKA MK Airlines Ltd	27/01/2004 14:29:00
Clarendon House Grammar School Monitor No.	Departure	MKA MK Airlines Ltd	27/01/2004 14:29:00
Clarendon House Grammar School Monitor No.	Departure	MKA MK Airlines Ltd	27/01/2004 17:13:00
Clarendon House Grammar School Monitor No.	Departure	MKA MK Airlines Ltd	27/01/2004 17:13:00
St Nicholas Roundabout Monitor No. 1	Departure	MKA MK Airlines Ltd	27/01/2004 19:52:00
St Nicholas Roundabout Monitor No. 1	Departure	MKA MK Airlines Ltd	27/01/2004 19:52:00
Clarendon House Grammar School Monitor No.	Departure	MKA MK Airlines Ltd	28/01/2004 11:27:00
Clarendon House Grammar School Monitor No.	Departure	MKA MK Airlines Ltd	28/01/2004 11:27:00
St Nicholas Roundabout Monitor No. 1	Departure	ETH Ethiopian Airlines	29/01/2004 13:41:00
St Nicholas Roundabout Monitor No. 1	Departure	ETH Ethiopian Airlines	29/01/2004 13:41:00
St Nicholas Roundabout Monitor No. 1	Departure	MKA MK Airlines Ltd	29/01/2004 15:22:00
St Nicholas Roundabout Monitor No. 1	Departure	MKA MK Airlines Ltd	29/01/2004 15:22:00
Unknown	Departure	Iceland	03/12/2004 16:34:00
Unknown	Departure	Arabian	04/12/2004 09:31:00
Unknown	Arrivals	Iceland	05/12/2004 14:12:00
Unknown	Arrivals	ERV Yer-Avia	05/12/2004 16:54:00
Unknown	Departure	ERV Yer-Avia	06/12/2004 20:36:00
Unknown	Arrivals	CRL Corsair	07/12/2004 14:10:00
Unknown	Departure	Aviation Services	07/12/2004 21:43:00
Unknown	Departure	ERV Yer-Avia	10/12/2004 20:51:00
Unknown	Departure	Arabian	10/12/2004 22:02:00
Unknown	Arrivals	Iceland	13/12/2004 11:35:00
Unknown	Departure	Iceland	14/12/2004 00:21:00
Unknown	Departure	Iceland	14/12/2004 21:00:00
Unknown	Departures		15/12/2004 10:54:00
Unknown	Arrivals	Arabian	20/12/2004 08:33:00
Unknown	Arrivals	Arabian	21/12/2004 19:16:00
Unknown	Arrivals		22/12/2004 15:17:00
Unknown	Arrivals		24/12/2004 11:58:00
Unknown	Arrivals	Aviation Services	04/01/2005 20:00:00
Unknown	Departure	Arabian	07/01/2005 11:39:00
Unknown	Departure	EUJ Eujet	08/01/2005 10:44:00
Unknown	Arrivals	Aviation	10/01/2005 15:02:00
Unknown	Departure	Arabian	12/01/2005 23:18:00
Unknown	Departures		12/01/2005 23:32:00
Unknown	Departure	VEA Vega Airlines	14/01/2005 22:07:00
Unknown	Departure	Air Company	25/01/2005 00:22:00
Unknown	Departures		25/01/2005 13:09:00
Unknown	Arrivals	FRJ Afrijet Airlines	03/02/2005 16:14:00
Unknown	Arrivals	Bangladesh	04/02/2005 13:25:00
Unknown	Departure	FRJ Afrijet Airlines	05/02/2005 07:20:00
Unknown	Departures		09/02/2005 22:58:00
Unknown	Departure	Arabian	11/02/2005 15:22:00
Unknown	Departure	Arabian	13/02/2005 21:33:00
Unknown	Arrivals	SpA	18/02/2005 11:15:00
Unknown	Arrivals		20/02/2005 11:39:00

28	DC86	ZSOZV	97.5	87.6
28	B742	9GMKQ	102.7	96.8
28	B742	9GMKQ	102.7	96.8
10	DC86	9GMKH	105.5	NaN
10	DC86	9GMKH	105.5	NaN
10	DC86	9GMKG	90.8	80.1
10	DC86	9GMKG	90.8	80.1
10	B742	9GMKQ	88.3	76.3
10	B742	9GMKQ	88.3	76.3
10	B742	9GMKQ	96.6	NaN
10	B742	9GMKQ	96.6	NaN
28	B742	9GMKL	98.9	92.4
28	B742	9GMKL	98.9	92.4
28	B742	9GMKP	98.8	91.9
28	B742	9GMKP	98.8	91.9
28	B742	9GMKP	93	82.2
28	B742	9GMKP	93	82.2
28	B742	9GMKM	99.2	92.6
28	B742	9GMKM	99.2	92.6
28	DC86	9GMKK	94.8	84.7
28	DC86	9GMKK	94.8	84.7
28	DC86	9GMKG	99.3	88.2
28	DC86	9GMKG	99.3	88.2
28	B742	TFABP	92.7	83.1
28	DC86	STUAA	95.2	84.9
28	B743	TFARU	100.8	94.4
28	IL76	EK86724	100.7	94.2
28	IL76	EK86724	103.4	95.6
28	B743	FGSEA	99.8	93.6
10	AN12	LZBRV	97.7	90.8
28	IL76	EK86724	103.5	95.6
28	DC86	STUAA	95.8	85.1
28	B743	TFARU	101.8	96.2
28	B743	TFARU	99	90.6
28	B742	TFARO	94.5	84.9
28	DC86	ZSOZV	92.4	83.2
28	DC86	STUAA	100.5	89.4
28	DC86	STUAA	98.7	91.3
28	DC86	ZSOSI	99	92.1
28	DC86	ZSOZI	99.2	89.6
28	AN12	LZBRV	97	91
28	DC86	STUAA	93.3	82.5
28	F100	EIDFC	96	82.4
28	DC10	ZARL	100	94.2
28	DC86	STUAA	93.6	82.9
28	DC86	ZSOSI	96.9	85.4
10	AN12	LZVED	99.7	94.1
10	AN12	UN11373	99.3	91.6
10	DC86	ZSOSI	100.3	90.8
28	B722	5NBGQ	100	93.7
28	B742	S2	97.9	91.6
10	B722	5NBGQ	102.7	93.6
28	DC86	ZSOSI	97.4	87.6
10	DC86	STUAA	102.2	93.8
28	DC86	STUAA	97.3	85.4
28	B742	TFATD	101.2	94.1
28	DC86	ZSOSI	93.1	87.7

Unknown	Departure	UAB United	20/02/2005 20:29:00
Unknown	Departures		23/02/2005 20:48:00
Unknown	Departure	Iceland	24/02/2005 13:02:00
Unknown	Departure	EUJ Eujet	26/02/2005 14:24:00
Unknown	Departure	EUJ Eujet	28/02/2005 00:31:00
Clarendon House Grammar School Monitor No. 1	Arrivals	RRR Royal Air Force	06/03/2005 07:10:00
Clarendon House Grammar School Monitor No. 1	Arrivals	ABD Air Atlanta Iceland	06/03/2005 19:16:00
St Nicholas Roundabout Monitor No. 1	Departure	RRR Royal Air Force	14/03/2005 01:28:00
St Nicholas Roundabout Monitor No. 1	Departure	RRR Royal Air Force	16/03/2005 08:52:00
St Nicholas Roundabout Monitor No. 1	Departure	International Airways	16/03/2005 20:56:00
St Nicholas Roundabout Monitor No. 1	Departure	UAB United Arabian	16/03/2005 21:29:00
Clarendon House Grammar School Monitor No. 1	Arrivals	RRR Royal Air Force	17/03/2005 07:45:00
St Nicholas Roundabout Monitor No. 1	Departure	RRR Royal Air Force	17/03/2005 09:31:00
Clarendon House Grammar School Monitor No. 1	Arrivals	RRR Royal Air Force	18/03/2005 07:37:00
St Nicholas Roundabout Monitor No. 1	Departure	RRR Royal Air Force	18/03/2005 09:07:00
St Nicholas Roundabout Monitor No. 1	Departure	UAB United Arabian	28/03/2005 00:35:00
Clarendon House Grammar School Monitor No. 1	Arrivals	AYZ Atlant-Soyuz	30/03/2005 14:03:00
Clarendon House Grammar School Monitor No. 1	Departure	Airways	30/03/2005 20:57:00
Clarendon House Grammar School Monitor No. 1	Departure	AYZ Atlant-Soyuz	30/03/2005 21:40:00
Clarendon House Grammar School Monitor No. 1	Arrivals	ABD Air Atlanta Iceland	01/04/2005 00:15:00
Clarendon House Grammar School Monitor No. 1	Arrivals	AZS Aviacon Zitotrans	01/04/2005 00:35:00
Clarendon House Grammar School Monitor No. 1	Departure	AZS Aviacon Zitotrans	01/04/2005 19:52:00
Clarendon House Grammar School Monitor No. 1	Departure	UAB United Arabian	03/04/2005 21:42:00
St Nicholas Roundabout Monitor No. 1	Departure	International Airways	13/04/2005 21:03:00
St Nicholas Roundabout Monitor No. 1	Departure	UAB United Arabian	18/04/2005 13:00:00
St Nicholas Roundabout Monitor No. 1	Departure	VEA Vega Airlines	18/04/2005 19:57:00
Clarendon House Grammar School Monitor No. 1	Departure	Airways	27/04/2005 21:46:00
St Nicholas Roundabout Monitor No. 1	Departure	EUJ Eujet	28/04/2005 09:29:00
Clarendon House Grammar School Monitor No. 1	Departure	AYZ Atlant-Soyuz	02/05/2005 18:04:00
Clarendon House Grammar School Monitor No. 1	Arrivals	AYZ Atlant-Soyuz	07/05/2005 17:57:00
St Nicholas Roundabout Monitor No. 1	Departure	AYZ Atlant-Soyuz	07/05/2005 20:36:00
St Nicholas Roundabout Monitor No. 1	Departure	UAB United Arabian	09/05/2005 08:05:00
St Nicholas Roundabout Monitor No. 1	Arrivals	AYZ Atlant-Soyuz	13/05/2005 13:06:00
Clarendon House Grammar School Monitor No. 1	Departure	AYZ Atlant-Soyuz	14/05/2005 08:19:00
Clarendon House Grammar School Monitor No. 1	Arrivals	AZS Aviacon Zitotrans	16/05/2005 08:50:00
St Nicholas Roundabout Monitor No. 1	Departure	UAB United Arabian	16/05/2005 11:05:00
Clarendon House Grammar School Monitor No. 1	Departure	AZS Aviacon Zitotrans	16/05/2005 19:50:00
Clarendon House Grammar School Monitor No. 1	Arrivals	AZS Aviacon Zitotrans	18/05/2005 08:53:00
St Nicholas Roundabout Monitor No. 1	Departure	AZS Aviacon Zitotrans	18/05/2005 19:08:00
St Nicholas Roundabout Monitor No. 1	Departure	UAB United Arabian	22/05/2005 17:53:00
St Nicholas Roundabout Monitor No. 1	Departure	VEA Vega Airlines	23/05/2005 14:21:00
Clarendon House Grammar School Monitor No. 1	Arrivals	ABD Air Atlanta Iceland	23/05/2005 15:02:00
St Nicholas Roundabout Monitor No. 1	Arrivals	RRR Royal Air Force	29/05/2005 00:57:00
St Nicholas Roundabout Monitor No. 1	Arrivals	RRR Royal Air Force	30/05/2005 00:36:00
Clarendon House Grammar School Monitor No. 1	Departure	RRR Royal Air Force	31/05/2005 14:54:00
Unknown	Arrivals	MKA MK Airlines	05/01/2008 21:22:00
Unknown	Arrivals	MKA MK Airlines	13/01/2008 14:41:00
Unknown	Arrivals	MKA MK Airlines	18/01/2008 15:51:00
Unknown	Arrivals	MKA MK Airlines	27/01/2008 09:11:00
Unknown	Arrivals	MKA MK Airlines	29/01/2008 15:49:00
Unknown	Departure	MKA MK Airlines	29/01/2008 20:27:00
Unknown	Arrivals	MKA MK Airlines	30/01/2008 13:13:00
Unknown	Arrivals	MKA MK Airlines	05/02/2008 13:26:00
Unknown	Arrivals	MKA MK Airlines	07/02/2008 14:07:00
Unknown	Departure	AIN African International Airways	18/02/2008 22:19:00
Unknown	Departure	AIN African International Airways	19/02/2008 18:39:00
Unknown	Arrivals	MKA MK Airlines	21/02/2008 10:40:00

28	DC86	STUAA	94.6	82.4
10	DC86	ZSOSI	102.1	92.6
28	B742	TFARG	97.3	90.8
28	MD82	TFJXB	94	83.8
28	MD82	TFJXA	94	83.4
28	VC10	XR810	107.2	100.4
28	B743	TFARU	101	94.5
	VC10	XR810	106.5	94.1
28	VC10	XR810	101.8	89.9
28	DC86	ZSOSI	99.8	89.6
28	DC86	STUAA	96.1	85.3
28	VC10	XV102	108	101.8
28	VC10	XV102	102.6	92.2
28	VC10	XR810	105	97.6
28	VC10	XR810	97.7	88.3
28	DC86	STUAA	95.6	83.6
28	IL76	76472	103.1	96.5
10	DC86	ZSOSI	101.5	92.8
10	IL76	RA76472	104	95.6
28	B743	TFARS	99.6	93.3
28	IL76	76518	104.2	97.8
10	IL76	RA76518	104.8	96.2
10	DC86	STUAA	102.1	93.7
28	DC86	ZSOSI	101.2	90.4
28	DC86	STUAA	97.5	86.5
28	AN12	LZVEB	92.5	84.9
10	DC86	ZSOSI	108.2	102.1
28	F100	EIDFB	97.3	83.5
10	IL76	RA76401	111	104.4
28	IL76	RA76401	99.7	93.4
28	IL76	RA76401	103.9	97.1
28	DC86	STUAA	96.5	85.6
10	IL76	RA76472	96	85
10	IL76	RA76472	108.7	101.8
28	IL76	RA76842	104.4	98
28	DC86	STUAA	94.9	83.3
10	IL76	RA76472	109.1	100.2
28	IL76	RA76842	103.9	97.4
28	IL76	RA76842	105	96
28	DC86	STUAA	98.2	87.1
28	AN12	LZVED	90.9	83.6
28	B742	TFABA	100.5	93.8
10		HAWK	90.9	82.8
10	JAGR	XZ103	95.5	90.9
10		JAGR	103.4	95.4
28	B742	GMKHA	99.4	91.8
28	B742	9GMKM	97.7	91.8
28	B742	TFARW	100	93.4
28	B742	GMKFA	98.3	91
28	B742	GMKGA	99.5	96.2
10	B742	GMKGA	102.9	96.3
28	B742	GMKHA	99.6	91.5
28	B742	GMKCA	99.1	91.5
28	B742	GMKGA	98.1	94.7
	DC85	ZSOSI	99.7	91.1
10	DC86	ZSOSI	101.2	91.2
28	B742	GMKDA	99.1	92.4

Unknown	Departure	MKA MK Airlines	24/02/2008 00:47:00
Unknown	Arrivals	MKA MK Airlines	24/02/2008 08:10:00
Unknown	Arrivals	MKA MK Airlines	26/02/2008 17:47:00
Unknown	Arrivals	CLX Cargolux Airlines	11/03/2008 14:28:00
Unknown	Arrivals	MKA MK Airlines	14/03/2008 18:25:00
Unknown	Arrivals	MKA MK Airlines	18/03/2008 11:23:00
Unknown	Departure	MKA MK Airlines	18/03/2008 15:48:00
Unknown	Arrivals	MKA MK Airlines	21/03/2008 00:18:00

10	B742	GMKBA	98.8	93.6
28	B742	GMKBA	99	92.4
28	B742	GMKHA	98.9	91.9
28	B744	LXPCV	99	91.5
28	B742	N704CK	98.6	91.9
28	B742	GMKCA	98.1	92.2
28	B742	GMKCA	99.1	91.1
	B742	GMKBA	105.8	106.5

MANSTON AIRPORT CONSULTATIVE COMMITTEE

Minutes of meeting held on 18th March 2003

PRESENT:

[REDACTED]

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

[REDACTED]

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)

[REDACTED], 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 [REDACTED] to thank him for his valuable contribution to the Committee.

ACTION AJH

1. MINUTES The Minutes of the meeting held on [16th 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

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MANSTON AIRPORT CONSULTATIVE COMMITTEE

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

PRESENT	
	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
ALSO PRESENT:	
	Thanet District Council
APOLOGIES	Apologies for absence were received from
	KCC
	KCC
	KAPC Dover (Fiona Cringle 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 18th 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.

6.3.6 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 29th 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 8th 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 4th 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 24th 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 25th. (***now confirmed as the 25th September***).

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

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- [AIRCRAFT NOISE ASSESSMENT AND MITIGATION](#)
- [Statistics](#)

Chairman: Sir Alistair Hunter **Secretary:** Mrs Tessa
Sherriff MACC

Manston Airport Consultative Committee
PO Box 168 Broadstairs Kent CT10 2GW
Telephone / Fax 01843 862185
E-mail: 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

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 David Ogilvy 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

[MACC June Data](#)

[KIACC INDEX](#)

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

COMPLAINT FORMS BY LOCATION		
	March - May 2003	March - May 2002
Birchington		3
Blean	1	
Broadstairs		1
Eastry	3	
Herne Bay	89	79
Mashside	1	14
Minster	2	
Monkton	5	2
Ramsgate	101	226
St. Nicholas at Wade	6	2
Stourmouth		1
Westgate on Sea	33	1
Whitstable	2	2
Total	243	331
∴ during March - May 2003 243 forms generated 344 complaints		
∴ during March - May 2002 331 forms generated 668 complaints		
March - May 2003 total number of complainants was 27		
March - May 2002 total number of complainants was 36		

CAUSAL FACTORS		
	March - May 2003	March - May 2002
Noise	171	314
Pollution	7	137
Low Flying	134	192
Repeated Approaches	0	1
Off Route	16	14
Other	0	3
Not Related	16	7
TOTAL	344	668

COMPLAINTS GENERATED						
March - May 2003						
NO.	DATE	TIME	ARR/DEP	RWY	NOC	AIRLINE
	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

DEPARTURES SUMMARY											
March - May 2003						March - May 2002					
	<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>
Mar 03						Mar 02					
Heavy	94	35	37.2	59	62.8	Heavy	89	57	64.0	32	36.0
Light	1006	249	24.8	757	75.2	Light	877	489	55.8	388	44.2
Total	1100	284	25.8	816	74.2	Total	966	546	56.5	420	43.5
April 03						April 02					
Heavy	138	37	26.8	101	73.2	Heavy	99	56	56.6	43	43.4
Light	647	106	16.4	541	83.6	Light	663	353	53.2	310	46.8
Total	785	143	18.2	642	81.8	Total	762	409	53.7	353	46.3
May 03						May 02					
Heavy	187	110	58.8	77	41.2	Heavy	107	63	58.9	44	41.1
Light	927	490	52.9	437	47.1	Light	493	293	59.4	200	40.6
Total	1114	600	53.9	514	46.1	Total	600	356	59.3	244	40.7

Section 106 Compliancy Reports

March 03 - May 03					
Airport Movements					

		Mar-03	Apr-03	May-03	Quarterly Total
Fixed Wing		2197	1570	2222	5989
Helicopters		72	74	140	286
Total		2269	1644	2362	6275
Runway Utilisation					
Runway 10		1553	1297	1174	4024
Runway 28		644	273	1048	1965
Total		2197	1570	2222	5989
Movements between	2300-0700	4	0	10	14
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	1	0	1	2
Engine runs between	2300-0800	0	0	0	0
Identified Breaches in Noise Abatement Procedures		0	0	0	0
Incidents Under Investigation		1	2#	3##	3
# 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

Airport Movements					
		Mar-02	Apr-02	May-02	Quarterly Total
Fixed Wing		1925	1540	1189	4654
Helicopters		166	88	140	394
Total		2091	1628	1329	5048
Runway Utilisation					
Runway 10		830	713	473	2016
Runway 28		1095	827	716	2638
Total		1925	1540	1189	4654
Movements between	2300-0700	0	3	18	21
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		2	0	0	2
Incidents Under Investigation		2	0	0	2

Runway Utilisation

March 03 - May 03

	Mar-03		Apr-03		May-03		Quarterly Totals	
		%		%		%		%
Total Fixed Wing Movements	2197	100.0	1570	100.0	2222	100.0	5989	100
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

Breakdown by Category								
Total Movements Rwy 28	644	100.0	273	100.0	1174	100.0	2091	100
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
Total Movements Rwy 10	1553	100.0	1297	100.0	1048	100.0	3898	100
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
Total Heavy Movements	189	100.0	272	100.0	373	100.0	834	100
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	
		%		%		%		%
otal Fixed Wing Movements	1925	100.0	1540	100.0	1189	100.0	4654	100
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
reakdown by Category								
otal Movements Rwy 28	1095	100.0	827	100.0	716	100.0	2638	100
otal Light Movements Rwy 28	977	89.2	708	85.6	595	83.1	2280	86.1
otal Heavy Movements Rwy 28	118	10.8	119	14.4	121	16.9	358	13.9

otal Movements Rwy 10	830	100.0	713	100.0	473	100.0	2016	10
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.
otal Heavy Movements	182	100.0	197	100.0	206	100.0	585	10
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*

SITE	MONTH	LEVEL (ppb)
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

Applicant	Purpose of grant	Amount requested	Matched funding	Action/Comment
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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. Registered Charity : 302796
Birchington Community Garden	Reclamation of small area of waste land	£100	£100 Trees for Thanet £50 requested from Birchington PC	Registered Charity : 1036355
Beltinge Day Nursery	New mobile building £20,000	£500	£520 dance £1500 sponsored slim £1000 local building development £1000 Herne Bay Lions	Registered charity no. 1033165
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	Registered charity no 228397 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

Aircraft Types	Current (2002-2001)	Future* (Mid-term Forecast)
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.
PROPELLOR AIRCRAFT:		
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
<u>FREIGHTERS</u>			
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 levels is generally accepted as the onset of low community annoyance. In areas affected by noise levels in excess of 66dB $L_{Aeq,16hr}$ planning permissions for new residential developer 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) and 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 monitoring 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 used as part of a noise fining 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"> Changes between 2 and 3 units might be discernible but would not usually be significant.
<ul style="list-style-type: none"> Change of between 6 and 9 L_{Aeq} 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.

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 30 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 25th September 2003
in the Departure Lounge London-Manston Airport

PRESENT	
	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	
ALSO PRESENT:	
	Thanet District Council
	Wiggins Group plc
APOLOGIES	Apologies for absence were received from
	Wiggins Group
	KCC
	Cliffsend (Vera Hovenden alternate)
	Broadstairs Town Council
	TDC

The Chairman welcomed Cllr Roberts to his first meeting, and members of the public attending as observers. He said Mr Lansbury, 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 24th 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 5th 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 20th August, and Air Atlantique training on 21st 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 10th 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 6th 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 16th 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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COMPLAINT FORMS BY LOCATION		
	June - August 2003	June – August 2002
Ash	0	3
Barham	0	2
Birchington	1	3
Blean	0	0
Broadstairs	6	2
Cliffsend	2	0
Cliftonville	3	0
Deal	2	1
Herne	0	1
Herne Bay	27	19
Manston	2	0
Margate	2	0
Marshside	6	0

Minnis Bay	0	1
Minster	2	2
Monkton	1	2
Ramsgate	66	186
St. Nicholas at Wade	10	2
Stourmouth	1	0
Westgate on Sea	67	40
Whitstable	0	1
Total		
\ during June - August 2003 198 forms generated 320 complaints		
\ during June - August 2002 256 forms generated 496 complaints		
June - August 2003 total number of complainants was 37		
June - August 2002 total number of complainants was 47		

CAUSAL FACTORS		
	June - August 2003	June - August 2002
Noise	158	208
Pollution	9	71
Low Flying	122	182
Repeated Approaches	15	0
Off Route	8	32
Other	0	3
Not Related	8	0

TOTAL		
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COMPLAINTS GENERATED

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

June - August 2003						June - August 2002					
	<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>
June 03						June 02					
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
July 03						July 02					

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
August 03						August 02					
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
Total	2768	2686	2585	8039

Runway Utilisation

Runway 10	1274	733	1644	3651
Runway 28	1396	1549	820	3765
Total	2670	2282	2464	7416

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 ¹	0	2 ³	2
Incidents Under Investigation		1 ²	0	2 ⁴	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	
	2832	2242	2404	

Flight Utilisation

Day 10	790	762	1123
Day 28	1928	1334	1162
	2718	2096	2285

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 between	2100-2300	0	0	0
Flights 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	
		%		%		%		%
total Fixed Wing Movements	2670	100.0	2282	100.0	2464	100.0	7416	100.0
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
breakdown by Category								
total Movements Rwy 28	1396	100.0	1549	100.0	820	100.0	3765	100.0
total Light Movements Rwy 28	1169	83.7	1366	88.2	685	83.5	3220	85.5
total Heavy Movements Rwy 28	227	16.3	183	11.8	135	16.5	545	14.5
total Movements Rwy 10	1274	100.0	733	100.0	1644	100.0	3651	100.0
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
total Heavy Movements	336	100.0	260	100.0	284	100.0	880	100.0
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	
		%		%		%		%
Total Fixed Wing Movements	2718	100.0	2096	100.0	2285	100.0	7099	100.0
Total Movements Rwy 28	1928	70.9	1334	63.6	1162	50.9	4424	62.5
Total Movements Rwy 10	790	29.1	762	36.4	1123	49.1	2675	37.5
Breakdown by Category								
Total Movements Rwy 28	1928	100.0	1334	100.0	1162	100.0	4424	100.0
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
Total Movements Rwy 10	790	100.0	762	100.0	1123	100.0	2675	100.0
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
Total Heavy Movements	201	100.0	148	100.0	302	100.0	651	100.0
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)

	July 2003	A	81.8
	July 2003	D	86.1
	August 2003	A	79.9
	August 2003	D	84.3

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

Airline	Date	Time	Runway	A/C Type	Registration	SEL	Lmax dB(A)
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 16th December 2003
in the Departure Lounge London-Manston Airport**

PRESENT

[REDACTED] 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] 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]

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 25th September 2003, 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 3rd 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 5th 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 2nd 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 7th 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 9th September had been due mainly to air traffic delays en route to Manston, whilst the late departures on 24th and 30th 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 1st 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 11th 2.00pm
JUNE Thursday 3rd 2.00pm
SEPTEMBER Monday 6th 7.30pm
DECEMBER Tuesday 14th 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.

Examples of Agenda Items

Airport Operator's Report;

- Airport Statistics;
- Passenger numbers and new services
- Complaints
- Runway utilisation
- Night flights
- Environmental statement;
- Noise and Track keeping
- Community noise monitoring
- Local air quality monitoring
- Noise insulation schemes
- Surface Access
- Airport Development
- Airspace Changes
- Government Consultations
- EU Regulations
- Community Initiatives

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.

Examples of Presentations

- Surface Access
- Air Passenger Rights

- 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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AED/VEN 21 Nov.03

<1>In these guidelines 'aerodrome' applies to any aerodrome, irrespective of the size of operation. The term 'airport' is used interchangeably.

KIACC INDEX

Manston Airport Community Fund

	Chairman
	Wiggins plc
	Canterbury City Council
	Birchington
	Monkton
	Thanet District Council
Secretary	

Since the September meeting, the following were considered suitable projects for funding, and cheques have been presented.

Chilton Primary School	£500	towards library books
Thanet Disabled Riding Centre	£500	towards upkeep/maintenance
Kent Search & Rescue	£500	towards new equipment
Salmestone Primary School	£500	towards playground games
Total	£2000	
Total of previous grants	£4195	£6195
Balance of Community Fund	£5869.76	

In addition, cheques have been requested from TDC for the following:

Ellington Infant School	£500	towards outdoor classroom/garden
Thanet Rural Regeneration	£450	towards cost of training day
St Mary Magdalene Church Monkton	£500	towards new electronic organ
Chilton Primary School	£500	towards outdoor play facilities
Total	£1950	
which will leave a balance of	£3919.76	

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Manston Airport Consultative Committee (M.A.C.C)

[Committee Members Letter](#)

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[Noise Monitors](#)

[Community Fund](#)

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[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

To All Committee Members:

I apologise for the delay in forwarding the attached Agenda and papers for the meeting to be held on Tuesday 16th December at 2pm - I had been waiting to receive all relevant papers and e mailed them to you on Wednesday 10th.

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 16th 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

COMPLAINT FORMS BY LOCATION		
	September - November 2003	September - November 2002
Ash		1
Beltinge		2
Birchington	1	1
Canterbury	4	2
Dover		1
Herne Bay	25	24
Kingsdown		2
Manston		1
Marshside		4
Minster	7	
Monkton	1	1
Ramsgate	299	93
St. Nicholas at Wade	8	2
Sandwich		1
Tankerton	3	
Walmer		1
Westgate on Sea	79	20
Whitstable	1	
Total	428	156
\ during September - November 2003 428 forms generated 889 complaints		
\ during September - November 2002 156 forms generated 260 complaints		
September - November 2003 total number of complainants was 31		
September - November 2002 total number of complainants was 26		

CAUSAL FACTORS		
	September - November 2003	September - November 2002
Noise	398	113
Pollution	142	15
Low Flying	249	111
Repeated Approaches	3	3
Off Route	74	6
Other	0	0
Not Related	23	12
TOTAL	889	260

TOP 10 COMPLAINTS GENERATED						
September - November 2003						
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

DEPARTURES SUMMARY											
September - November 2003						September - November 2002					
	<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>
September 03						September 02					
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
October 03						October 02					
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
November 03						November 02					
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

September 03 - November 03				
Airport Movements				
		Sep-03	Oct-03	Nov-03
				Quarterly Total

Fixed Wing		2296	1755	1603	5654
Helicopters		60	106	78	244
Total		2356	1861	1681	5898
Runway Utilisation					
Runway 10		1396	765	718	2879
Runway 28		900	990	885	2775
Total		2296	1755	1603	5654
Movements between	2300-0700	14	12	2	28
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

September - November 2002

Airport Movements		Sep-02	Oct-02	Nov-02	Quarterly Total
Fixed Wing		2440	1546	1291	5277
Helicopters		174	110	186	470
Total		2614	1656	1477	5747
Runway Utilisation					
Runway 10		1608	635	302	2545
Runway 28		832	911	989	2732
Total		2440	1546	1291	5277
Movements between	2300-0700	9	7	7	23
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	1	0	0	1
Engine runs between	2100-2300	0	1	0	1
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

Runway Utilisation

September - November 2003								
	Sep-03		Oct-03		Nov-03		Quarterly Totals	
		%		%		%		%
Total Fixed Wing Movements	2296	100.0	1755	100.0	1603	100.0	5654	100
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
Breakdown by Category								
Total Movements Rwy 28	900	100.0	990	100.0	885	100.0	2775	100
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
Total Movements Rwy 10	1396	100.0	765	100.0	718	100.0	2879	100
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
Total Heavy Movements								
Total Heavy Movements Rwy 28	121	100.0	247	100.0	175	100.0	689	100
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	
		%		%		%		%
Total Fixed Wing Movements	2440	100.0	1546	100.0	1291	100.0	5277	100
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
Breakdown by Category								
Total Movements Rwy 28	832	100.0	911	100.0	989	100.0	2732	100
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
Total Movements Rwy 10	1608	100.0	635	100.0	302	100.0	2545	100
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
Total Heavy Movements	172	100.0	230	100.0	212	100.0	614	100
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

SITE	MONTH	LEVEL (ppb)
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

SITE	MONTH	LEVEL (ppb)
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

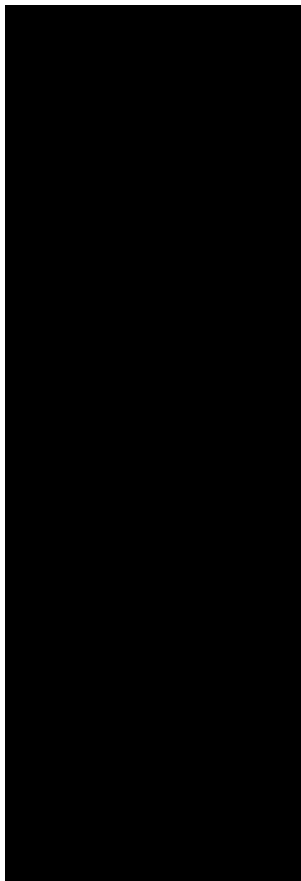
Paul Tipple
Director of Corporate Affairs
London Manston Airport plc

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Manston Airport Consultative Committee (M.A.C.C)

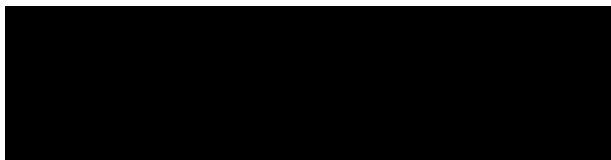
**Minutes of meeting held at 2.00pm on 11th March 2004
in the Departure Lounge Kent International Airport**

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:



Thanet District Council
Thanet District Council
Observers representing Mike Kruger, Airport Users Assn.

APOLOGIES

Apologies for absence were received from:



KCC
Birchington PC
MAG

1. MINUTES [The Minutes of the meeting held on 16th 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 8th 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 3rd 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.

1st 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 3rd 2pm Manston Village Hall
December **Wednesday 15th** 2pm Manston Village Hall
September Monday 6th 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 **31st December 2002. There was £4,000 in the fund at that time.**

Grants made 10th March 2003			
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		
TOTAL		£2545	
Balance in Fund as at Friday 6 March 2003			£1,519.76
Balance on account as at 1st June 2003 made up of £6,455 in fines and £88.25 in accrued interest up until 2/6/03.			£6,543.25
Grants made 11th July 2003			
Monkton Parish Council	£500		
Manston Village Hall	£150		
Beltinge Day Nursery	£500		
St Ethelbert's School	£500		
TOTAL		£1650	
Balance of Community Fund			£5,869.76
Grants made 4th November 2003			
Chilton Primary School Ramsgate	£500		
Kent Search and Rescue	£500		
Thanet Disabled Riding Centre	£500		
Salmestone Primary School	£500		
TOTAL		£2000	
Balance of Community Fund			£3,869.76
Balance of Fund 2.12.03 (notified by TDC)			£5,869.76
Grants Made 17th December 2003			
Ellington Infant School	£500		
Thanet Rural Regeneration	£450		
St Mary Magdalene Church Monkton	£500		
Chilton Primary School	£500		
TOTAL		£1,950	
Total grants made during 2003		£8,145	
Balance of fund 31 January 2004 (per TDC)			£3,919.76

Grants made 2 February 2004			
Monkton CEP School	£390.00		
Monkton Under 5's Playgroup	£500.00		
TOTAL		£890.00	
Grants made 27 February 2004			
St Laurence Primary School	£500.00		
Cliftonville Primary School	£500.00		
Holy Trinity School	£500.00		
TOTAL		£1,500.00	
Balance of fund 27 February 2004 (per TDC)			£1,529.76

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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

	Airline	Time	Reg. No.	Fine	T y p e
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 ²	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

D a t e	Airline	Destination	Reg. No.	Fine	Type
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 ³	£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 ²	£2k	B-747
06/10/03	MK	Baghdad	9GMKJ ³	£4k	B-747
08/10/03	MK	Baghdad	9GMKJ ⁴	£8k	B-747
11/10/03	African International	Baghdad	ZSOZV	£1k	DC 8
13/10/03	MK	Baghdad	9GMKJ ⁵	£16k	B-747
17/10/03	MK	Malta	9GMKO	£1k	DC 8
17/10/03	MK	Baghdad	9GMKL ²	£2k	B-747
22/10/03	MK	Baghdad	9GMKQ	£1k	B-747
06/11/03	MK	Baghdad	9GMKQ ²	£2k	B-747
07/11/03	MK	Larnaca	9GMKO ²	£2k	DC 8
09/12/03	MK	Sharjah	9GMKL ³	£4k	B-747
				£52,000	

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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	
Total	214	227

during December 03 – February 04 214 forms generated 488 complaints

during December 02 – February 03 227 forms generated 387 complaints

December 03 – February 04 total number of complainants was 26

December 02 – February 03 total number of complainants was 17

CAUSAL FACTORS

	December 03 – February 04	December 02 – February 03
	204	207
on	47	49
ying	164	120
led Approaches	3	4
ute	67	2
	0	1
lated	3	4
.	488	387

TOP 10 COMPLAINTS GENERATED

December 03 – February 04

DATE	TIME	ARR/DEP	RWY	NOC	AIRLINE
107.01.04	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

DEPARTURES SUMMARY

December 03 – January 04						December 02 – February 03					
	Total	Rwy 28	%	Rwy 10	%		Total	Rwy 28	%	Rwy 10	
03						December 02					
	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	
						January 03					
	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	
4						February 03					
	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
1637	980	1218	3835

tion

892	57	247	1196
711	864	903	2478
1603	921	1150	3674

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
1222	1483	1591

tion

732	229	1016
-----	-----	------

		428	1154	487
		1160	1383	1503
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
ases 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	
		%		%		%		
Fixed Wing Movements	1603	100.0	921	100.0	1150	100.0	3674	100.0
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
own by Category								
Movements Rwy 28	711	100.0	864	100.0	903	100.0	2478	67.5
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

movements Rwy 10	892	100.0	57	100.0	247	100.0	1196	1
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
heavy Movements	230	100.0	177	100.0	157	100.0	564	1
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

	Dec-02		Jan-03		Feb-03		Quarterly T
		%		%		%	
Red Wing Movements	1160	100.0	1383	100.0	1503	100.0	4046
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
own by Category							
movements Rwy 28	428	100.0	1154	100.0	487	100.0	2069
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
movements Rwy 10	732	100.0	229	100.0	1016	100.0	1977

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
avy Movements	160	100.0	318	100.0	250	100.0	728
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

D a t e	Airline	Time	Reg. No.	Fine	T y p e
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 ²	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

D a t e	Airline	Destination	Reg. No.	Fine	Type
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 ³	£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 ²	£2k	B-747
06/10/03	MK	Baghdad	9GMKJ ³	£4k	B-747
08/10/03	MK	Baghdad	9GMKJ ⁴	£8k	B-747
11/10/03	African International	Baghdad	ZSOZV	£1k	DC 8
13/10/03	MK	Baghdad	9GMKJ ⁵	£16k	B-747
17/10/03	MK	Malta	9GMKO	£1k	DC 8
17/10/03	MK	Baghdad	9GMKL ²	£2k	B-747
22/10/03	MK	Baghdad	9GMKQ	£1k	B-747
06/11/03	MK	Baghdad	9GMKQ ²	£2k	B-747
07/11/03	MK	Larnaca	9GMKO ²	£2k	DC 8
09/12/03	MK	Sharjah	9GMKL ³	£4k	B-747
				£52,000	

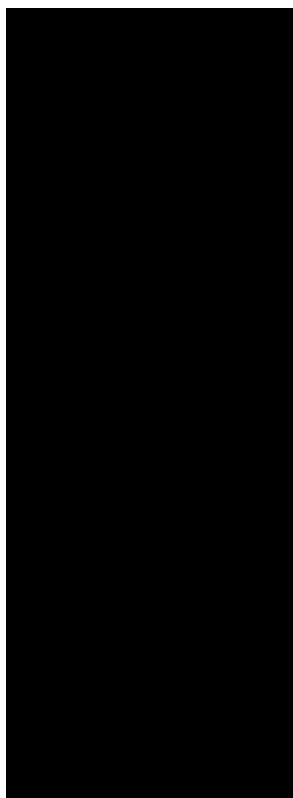
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Manston Airport Consultative Committee (M.A.C.C)

- [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

ALSO PRESENT:



Thanet District Council
Thanet District Council
Thanet District Council
EUjet
EUjet

APOLOGIES

Apologies for absence were received from: Tony Freudmann (PlaneStation); Leigh Herington (KCC); John Fullarton (KCC); Dennis Hart (Ramsgate); Sam Hodgson (Acol); Bob Weaver (Cliffsend Residents -Vera Hovenden alternate).

The Chairman welcomed PJ McGoldrick and Mike Halper 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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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

PRESENT	
	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	
ALSO PRESENT:	
	Thanet District Council

APOLOGIES Apologies for absence were received from: [REDACTED] (KAPC Canterbury); [REDACTED] (TDC); [REDACTED] (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 11th 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 15th 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 3rd 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 15th 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
TOTAL	549	176

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	%
Jun-04					
Heavy	131	75	57.3	56	42.7
Light	1154	951	82.4	203	17.6
Total	1285	1026	79.8	259	20.2
Jul-04					
Heavy	207	142	68.6	65	31.4
Light	1988	1191	59.9	797	40.1
Total	2195	1333	60.7	862	39.3

DEPARTURES SUMMARY 2003					
		Rwy 28	%	Rwy 10	%
Jun-03					
Heavy	167	125	74.9	42	25.1
Light	1168	656	56.2	512	43.8
Total	1335	781	58.5	554	41.5
Jul-03					
Heavy	131	94	71.8	37	28.2
Light	1009	701	69.5	308	30.5
Total	1140	795	69.7	345	30.3

Section 106 Compliancy Reports

<i>Airport Movements</i>		Jun-04	Jul-04	<i>Quarterly Total</i>
Fixed Wing		2570	2193	4763
Helicopters		61	106	167
Total		2631	2299	4930
<i>Runway Utilisation</i>				
Runway 10		516	860	1376
Runway 28		2054	1333	3387
Total		2570	2193	4763
Total Movements between	2300-0700	5	0	5
Coastguard Movements G-BCEN		5	0	5
Commercial Movements		0	0	0
Fine Imposed		£0.00	£0.00	0
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	0

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

Airport Movements		Jun-03	Jul-03	Quarterly Total
Fixed Wing		2670	2282	4952
Helicopters		98	404	502
Total		2768	2686	5454
Runway Utilisation				
Runway 10		1274	733	2007
Runway 28		1396	1549	2945
Total		2670	2282	4952
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 ¹	0	1
Incidents Under Investigation		1 ²	0	1

¹ Astraeus Training: 5.6.03. Resolved: letter sent to airline and procedures tightened.

² Ethiopian Airlines: 10.6.03. Resolved.

Runway Utilisation 2004

	Jun-04		Jul-04		Quarterly Totals	
		%		%		%
Total Fixed Wing Movements	2570	100.0	2193	100.0	4763	100
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
Breakdown by Category						
Total Movements Rwy 28	2054	100.0	1333	100.0	3387	100
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
Total Movements Rwy 10	516	100.0	860	100.0	1376	100

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
Total Heavy Movements	265	100.0	207	100.0	472	100
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	
		%		%		%
Fixed Wing Movements	2670	100.0	2282	100.0	7416	100
Movements Rwy 28	1396	52.3	1549	67.9	3765	50
Movements Rwy 10	1274	47.7	733	32.1	3651	49
breakdown by Category						
Movements Rwy 28	1396	100.0	1549	100.0	3765	100
Light Movements Rwy 28	1169	83.7	1366	88.2	3220	85
Heavy Movements Rwy 28	227	16.3	183	11.8	545	14
Movements Rwy 10	1274	100.0	733	100.0	3651	100
Light Movements Rwy 10	1165	91.4	656	89.5	3316	90
Heavy Movements Rwy 10	109	8.6	77	10.5	335	9
Heavy Movements	336	100.0	260	100.0	880	100
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) ██████████.

1. **MINUTES** The Minutes of the meeting held on 15th September 2004, having been previously circulated, were accepted and signed by the Chairman as a true record.
2. **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 13th 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 16th 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 28th 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 21st 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

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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

PRESENT	
	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 4th 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 15th 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 1x747-200F 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	%
Nov-04						Nov-03					
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
Dec-04						Dec-03					
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
Jan-05						Jan-04					
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	Quarterly Total
Fixed Wing	2637	1635	1727	5999
Helicopters	131	94	97	322
Total	2768	1729	1824	6321

**Runway
Utilisation**

Runway 10	472	260	212	944
Runway 28	2165	1375	1515	5055
Total	2637	1635	1727	5999

Total Movements between	2300-0700	53	67	68	188
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Coastguard Movements G-BCEN		0	0	1	1
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Commercial Movements		53	67	67	187
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Fine Imposed #		£0.00	£0.00	£1,000	1000
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Training between	2300-0700	0	0	0	0
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Departures to Europe between *	0600-0700	48	51	52	151
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Arrivals from United States between	0600-0700	0	0	0	0
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Engine runs	2100-2300	0	0	2	2
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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	Quarterly Total
Fixed Wing	1603	1603	921	4127
Helicopters	78	34	59	171
Total	1681	1637	980	4298

Runway Utilisation

Runway 10	718	892	57	1667
Runway 28	885	711	864	2460
Total	1603	1603	921	4127

Movements between	2300-0700	2	3	4	9
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

Runway Utilisation

November 04 - January 05

	Nov-04		Dec-04		Jan-05		Quarterly Totals	
		%		%		%		%
Total Fixed Wing Movements	2637	100.0	1635	100.0	1727	100.0	5999	100
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
Breakdown by Category								
Total Movements Rwy 28	2165	100.0	1375	100.0	1515	100.0	5055	100
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
Total Movements Rwy 10	472	100.0	260	100.0	212	100.0	944	100
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
Total Heavy Movements	810	100.0	829	100.0	916	100.0	2555	100
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	
		%		%		%		%
Total Fixed Wing Movements	1603	100.0	1603	100.0	921	100.0	4127	100
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
Breakdown by Category								
Total Movements Rwy 28	885	100.0	711	100.0	864	100.0	2460	100
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
Total Movements Rwy 10	718	100.0	892	100.0	57	100.0	1667	100
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
Total Heavy Movements	175	100.0	230	100.0	177	100.0	582	100
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

Early and Late Movements: Nov 04 - Jan 05						
		0600-0700		2300-0600		
		Departures	Arrivals	Departures	Arrivals	Total
Nov-04	EUjet	48		1	3	52
	Other			1		1
Nov Total		48	0	2	3	53
Dec-04	EUjet	50	2	3	8	63
	Other	1	2	1		4
Dec Total		51	4	4	8	67
Jan-05	EUjet	52	2	4	7	65
	Other			3		3
Jan Total		52	2	7	7	68
Total for 3 Months		151	6	13	18	188
Quarterly Summary						
	0600-0700		2300-0600			
	Departures	Arrivals	Departures	Arrivals	Total	
EUjet	150	4	8	18	180	
Other	1	2	5	0	8	
Total	151	6	13	18	188	

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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 13th 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

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**

Airline	Date	Time	Runway	A/C Type	Registration	SEL Lmax	dB(A)	Arr/Dep
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 [15th 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

APPENDIX A

PARISH COUNCIL MEETINGS

DATE	TIME	PARISH	LOCATION
17 th March	7pm	MANSTON	Methodist Church Hall
21 ST March	7.30pm	ACOL	Village Hall
5 th April	7pm	MINSTER	Neighbourhood Centre
7 th April	7pm	CLIFFSEND	Village Hall
12 th April	7.30pm	ST NICHOLAS-AT-WADE & SARRE	Village Hall
18 th April	7.30pm	MONKTON	Village Hall

PUBLIC MEETINGS

DATE	TIME	TOWN	LOCATION
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29 TH March	7pm	Margate	Winter Gardens: Queens Hall
30 th March	7pm	Broadstairs	Pavilion on the Sands
11 th April	7pm	Ramsgate	Chatham House School

ROADSHOWS

A Consultation coach will be visiting your area on the following:

DATE	AREA	LOCATION	TIME
31 ST March	St Nicholas at Wade	High Street	9am – 10.30am
31 st March	Acol	The Green	11am – 12.30pm
31 st March	Manston	High Street	1.30pm – 3pm
31 st March	Monkton	The Street	3.30pm – 5.30pm
31 st March	Minster	Car Park, off Monkton Road	6pm – 8pm
1 st April	Birchington	High Street	9am – 10.30am
1 st April	Margate	Cecil Square	11.30am – 1.30pm
1 st April	Cliftonville	Northdown Road, opposite Rooks Butchers	2pm – 3.30pm
1 st April	Broadstairs	High Street, outside Tesco	4.30pm – 6pm

1 st April	Cliffsend	Outside Village Hall	6.30pm – 8pm
2 nd April	Ramsgate	Junction York Street/ Queen Street	9am – 12pm
2 nd April	Newington	The Centre	1pm – 3pm
2 nd 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**

Original	Updated 24/05/05
<p>1. Introduction</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>1. Introduction</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.

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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

	Agreement.
<p>3. Period of Policy</p> <p>3.1. The policy will apply only, for the period between 1 April and 30 September 2005.</p>	<p>3. Period of Policy</p> <p>3.1. The policy will apply only, for the period between 1 April and 30 September 2005.</p>
<p>4. Aircraft Type, and Timetable</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>4. Aircraft Type, and Timetable</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>5. Landing Direction and Route</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>5. Landing Direction and Route</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>6. Monitoring and Reporting</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 7th 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>6. Monitoring and Reporting</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 7th 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**1st APRIL 2005 - 30th SEPTEMBER 2005**

BELFAST	Monday		*
	Tuesday		
	Wednesday	2310	2310

	Thursday Friday		
BELFAST	Monday	0050	0050
FARO	Friday	0040	0040
GIRONA	Sunday	0030	0050
IBIZA	Sunday	0020	0020
MALAGA	Thursday	0030	0030
MALAGA	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 1st APRIL 2005 - 30th 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> <i>R Nicholson</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 22nd 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
TOTAL	£3378.50

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](#)

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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/m³ 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/m³ 聽 (to be compared to the annual objective: 40 聽 碌 g/m³)

Diffusion Tube Results

SITE	LEVEL (碌 g/m ³)
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/m³ 聽 as an annual mean to be achieved by 31/12/2005.

Benzene

Continuous Results

Overall monthly mean: 0.51 碌 g/m³

The Air Quality Objective set by the Government is 5 碌 g/m³ 聽 as an annual mean to be achieved by 31/12/2010.

Diffusion Tubes Results

SITE	LEVEL (碌 g/m ³)
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/m³ 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/m³ 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/m³ 聽 (to be compared to the annual objective: 40 聽 碌 g/m³)

Diffusion Tube Results

SITE	LEVEL (碌 g/m ³)
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/m³

Poor data capture is due a fault with the analyser 欵樅 lamp. New lamp to be replaced and analyser back online from 17th 聽 June 2005.

The Air Quality Objective set by the Government is 5 碌 g/m³ 聽 as an annual mean to be achieved by 31/12/2010 聽.

Diffusion Tubes Results

SITE	LEVEL (碌 g/m ³)
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/m³ 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	1	0-95
聽	2	96-190
聽	3	191-286
Moderate	聽	聽
聽	4	287-381

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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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
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	- 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 30th 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										
Day	Date	Fligh	Destinatio	Typ	QC	Arr/De	Rw	Time	Wind	Justificatio
Policy Flights										

		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 (1st 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										

[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 -
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

Airline	Date	Time	Runway	A/C Type	Registration	SEL	Lmax dB(A)	Arr/Dep
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**

St Nicholas EMU 1	<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

Airline	Date	Time	Runway	A/C Type	Registration	SEL	Lmax dB(A)	Arr/Dep
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.)
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- [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
	Sub Total	32	1	1	5	39
Mar-05	EUjet	17	3	5	16	41
	Other	0	0	0	0	0
	Sub Total	17	3	5	16	41
Apr-05	EUjet	49	1	1	48	99
	Other	1	0	0	0	1
	Sub Total	50	1	1	48	100
Total for 3 Months		99	5	7	69	180
Quarterly Summary						
		0600-0700		2300-0600		
		Departures	Arrivals	Departures	Arrivals	Total
	EUjet	98	5	7	69	179
	Other	1	0	0	0	1
	Total	99	5	7	69	180

COMPLAINT FORMS BY LOCATION		
	February 05 – April 05	February 04 – April 04
Birchington	4	1
Broadstairs	2	0
Canterbury	0	2
Chestfield	4	0
Cliffsend	0	0
Cliftonville	0	0
Deal	0	0
Herne Bay	8	20
Margate	0	0
Manston	0	0
Marshside	0	13
Minster	4	0
Monkton	0	0
Ramsgate	227	140
St. Nicholas at Wade	5	1
Sandwich	0	0
Sarre	0	0
Stourmouth	0	1
Tankerton	0	0
Walmer	1	0
Westgate on Sea	164	51
Whitstable	0	5
Total	419	234
<p>\ during February 05 – April 05 419 forms generated 693 complaints</p>		
<p>\ during February 04 – April 04 234 forms generated 522 complaints</p>		
<p>February 05 – April 05 total number of complainants was 39</p>		
<p>February 04 – April 05 total number of complainants was 31</p>		

CAUSAL FACTORS		
	February 05 – April 05	February 04 – April 04
Noise	384	210
Pollution	16	57
Low Flying	48	167
Repeated Approaches	7	8
Off Route	212	69
Other	1	0
Not Related	25	11
TOTAL	693	522

TOP 10 COMPLAINTS GENERATED						
February 05 – April 05						
NO.	DATE	TIME	ARR/DEP	RWY	NOC	AIRLINE
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

DEPARTURES SUMMARY					
February – April 2005					
Feb-05	Total	Rwy 28	%	Rwy 10	%
Heavy	337	227	67.4	110	32.6
Light	293	172	58.7	121	41.3
Total	630	399	63.3	231	36.7
Mar-05					
Heavy	325	228	70.2	97	29.8
Light	832	705	84.7	127	15.3
Total	1157	933	80.6	224	19.4
Apr-05					
Heavy	425	322	75.8	103	24.2
Light	436	275	63.1	161	36.9
Total	861	597	69.3	264	30.7

February – April 2004					
Feb-04	Total	Rwy 28	%	Rwy 10	%
Heavy	75	61	81.3	14	18.7
Light	499	412	82.6	87	17.4
Total	574	473	82.4	101	17.6
Mar-04					
Heavy	99	62	62.6	37	37.4
Light	637	438	68.8	199	31.2
Total	736	500	67.9	236	32.1
Apr-04					
Heavy	139	78	56.1	61	43.9
Light	629	255	40.5	374	59.5
Total	768	333	43.4	435	56.6

Section 106 Compliance Reports

February - April 05

Airport Movements

	Feb-05	Mar-05	Apr-05	Quarterly Total
Fixed Wing	1263	2324	1712	5299

Helicopters		52	108	187	347
Total		1315	2432	1899	5646
Runway Utilisation					
Runway 10		378	382	692	1452
Runway 28		885	1942	1020	3847
Total		1263	2324	1712	5299
Total Movements between	2300-0700	39	41	100	180
Coastguard Movements G-BCEN		0	0	0	0
Commercial Movements		39	41	100	180
Fine Imposed #		£0.00	£0.00	£0.00	£0.00
Training between	2300-0700	0	0	0	0
Departures to Europe between **	0600-0700	32	17	50	99
Arrivals from United States between	0600-0700	0	0	0	0
Engine runs between +	2100-2300	1	0	1	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
#					

** 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

Airport Movements		Feb-04	Mar-04	Apr-04	Quarterly Total
Fixed Wing		1150	1471	1533	4154
Helicopters		68	90	46	204
Total		1218	1561	1579	4358
Runway Utilisation					
Runway 10		247	465	853	1565
Runway 28		903	1006	680	2589
Total		1150	1471	1533	4154
Total Movements between	2300-0700	1	2	9	12
Coastguard Movements G-BCEN		0	1	9	10
Commercial Movements *		0	1	0	1
Fine Imposed #		£0.00	£1,000	£0.00	£1,000
Training between	2300-0700	0	0	0	0
Departures to Europe between **	0600-0700	0	0	0	0
Arrivals from	0600-0700	0	0	0	0

United States between					
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	

* MK
Airlines
9GMKG

Runway Utilisation

February - April 2005

	Feb-05		Mar-05		Apr-05		Quarterly Totals	
		%		%		%		%
Total Fixed Wing Movements	1263	100.0	2324	100.0	1712	100.0	5299	100
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
Breakdown by Category								
Total Movements	885	100.0	1942	100.0	1020	100.0	3847	100

Rwy 28Total 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

	Feb-04		Mar-04		Apr-04		Quarterly Totals	
		%		%		%		%
Total Fixed Wing Movements	1150	100.0	1471	100.0	1533	100.0	4154	100
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**

Total Movements Rwy 28	903	100.0	1006	100.0	680	100.0	2589	100
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
Total Movements Rwy 10	247	100.0	465	100.0	853	100.0	1565	100
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
Total Heavy Movements	157	100.0	211	100.0	275	100.0	643	100
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

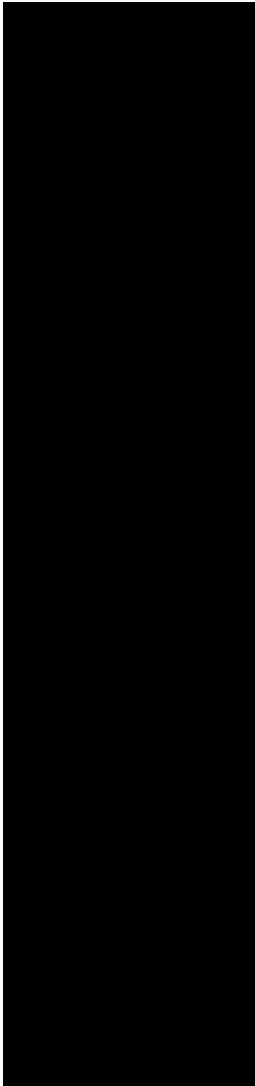
[KIACC INDEX](#)

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

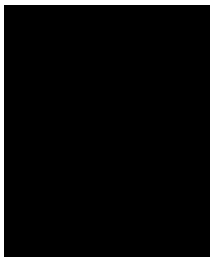
PRESENT



- 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], CEO Infratil, and [REDACTED], General Manager KIA. Members of the committee introduced themselves. M [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 2nd 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**

COMPLAINT FORMS BY LOCATION		
	May 05 – July 05	May 04 – July 04
Birchington	0	3
Broadstairs	0	2
Canterbury	2 (2)	0
Chestfield	5 (2)	0
Cliffsend	1 (1)	0
Cliftonville	0	0
Deal	0	0
Herne Bay	20 (4)	11
Margate	1 (1)	0
Manston	1 (1)	0
Marshside	0	18
Minster	0	0
Monkton	1 (1)	0
Ramsgate	206 (14)	186
St. Nicholas at Wade	6 (2)	6
Sandwich	0	0
Sarre	0	1
Seasalter	2 (1)	0
Tankerton	4 (1)	0
Walmer	0	0
Westgate on Sea	347 (1)	70
Whitstable	24 (3)	0
Total		
<p>\ during May 05 – July 05 620 forms generated 1145 complaints</p>		
<p>\ during May 04 – July 04 297 forms generated 694 complaints</p>		
<p>May 05 – July 05 total number of complainants was 34</p>		
<p>May 04 – July 04 total number of complainants was 22</p>		

CAUSAL FACTORS		
	May 05 – July 05	May 04 – July 04
Noise	560	282
Pollution	14	72
Low Flying	76	196
Repeated Approaches	3	26
Off Route	451	112
Other	0	0
Not Related	41	6
TOTAL		694

TOP 10 COMPLAINTS GENERATED							
May 05 – July 05							
NO.	DATE	TIME	ARR/DEP	RWY	NOC	CODE	AIRLINE
1	02.05	0932	Arr	10	3	A, C, E	Atlantsoyuz
2	02.05	1904	Dep	10	3	A, C, E	Altantsoyuz
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

DEPARTURES SUMMARY											
2005						2004					
	Total	R28	%	R10	%		Total	R28	%	R10	%
May						May					
Heavy	459	309	67.3	150	32.7	Heavy	151	83	55.0	68	45.0
Light	707	391	55.3	316	44.7	Light	902	461	51.1	441	48.9
Total	1166	700	60.0	466	40.0	Total	1053	544	51.7	509	48.3
Jun						Jun					
Heavy	510	312	61.2	198	38.8	Heavy	131	75	57.3	56	42.7
Light	553	248	44.8	305	55.2	Light	1154	951	82.4	203	17.6
Total	1063	560	52.7	503	47.3	Total	1285	1026	79.8	259	20.2
Jul						Jul					
Heavy	348	252	72.4	96	27.6	Heavy	101	70	69.3	31	30.7
Light	677	396	58.5	281	41.5	Light	996	585	58.7	411	41.3
Total	1025	648	63.2	377	36.8	Total	1097	655	59.7	442	40.3

Section 106 Compliancy Reports

May - July 05					
<i>Airport Movements</i>					
		May-05	Jun-05	Jul-05	<i>Quarterly Total</i>
Fixed Wing		2334	2139	2048	6521
Helicopters		149	197	184	530
Total		2483	2336	2232	7051
<i>Runway Utilisation</i>					
Runway 10		785	1152	776	2713
Runway 28		1549	987	1272	3808
Total		2334	2139	2048	6521
Total Movements between	2300-0700	116^	88	79	283
Coastguard Movements G-BCEN		0	1	0	1
Commercial Movements		113	87	79	279
Fine Imposed #		£0.00	£0.00	£0.00	£0.00
Training between	2300-0700	0	0	0	0
Departures to Europe between **	0600-0700	58	52	46	156
Arrivals from United States	0600-0700	0	0	0	0

between					
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
#					
** EUjet					
+					
^ 3 Light Aircraft Movements - TG Aviation, 1 Newmarket Holiday Charter Flight					
Section 106 Compliancy Reports					
May 04 - July 04					
<i>Airport Movements</i>					
		May-04	Jun-04	Jul-04	<i>Quarterly Total</i>
Fixed Wing		2103	2570	2193	6866
Helicopters		86	61	106	253

Total		2189	2631	2299	7119
<i>Runway Utilisation</i>					
Runway 10		1059	516	860	1376
Runway 28		1044	2054	1333	3387
Total		2103	2570	2193	4763
Total Movements between	2300-0700	3	5	0	8
Coastguard Movements G-BCEN		3	5	0	8
Commercial Movements		0	0	0	0
Fine Imposed		£0.00	£0.00	£0.00	0
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		0	0	0	0

Under Investigation								
Runway Utilisation								
May - July 2005								
	May-05		Jun-05		Jul-05		Quarterly Totals	
		%		%		%		%
Total Fixed Wing Movements	2334	100.0	2139	100.0	2048	100.0	6521	100
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
Breakdown by Category								
Total Movements Rwy 28	1549	100.0	987	100.0	1272	100.0	3808	100
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
Total Movements Rwy 10	785	100.0	1152	100.0	776	100.0	2713	100
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
Total Heavy Movements	934	100.0	904	100.0	683	100.0	2521	100
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	
		%		%		%		%
Total Fixed Wing Movements	2103	100.0	2570	100.0	2193	100.0	6866	100
Total Movements Rwy 28	1044	49.6	2054	79.9	1333	60.8	4431	64.5
Total Movements Rwy 10	1059	50.4	516	20.1	860	39.2	2435	35.5
Breakdown by Category								
Total Movements Rwy 28	1044	100.0	2054	100.0	1333	100.0	4431	100
Total Light Movements	869	83.2	1894	92.2	1191	89.3	3954	89.2

Rwy 28								
Total Heavy Movements Rwy 28	175	16.8	160	7.8	142	10.7	477	10.8
Total Movements Rwy 10	1059	100.0	516	100.0	860	100.0	2435	100
Total Light Movements Rwy 10	937	88.5	411	79.7	795	92.4	2143	88.0
Total Heavy Movements Rwy 10	122	11.5	105	20.3	65	7.6	292	12.0
Total Heavy Movements	297	100.0	265	100.0	207	100.0	769	100
Total Heavy Movements Rwy 28	175	58.9	160	60.4	142	68.6	477	62.0
Total Heavy Movements Rwy 10	122	41.1	105	39.6	65	31.4	292	38.0

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	
Total of grants paid out from 1 April 2005	4575	
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 6 October 2005		3153.50
Grant monies promised		500.00
Balance minus grant monies promised		2653.50

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
--	----	-------------

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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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](#)

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_{eq} 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.

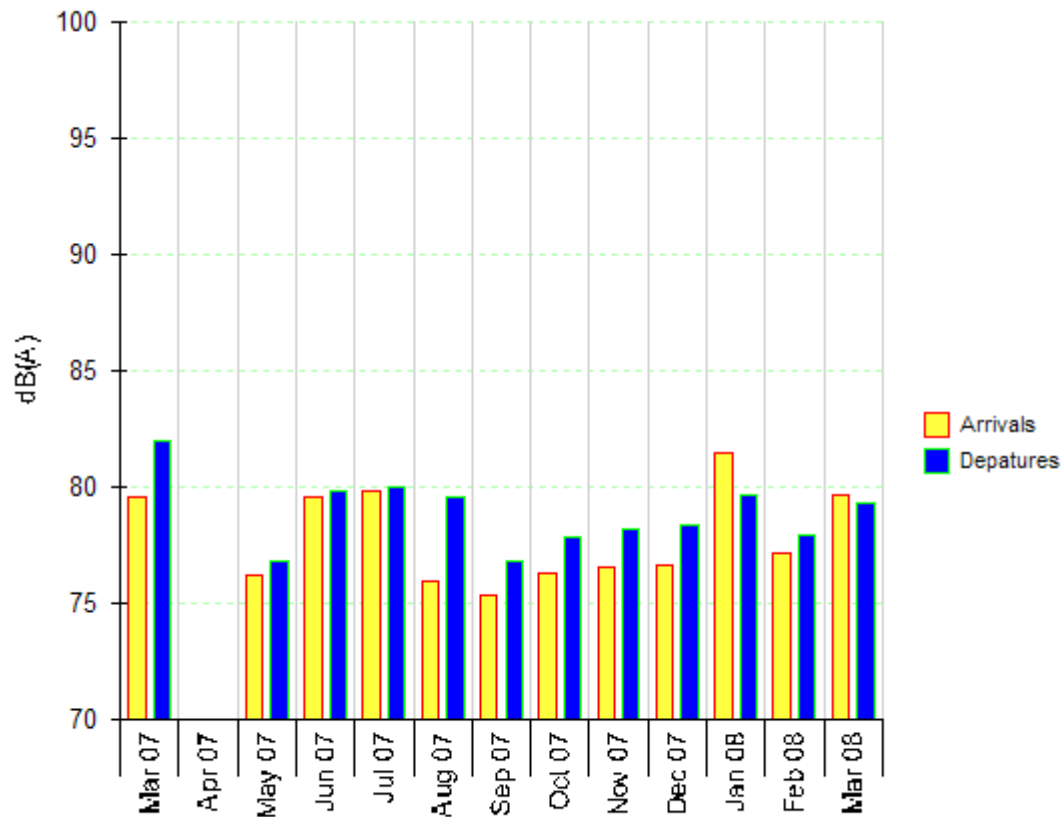
Kent International Airport - Manston.

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

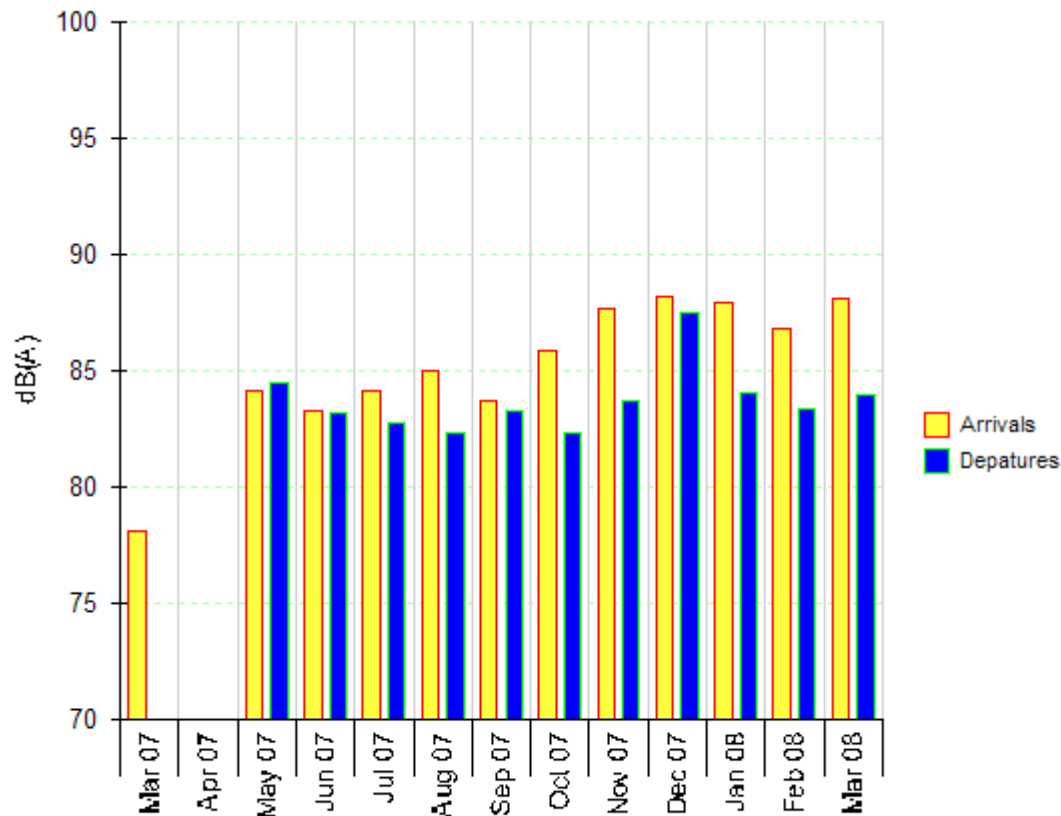
Kent International Airport - Manston.

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: Paul Twyman
Secretary: Pauline Hodding

Members:	John Bragg	DDC & Sandwich Town Council
	Bernard Clayson	St Nicholas & Sarre Parish Council
	Jack Cohen	Birchington Parish Council
	Nick Cole	Monkton Parish Council
	Jerry Glover	Minster Parish Council
	Sandra Hooper	KALC
	Jon Inchley	Acol Parish Council
	Malcolm Kirkaldie	MAG
	Roger Latchford	Thanet District Council
	Richard Nicholson	Thanet District Council
	Mike Roberts	Thanet District Council

Substitute members:	Stephen Dukes	KCC
	Ron Flaherty	Canterbury City Council
	Vera Hovenden	Cliffsend Residents' Association

Reporting to Committee

	Matt Clarke	KIA
	Paul Martin	Thanet District Council
	Brian White	Thanet District Council

Apologies for absence were received from Rodney Chew, Len Claisse, Leigh Herrington, Jim Mannering.

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 Nicki Carmody and Jon Inchley.

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) 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 Leg³³, 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.

B J White
Thanet District Council
Telephone: 10843 57007
E-mail: brian.white@thanet.gov.uk

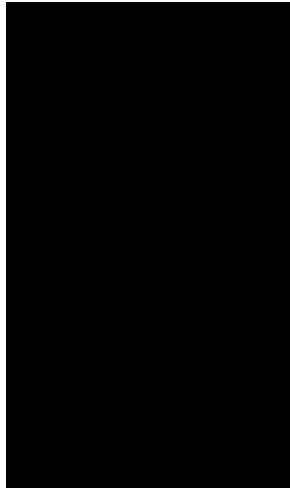
KENT INTERNATIONAL AIRPORT CONSULTATIVE COMMITTEE (K.I.A.C.C.)
 previously known as
Manston Airport Consultative Committee (M.A.C.C)

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
BREAKDOWN BY CATEGORY							
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

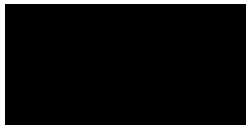
Present:
Chairman:
Secretary:



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 Nicki Carmody, Richard Nicholson, Mike Roberts and Kevin Whiffen.

In the absence of the Chairman, who later joined the meeting, Nick Cole 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.

RESEARCH

Aircraft noise and cardiovascular disease near Heathrow airport in London: small area study

 OPEN ACCESS

Anna L Hansell *assistant director*¹ *honorary consultant*², Marta Blangiardo *non-clinical lecturer in biostatistics*¹, Lea Fortunato *research associate*¹, Sarah Floud *PhD student*¹, Kees de Hoogh *senior research officer*¹, Daniela Fecht *research associate*¹, Rebecca E Ghosh *research associate*¹, Helga E Laszlo *acoustician*¹, Clare Pearson *research assistant*¹, Linda Beale *honorary research fellow*¹, Sean Beevers *senior lecturer in air quality modelling*³, John Gulliver *lecturer in environmental science*¹, Nicky Best *professor in statistics and epidemiology*¹, Sylvia Richardson *visiting professor in biostatistics*¹ *director*⁴, Paul Elliott *director*¹

¹UK Small Area Health Statistics Unit, MRC-PHE Centre for Environment and Health, Dept Epidemiology and Biostatistics, School of Public Health, Imperial College London, W2 1PG, UK; ²Imperial College Healthcare NHS Trust, London, UK; ³Environmental Research Group, MRC-PHE Centre for Environment and Health, King's College London, UK; ⁴MRC Biostatistics Unit, Cambridge, UK

Abstract

Objective To investigate the association of aircraft noise with risk of stroke, coronary heart disease, and cardiovascular disease in the general population.

Design Small area study.

Setting 12 London boroughs and nine districts west of London exposed to aircraft noise related to Heathrow airport in London.

Population About 3.6 million residents living near Heathrow airport. Risks for hospital admissions were assessed in 12 110 census output areas (average population about 300 inhabitants) and risks for mortality in 2378 super output areas (about 1500 inhabitants).

Main outcome measures Risk of hospital admissions for, and mortality from, stroke, coronary heart disease, and cardiovascular disease, 2001-05.

Results Hospital admissions showed statistically significant linear trends ($P < 0.001$ to $P < 0.05$) of increasing risk with higher levels of both daytime (average A weighted equivalent noise 7 am to 11 pm, $L_{Aeq,16h}$) and night time (11 pm to 7 am, L_{night}) aircraft noise. When areas experiencing the highest levels of daytime aircraft noise were compared with those experiencing the lowest levels (>63 dB $v \leq 51$ dB), the relative risk of hospital admissions for stroke was 1.24 (95% confidence interval 1.08 to 1.43), for coronary heart disease was 1.21 (1.12 to 1.31), and for cardiovascular disease was 1.14 (1.08 to 1.20) adjusted for age, sex, ethnicity, deprivation, and a smoking proxy (lung cancer mortality) using a Poisson regression model including a random effect term to account

for residual heterogeneity. Corresponding relative risks for mortality were of similar magnitude, although with wider confidence limits. Admissions for coronary heart disease and cardiovascular disease were particularly affected by adjustment for South Asian ethnicity, which needs to be considered in interpretation. All results were robust to adjustment for particulate matter (PM_{10}) air pollution, and road traffic noise, possible for London boroughs (population about 2.6 million). We could not distinguish between the effects of daytime or night time noise as these measures were highly correlated.

Conclusion High levels of aircraft noise were associated with increased risks of stroke, coronary heart disease, and cardiovascular disease for both hospital admissions and mortality in areas near Heathrow airport in London. As well as the possibility of causal associations, alternative explanations such as residual confounding and potential for ecological bias should be considered.

Introduction

Although the literature on population annoyance associated with aircraft noise is extensive,^{1 2} little research has been conducted on the potential effects of aircraft noise on cardiovascular health.² Most studies of the health effects associated with aircraft noise have focused on blood pressure and the risk of hypertension.³⁻⁸ The few reports of aircraft noise and risk of stroke, coronary heart disease, or cardiovascular disease are inconsistent,⁹⁻¹² partly reflecting reduced statistical power

Correspondence to: P Elliott p.elliott@imperial.ac.uk

Extra material supplied by the author (see <http://www.bmj.com/content/347/bmj.f5432?tab=related#datasupp>)

Supplementary information

because of the small proportion of the population exposed to high aircraft noise levels.^{10 11}

Noise levels show a graded, direct relation with prevalence of annoyance. This is greater for aircraft noise than for other environmental noise sources—that is, road traffic or rail¹; community annoyance due specifically to aircraft noise seems to have increased in the past 30 years.¹³ Noise is associated with activation of the sympathetic nervous system.¹⁴ In animal models, chronic exposure to noise leads to increases in blood pressure,^{15 16} and in humans noradrenaline (norepinephrine) levels,¹⁷ whereas acute exposure to non-habitual loud noise increases adrenaline (epinephrine) levels.¹⁷ Experimental studies of humans acutely exposed to noise at very high level also show increases in blood pressure¹⁸ and heart rate.¹⁹

Heathrow airport, situated in a densely populated area in west London, is one of the busiest airports in the world. Reports have shown an association between aircraft noise, especially at night, and hypertension,³ acute increases in blood pressure,⁷ and self reported cardiovascular disease¹² in the population living near airports, including Heathrow. We investigated the risks of stroke, coronary heart disease, and cardiovascular disease hospital admissions and mortality in areas exposed to aircraft noise near Heathrow airport.

Methods

We carried out analyses comparing rates of hospital admissions for cardiovascular disease and mortality in neighbourhoods (small areas) exposed to different levels of aircraft noise related to Heathrow airport. We used a standard noise metric, the A weighted equivalent (Aeq) sound pressure level (L), denoted as L_{Aeq} . The human ear is more sensitive to some frequencies than others. The L_{Aeq} devalues lower frequencies compared with medium and higher frequencies,²⁰ and uses a set of mathematical curves to adjust the sound pressure level to the relative loudness perceived by human hearing. We defined daytime noise ($L_{Aeq,16h}$) as the average A weighted equivalent noise from 7 am to 11 pm and night time noise (L_{night}) from 11 pm to 7 am.

Study area and population

The study area comprised 12 London boroughs and nine districts west of London exposed to aircraft noise related to Heathrow airport, defined as being partly or wholly within the 2001 50 dB noise contour for Heathrow aircraft during the daytime ($L_{Aeq,16h}$) supplied by the Civil Aviation Authority (fig 1⇓). Additionally, we had confounder data for particulate air pollution and road traffic noise for the 12 London boroughs (data for districts outside London were not readily comparable with the data available for London).

We defined neighbourhoods (small areas) by using the national census geographical units, which are census output areas and super output areas. The study area comprised 12 110 census output areas (average 297 inhabitants, area 0.13 km²) and 2378 super output areas (1510 inhabitants, area 0.65 km²). We used the census output area as the unit of analysis for hospital admissions and the super output area, an aggregate of on average five census output areas, for mortality as the numbers of deaths were insufficient for meaningful analyses at census output area level. We used Office for National Statistics annual mid-year population estimates by age and sex for 2001–05 at London borough or district level, which we then disaggregated to census output areas and super output areas using the UK 2001 census age-sex distribution.

Aircraft noise data

From the Civil Aviation Authority we obtained aircraft noise data related to Heathrow airport for 2001 on 10 m × 10 m grids. The noise data had been modelled using the UK Civil Aircraft Noise Contour Model ANCON, which uses information on flight paths of arriving and departing aircraft along with factors such as height, speed, and engine power to derive noise at ground level.²¹

We calculated population weighted annual average noise levels for daytime and night time aircraft noise for census output areas and super output areas. This was done because the noise grid was smaller than the area of the census output area or super output areas and populations are not evenly distributed (for example, a census output area has on average 125 addresses and six postcodes that may cluster to one or other side of the census output area) so a simple area averaging would not accurately represent population exposures (see supplementary appendix).

Health data

We extracted post coded data on hospital admissions (main reason for admission, first episode of stay in a given year) and deaths (by underlying cause) for the study area, 2001–05, from Office for National Statistics and Department of Health data held by the UK Small Area Health Statistics Unit at Imperial College London. Data were obtained for stroke (ICD-10 codes I61, I63–I64, international classification of diseases, 10th revision), coronary heart disease (ICD-10 I20–I25), and cardiovascular disease (ICD-10 Chapter I) and then linked these by postcode (average 23 households) to census output area and super output area.

Data on potential confounders

We included ethnicity, deprivation, and a smoking proxy at census output area and super output area level as potential confounders. Area level ethnic composition and deprivation from the 2001 census were obtained from the Office for National Statistics. For the two major ethnic groups in London, we categorised areas by South Asian ethnicity (census term “Asian or Asian British,” for which we included only “Indian,” “Pakistani,” and “Bangladeshi”) and black ethnicity (census term “Black or Black British,” which includes “Black Caribbean,” “Black African,” and “Other Black”). We used the following cut points: the national average (%) for England and Wales at census output area level (4% for South Asian, 2% for black ethnicity), double the national average (8%, 4%), and 50% South Asian or black ethnicity—areas where these comprised the majority ethnic group. This gave us four categories for each ethnicity, where the reference categories were less than or equal to the national average (%) for that ethnic group ($\leq 4\%$ for South Asian and $\leq 2\%$ for black ethnicity). The deprivation score used was Carstairs index,²² categorised in fifths. As a proxy measure for area level smoking we used smoothed lung cancer mortality (ICD-10 codes C33–C34) relative risk estimates, 2005, for census output areas and super output areas,²³ since data on individual smoking or smoking prevalence were not available.

For the 12 London boroughs within the study area we also obtained data on air pollution and daytime road noise. For air pollution, the Environmental Research Group at King’s College London provided estimates of annual mean particulate matter of 10 microns or less (PM₁₀) at spatial resolution of 20 m × 20 m for 2001, using dispersion modeling as detailed in the London Emissions Toolkit and London Air Pollution Toolkit.²⁴ We

obtained data on daily average road traffic noise for 2001 from the Department for Environment, Food and Rural Affairs (Defra), expressed in continuous A weighted equivalent sound pressure levels ($L_{Aeq,16h,road}$) on 10 m × 10 m grids at 1 dB resolution between ≥ 50 dB and ≤ 75 dB. Road traffic noise data (major roads) had been generated to comply with the European Noise Directive 2002/49/EC (<http://ec.europa.eu/environment/noise/directive.htm>) and modeled using the calculation of road traffic noise method at a height of 4 m above ground using characteristics of the road network.²⁵ We linked the air pollution and road noise data to census output area and super output area using population weighting (see supplementary appendix).

Statistical analyses

Correlations between aircraft noise and potential confounders were assessed using Goodman Kruskal tau rank correlation coefficients.

For the entire study area we carried out a small area analysis of aircraft noise and the three cardiovascular outcomes, adjusted for potential confounders at area level (census output area or super output area): age, sex, South Asian and black ethnicity, deprivation, and smoking proxy (lung cancer mortality risk). We conducted a sensitivity analysis for the 12 London boroughs (London area) additionally including particulate air pollution (PM_{10}) and road noise as potential confounders.

We grouped daytime aircraft noise and road noise into six categories from ≤ 51 to >63 dB in increments of 3 dB, which represents a doubling in sound intensity that is just perceptible as a change in loudness to the human ear. For aircraft noise, 57 dB L_{Aeq} is taken as the point at which noticeable community annoyance starts to occur^{26 27}; the Civil Aviation Authority attempts to minimise areas exposed to this level of noise or higher, measured as the daytime $L_{Aeq,16h}$ over a 92 daytime summer period.²⁷ Our $L_{Aeq,16h}$ aircraft noise categories include a 57 dB cut point, although we use an annual not summertime average (fig 1). Night time aircraft noise affected fewer areas (fig 1), and 5 dB categories (≤ 50 , $>50-55$, and >55 dB) were used.

To aid comparisons between daytime and night time aircraft noise, we also ran daytime analyses using the same 5 dB categories. The correlation between daytime and night time aircraft noise categories was almost perfect ($\tau \geq 0.98$, see supplementary table 2) so we did not include these together in the statistical models, but analysed them separately.

To allow for small numbers and unstable rates of hospital admissions and mortality we used random effects models to produce smoothed relative risk maps. To examine the effects of noise we fitted Poisson regression models with an additional random effect term to account for over-dispersion and residual heterogeneity, using the R software (www.r-project.org/) and tested for linear trend across noise categories using the median noise value for each category.

Results

Figure 1 shows the study area; the population (2001 census) was 3.6 million. During 2001–05, 189 226 first episodes of hospital stay in a given year for cardiovascular disease (16 983 stroke, 64 448 coronary heart disease) and 48 347 cardiovascular disease related deaths (9803 stroke, 22 613 coronary heart disease) occurred in the study area (table 1). Supplementary figures 1 and 2 show the maps of hospital admissions at census output area level and mortality at super output area level, respectively. Only 2% or fewer of the study population lived in

areas exposed to the highest category of daytime (>63 dB) or night time (>55 dB) aircraft noise (see supplementary table 1).

The area affected by night time noise was less extensive than that for daytime noise (fig 1). Supplementary figure 3 shows the spatial distributions of the confounder data. Areas with a high proportion of South Asian and black ethnicity population were concentrated in the north eastern and eastern part of the study area, respectively, which were also areas with higher deprivation and higher risks of lung cancer. Within the London area, higher levels of PM_{10} were found in the eastern part towards central London; distributions of both PM_{10} and road noise differed from that of aircraft noise (supplementary figure 3 and figure 1). Correlations between aircraft noise and potential confounders are shown in supplementary table 2 where $\tau=1$ denotes perfect positive correlation and $\tau=-1$ denotes perfect negative correlation. Correlations between confounders and aircraft noise were all $\leq |0.30|$. In the London boroughs, aircraft noise was modestly correlated with PM_{10} ($\tau=-0.2$ for daytime noise and $\tau=-0.3$ for night time noise) but not with road traffic noise ($\tau \leq 0.02$).

Hospital admissions

Figure 2 and supplementary table 3 show the results for hospital admission for daytime and night time noise adjusted for age and sex, and with additional adjustment for ethnicity, deprivation, and the smoking proxy. For each of stroke, coronary heart disease, and cardiovascular disease the pattern was of increasing risk of admission with increasing aircraft noise, and all linear tests for trend were statistically significant ($P < 0.001$ to $P < 0.05$). The risk of coronary heart disease in particular, and to a lesser extent cardiovascular disease, was noticeably reduced by adjustment for multiple confounders, in particular South Asian ethnicity.

In multiple adjustment models, for daytime aircraft noise (>63 dB $v \leq 51$ dB) the relative risk for stroke was 1.24 (1.08 to 1.43), for coronary heart disease was 1.21 (1.12 to 1.31), and for cardiovascular disease was 1.14 (1.08 to 1.20). Corresponding relative risks for night time noise (>55 dB $v \leq 50$ dB) were 1.29 (1.14 to 1.46), 1.12 (1.04 to 1.20), and 1.09 (1.04 to 1.14). Results using the same categories for daytime as for night time noise (supplementary table 3) suggested higher relative risks for night time noise.

Mortality

Figure 3 and supplementary table 4 show the results for mortality for daytime and night time noise. The relative risks of mortality were numerically similar to those for hospital admissions at the higher noise levels, although confidence intervals were wider, reflecting the smaller numbers of events. In multiple adjusted models, for daytime aircraft noise (>63 dB $v \leq 51$ dB) the relative risk for stroke mortality was 1.21 (95% confidence interval 0.98 to 1.49), for coronary heart disease was 1.15 (1.02 to 1.30), and for cardiovascular disease was 1.16 (1.04 to 1.29). The corresponding relative risks for night time aircraft noise (>55 dB $v \leq 50$ dB) were 1.23 (1.02 to 1.49), 1.11 (0.99 to 1.24), and 1.14 (1.03 to 1.26). Results using the same categories for daytime as for night time noise (supplementary table 4) suggested higher relative risks for night time noise. Tests for linear trend across noise categories in the fully adjusted models were significant ($P < 0.05$) for daytime noise and coronary heart disease but not for stroke or cardiovascular disease, nor night time noise.

Sensitivity analyses

Results were materially unchanged with additional confounder adjustment for particulate air pollution and road traffic noise in the 12 London boroughs (data not shown).

Discussion

In this small area study covering a population of 3.6 million people living near Heathrow airport in London, we identified significant excess risks of stroke, coronary heart disease, and cardiovascular disease, especially among the 2% of the population affected by the highest levels of daytime and night time aircraft noise.

Strengths and weaknesses of this study

Strengths of this study include the large general population sample, inclusion of both incident events (hospital admissions) and mortality, and wide range of aircraft noise levels, providing sufficient statistical power to detect modest associations. Common to some other epidemiological studies,^{11 12} we analysed aircraft noise separately from other transport noise as it is currently unclear whether noise may be additive or whether aspects of noise such as sound frequency and number and duration of noisy events may be important. Limitations include inability to adjust for confounders at individual level. We were able to adjust at small area level for ethnicity, deprivation, and a smoking proxy (and additionally for particulate air pollution and road traffic noise for a subset of 2.6 million people), but we did not have access to individual level information on confounders such as smoking; therefore results at the area level may not be applicable to individuals (ecological fallacy). Admissions for coronary heart disease and to a lesser extent for cardiovascular disease were particularly affected by adjustment for South Asian ethnicity, which itself is strongly associated with risk of coronary heart disease²⁸; hence these risk estimates should be interpreted cautiously. We restricted our hospital admission analyses to the first admission within one calendar year; as we did not link across years it is possible that some may be readmissions if they occurred in different calendar years. However, point estimates at higher noise levels were similar for mortality and hospital admissions, making it less likely that this was an important source of bias.

We examined exposures to aircraft noise in 2001 and health outcomes in 2001-05. We were unable to distinguish between short and longer term effects of noise in the present study and this needs to be examined in further research. Some studies^{9 12} have suggested larger effect estimates with longer duration of residence, but this may reflect exposure misclassification among more recent residents. Our data on noise exposure are left censored because of concerns about the accuracy of noise models at low levels. It is difficult to determine the resulting misclassification bias; this may also have affected the size of our risk estimates by restricting the range of noise levels across which effect sizes were estimated. A further potential source of bias is that we did not have information on migration in and out of the study areas.

Possible explanations and implications in the context of previous studies

Potential for causality of the observed associations needs to be considered in the context of previous studies, including consideration of biological plausibility and coherence. Much of the research effort concerning adverse effects of noise on cardiovascular health has focused on effects on blood pressure

and risk of hypertension, hypertension being the leading cause of stroke and a major risk factor for heart disease.²⁹ Acute exposure to noise activates the neuroendocrine system, leading to short term increases in heart rate or blood pressure, or both¹⁸⁻³⁰ and in stress hormone levels³¹; neuroendocrine effects are also seen with chronic exposures¹⁷ offering potential mechanisms by which environmental noise may be related to cardiovascular risk. Although these effects have mainly been studied at high exposure levels in the occupational^{30 32} or experimental setting,³¹ they may also occur at ambient environmental noise levels.³¹ In a study conducted near four European airports (including Heathrow), noise disturbance by aircraft noise at night was associated with short term increases in blood pressure of 6-7 mm Hg.⁷

Increased risks of stroke and coronary heart disease would be expected if such physiological changes were to lead to sustained raised blood pressure.²⁹ A meta-analysis published in 2009⁸ of five studies (totalling nearly 45 000 participants) of aircraft noise and risk of long term hypertension gave a pooled relative risk estimate of 1.13 (95% confidence interval 1.00 to 1.28) per 10 dB increase. A subsequent study of approximately 5000 adults in Sweden found long term effects on hypertension risk only in subgroup analyses, but half the study population had a family history of diabetes, which may affect generalisability.⁵

The previous literature concerning aircraft noise and cardiovascular disease and mortality is sparse and not fully consistent. In a cross sectional study of people living near seven European airports (including Heathrow), a significant association was observed between night time average aircraft noise and self reported heart disease and stroke (odds ratio 1.25, 95% confidence interval 1.03 to 1.51) in those who had been living in the same place for 20 or more years.¹² A census based study of 4.6 million adults aged more than 30 years in Switzerland reported an association with mortality from myocardial infarction in those exposed to the highest level of aircraft noise and who had lived at least 15 years in their place of residence; no associations were seen with stroke or cardiovascular mortality.⁹ A study of adults aged 45-85 years living in Vancouver, Canada¹⁰ did not find associations of aircraft noise with coronary heart disease mortality, neither did a population based study of about 57 000 adults aged 50-64 years in Denmark with stroke mortality.¹¹ These previous studies had lower population exposures to aircraft noise than in London.

As with our findings for aircraft noise, significant associations have been reported for road traffic noise and heart disease¹⁰⁻³⁵ and stroke.¹¹ A meta-analysis of 24 population studies of road traffic noise found a dose-response association with hypertension,³⁶ with a combined odds ratio of 1.03 (95% confidence interval 1.01 to 1.06) per 5 dB increase of road traffic noise, in the range 45-75 dB.

We were unable to distinguish between night time and daytime noise as they were highly correlated and so their effects could not be differentiated. More research is needed to determine if night time noise that disrupts sleep may be a mechanism underlying observed associations.²

Conclusions

How best to meet commercial aircraft capacity for London and other major cities is a matter of active debate, as this may provide major economic benefits. However, policy decisions need to take account of potential health related concerns, including possible effects of environmental noise on cardiovascular health. Our results suggest that high levels of aircraft noise are associated with an increased risk of stroke,

coronary heart disease, and cardiovascular disease. As well as the possibility of causal associations, alternative explanations should be considered. These include the potential for incompletely controlled confounding and ecological bias, as we did not have access to individual level confounder data such as ethnicity and smoking. Further work to understand better the possible health effects of aircraft noise is needed, including studies clarifying the relative importance of night time compared with daytime noise, as this may affect policy response.

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Contributors: PE and ALH with MB, LF, SF, KdH, DF, LB, and SR conceived and designed the study. MB, LF, SF, KdH, DF, REG, LB, JG, and SB were involved in data extraction and preparation. JG, KdH, and DF were responsible for the Geographical Information System analyses. JG, KdH, and HEL interpreted the aircraft noise data. LF and MB with REG and CP carried out the statistical analyses, supervised by PE, ALH, SR, and NB. The analyses were interpreted by PE, ALH, MB, LF, NB, SR, HEL, and JG. ALH and PE drafted the initial report; all coauthors revised the report and approved the final version. MB and LF contributed equally to this paper and are joint second authors. PE is the guarantor of this paper.

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Ethical approval: The study was commissioned by the Department of Health in England; ethical approval was obtained from the National Research Ethics Service reference 12/LO/0566 and the Imperial College Research Ethics Committee.

Data sharing: Data are available from the data providers on application with appropriate ethics and governance permissions, but we do not hold

data provider, ethics, or governance permissions to share the dataset with third parties.

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What is already known on this topic

Few studies have examined aircraft noise and risk of incident or fatal cardiovascular disease or stroke

Previous studies have found an increased risk of hypertension associated with aircraft noise and increased risk of hypertension, stroke, and coronary heart disease with road traffic noise

These findings are consistent with those from studies of occupational noise exposure, and experimental studies examining short term effects of noise on the cardiovascular system

What this study adds

Areas with high levels of aircraft noise related to Heathrow airport in London had increased risks of stroke, coronary heart disease, and cardiovascular disease

Interpretation should consider not only causal associations but also possible alternative explanations such as residual confounding and ecological bias

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Table

Table 1 | Summary statistics for population data (2001) and health data (2001-05)

Variables	Total	Mean (SD) by geographical unit, 2001	
		Super output area (n=2378)	Census output area (n=12 110)
Population (2001 census)	3 591 719	1510 (140)	297 (74)
Mortality:			
Stroke (I61, I63, I64)*	9803	4 (4)	—
Coronary heart disease (I20-I25)*	22 613	10 (6)	—
Cardiovascular disease (Chapter I)	48 347	20 (12)	—
Hospital admissions:			
Stroke (I61, I63, I64)*	16 983	—	1 (2)
Coronary heart disease (I20-I25)*	64 448	—	5 (4)
Cardiovascular disease (Chapter I)*	189 226	—	16 (8)

*ICD-10 codes (international classification of diseases, 10th revision).

Figures

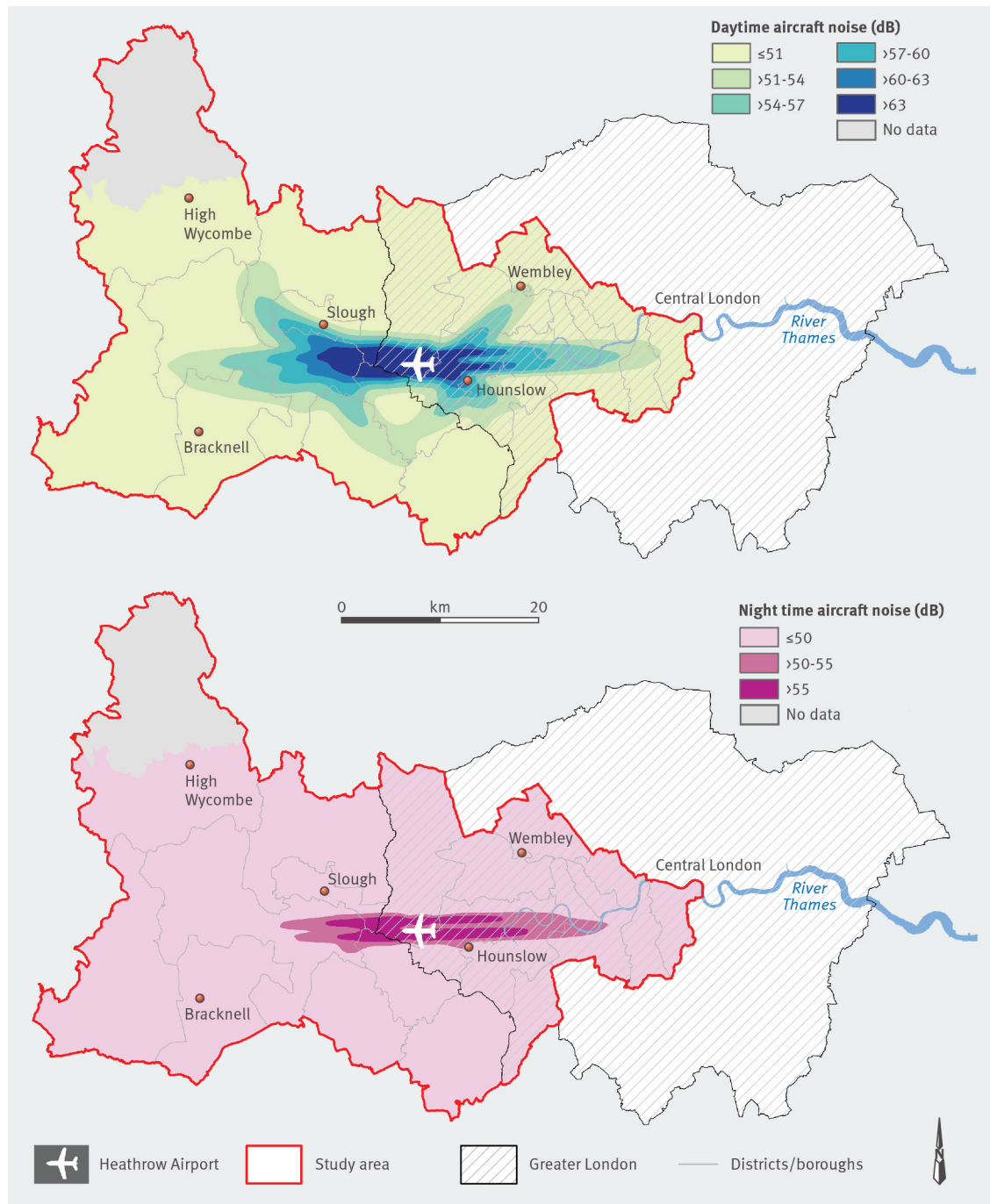


Fig 1 Contextual maps of study area and Heathrow airport showing (top) London boroughs and districts outside London overlaid with the 2001 annual average aircraft daytime (7 am-11 pm, $L_{Aeq,16h}$) noise contours; (bottom) annual average night time noise contours (11 pm-7 am, L_{night})

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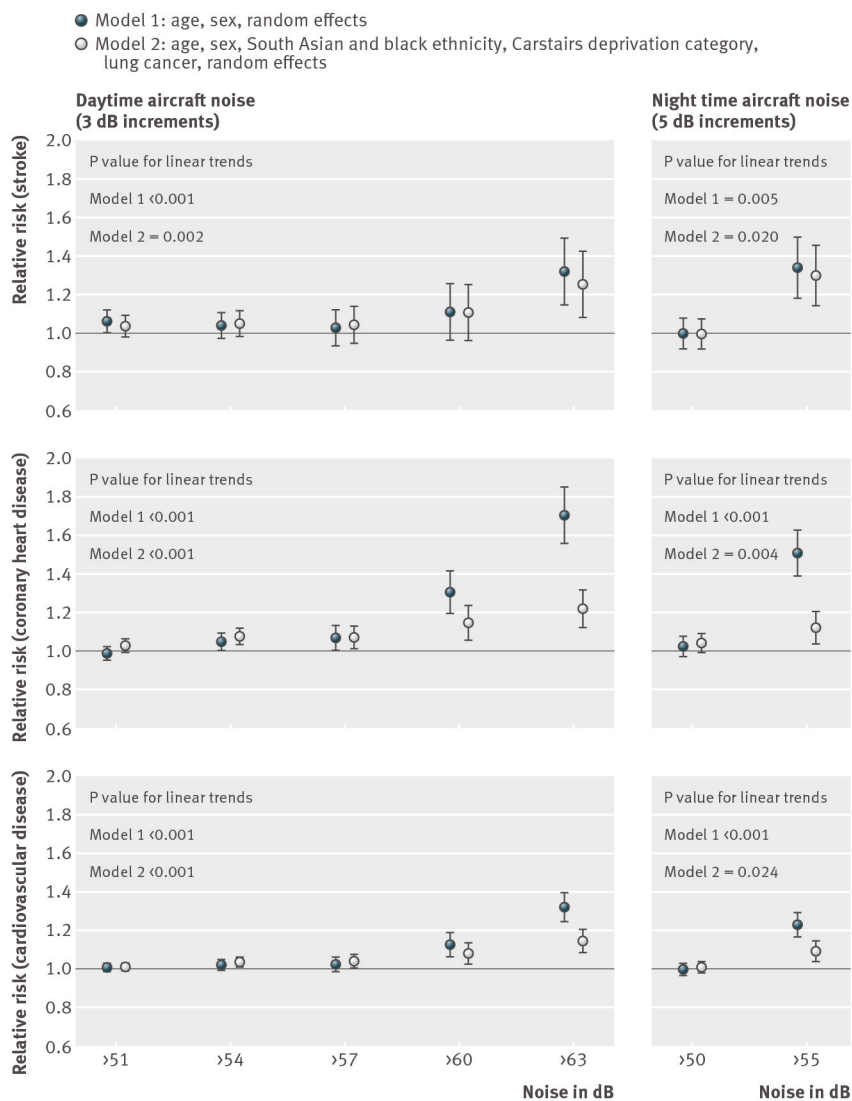


Fig 2 Relative risks (95% confidence intervals) for associations between hospital admissions for stroke, coronary heart disease, and cardiovascular disease in 2001-05 and annual population weighted average daytime aircraft noise (relative to ≤ 51 dB) and night time aircraft noise (relative to ≤ 50 dB) in 2001, census output areas

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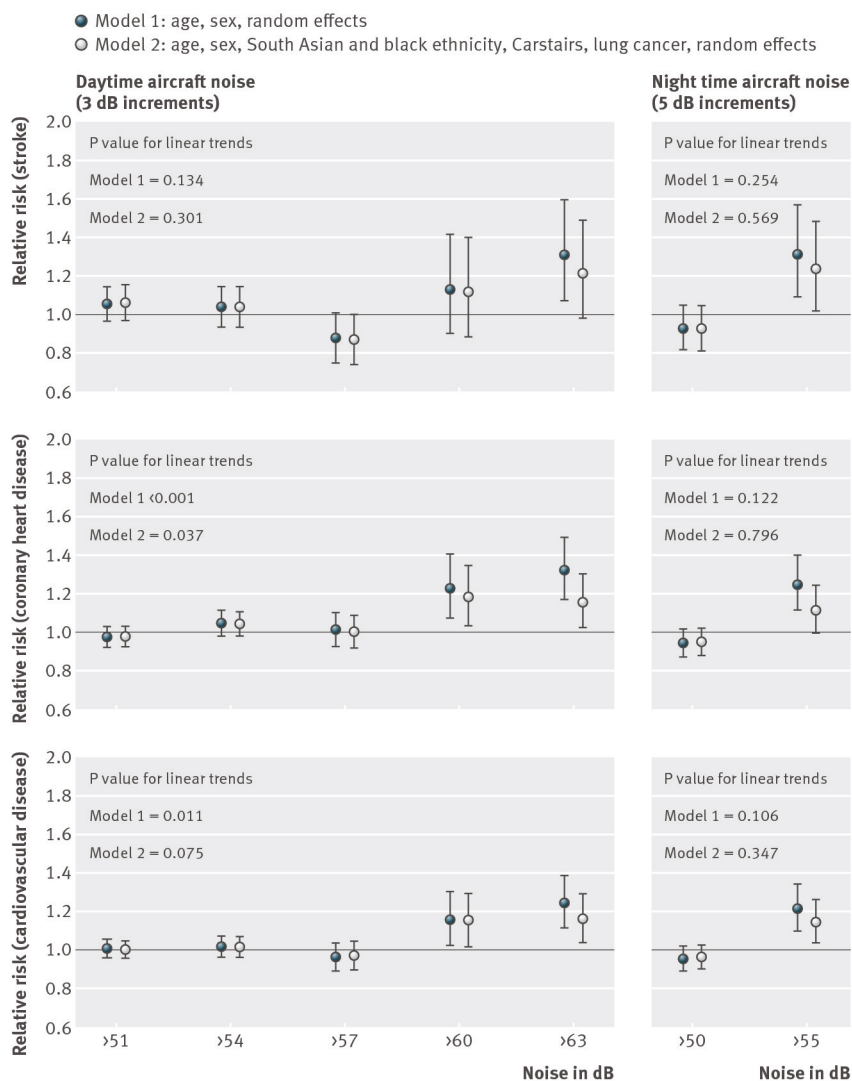


Fig 3 Relative risks (95% confidence intervals) for associations between mortality from stroke, coronary heart disease, and cardiovascular disease in 2001-05 and annual population weighted average daytime aircraft noise (relative to ≤51 dB) and night time aircraft noise (relative to ≤50 dB) in 2001, super output areas

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[25. The Physical Work Environment](#)

25.2 - Noise

Noise can be considered from the point of view of its

- intensity,
- frequency spectrum,
- steady state or transient character,
- influence on human well-being and/or working efficiency,
- influence on health.

All these factors are to a certain extent interdependent, which must be taken into account when evaluating a given situation.

25.2.1 - The Measurement of Noise

Noise (or rather: sound) is measured in the logarithmic unit dB(A), where 3 dB corresponds to a factor of two in sound pressure (sound power). This unit also takes into account the sensitivity of the ear to different frequencies, the highest sensitivity being situated between 1 and 4 kHz.

Some reference values:

- Hearing threshold 0 dB
- Quiet conversation 25 dB
- Comfortable sound level 40-60 dB
- Noisy restaurant 70 dB
- Intense street traffic 90 dB Lower limit of possible injuries
- Jet engine at 25 m 120 dB Threshold of pain

25.2.2 - The Effects of Noise

The noise level has an important bearing on human well-being, even in those cases where it is not perceived consciously. The most common effects are listed in order of increasing gravity:

- **Distraction**
The concentration on the work at hand may be more or less hampered by the environmental noise. Beware also of surprise reactions to sudden noises when executing critical operations. Conversely, extremely low levels of noise, for instance in acoustic laboratories or recording studios, may also be experienced as irritating and thereby have an adverse effect on attention.
- **Masking effects**
Hearing may be temporarily impaired by a sudden, intense sound. Continuous noise will, by masking certain frequencies, make understanding of speech more difficult.
- **Auditive fatigue**
makes itself felt particularly in frequency band of 3 to 6 kHz and may, if persistent, lead to permanent hearing impairments.
- **Auditive trauma**, lesions to the auditive system accompanied by violent pain, can result from exposure to very intense noise.
- **Professional deafness**, irreversible hearing insufficiency, may result from prolonged exposure to noise levels exceeding 90 dB(A). Such effects may not appear immediately but sometimes with a considerable delay.

Deafness can have very serious consequences for the health, the professional and private life and, in general, for the physical and psychological equilibrium of the individual. Since hearing problems represent a considerable portion of professional illnesses, noise must get very serious considerations when the quality of the work situation is evaluated.

25.2.3 - Protective Measures

Legal protective measures (as specified in [Safety Code A 8](#), "Protection against Noise") are required if:

- the noise level exceeds 85 dB(A): hearing protection devices must be worn and a program must be instituted to reduce the level to below 85 dB(A) by means of collective protective devices.
- the noise level exceeds 105 dB(A): unauthorised entry is prohibited. By way of exception, work lasting a very short time may be done by persons wearing suitable individual protections.

Other protective measure include:

- information about the danger for a better understanding of the effects of noise,
- warning signs indicating zones with high levels of noise,
- personal protective reactions, such as reducing the noise by closing a door, getting away from the noisy region, limiting the exposure time to the strict minimum,
- reducing the noise level by technical means, such as isolation, absorption or modification of the source,
- respecting the recommendations for maximal admissible sound levels.

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Global, regional and local health impacts of civil aviation emissions

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Steve H L Yim, Gideon L Lee, In Hwan Lee, Florian Allroggen, Akshay Ashok, Fabio Caiazza, Sebastian D Eastham, Robert Malina and Steven R H Barrett

Laboratory for Aviation and the Environment, Department of Aeronautics and Astronautics, Massachusetts Institute of Technology, 77 Massachusetts Avenue, Cambridge, MA 02139, USA

E-mail: sbarrett@mit.edu

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Abstract

Aviation emissions impact surface air quality at multiple scales—from near-airport pollution peaks associated with airport landing and take off (LTO) emissions, to intercontinental pollution attributable to aircraft cruise emissions. Previous studies have quantified aviation's air quality impacts around a specific airport, in a specific region, or at the global scale. However, no study has assessed the air quality and human health impacts of aviation, capturing effects on all aforementioned scales. This study uses a multi-scale modeling approach to quantify and monetize the air quality impact of civil aviation emissions, approximating effects of aircraft plume dynamics-related local dispersion (~1 km), near-airport dispersion (~10 km), regional (~1000 km) and global (~10 000 km) scale chemistry and transport. We use concentration-response functions to estimate premature deaths due to population exposure to aviation-attributable PM_{2.5} and ozone, finding that aviation emissions cause ~16 000 (90% CI: 8300–24 000) premature deaths per year. Of these, LTO emissions contribute a quarter. Our estimate shows that premature deaths due to long-term exposure to aviation-attributable PM_{2.5} and O₃ lead to costs of ~\$21 bn per year. We compare these costs to other societal costs of aviation and find that they are on the same order of magnitude as global aviation-attributable climate costs, and one order of magnitude larger than aviation-attributable accident and noise costs.

1. Introduction

The International Civil Aviation Organization (ICAO) estimates that the number of air passengers will more than double in two decades, from 3.0 billion in 2012 to 6.4 billion in 2030 (ICAO 2013). Aviation emissions cause an increase in the concentration of pollutants including fine particulate matter (PM_{2.5}) and ozone (O₃). Epidemiological studies have reported that exposure to PM_{2.5} and O₃ is associated with an increase in risk of premature death (Pope III *et al* 2002, Ostro 2004, Laden *et al* 2006, Pope III *et al* 2006, US EPA 2006, Lewtas 2007). Aviation emissions impact local, regional and global air quality (Segal and Yamartino 1981, Yu *et al* 2004, Unal *et al* 2005, Carslaw *et al* 2006, Farias and ApSimon 2006, Peace *et al* 2006, Schürmann *et al* 2007, Westerdahl *et al* 2008, Carslaw and Taylor 2009, Dodson *et al* 2009, Hu *et al* 2009, Barrett *et al* 2010, Arunachalam *et al* 2011, Woody *et al* 2011, Zhu *et al* 2011, Carslaw *et al* 2012, Diez

et al 2012, Hsu *et al* 2012, Carslaw and Beevers 2013, Hsu *et al* 2013, Lee *et al* 2013, Rissman *et al* 2013, Yim *et al* 2013, Wolfe *et al* 2014). Previous studies have partially quantified aviation's air quality and resulting health impacts from PM_{2.5} or O₃ formation around specific airports, for a specific region, or on a global level, respectively. However no attempt has previously been made to quantify the global health burden associated with aviation emissions, accounting for near-airport, regional and global-scale effects.

PM_{2.5} has been linked to increased rates of lung cancer as well as both cardiovascular and respiratory (cardiopulmonary) disease (Pope III *et al* 2002, Laden *et al* 2006, Pope III *et al* 2006). Epidemiological cohort studies such as the Harvard Six Cities and American Cancer Society studies have demonstrated a statistical link between PM_{2.5} exposure and mortality, while clinical and laboratory studies have explored the physiological and molecular mechanisms that might be involved. A review by the American Heart Association

found that air pollutants are linked to a variety of physiological responses which increase the likelihood of fatal cardiovascular or respiratory incidents (Brook *et al* 2010). A follow up to the American Cancer Society cohort study found that O₃, which has been shown in animal laboratory studies to cause oxidative damage when inhaled, is also linked to respiratory disease (Jerrett *et al* 2009).

Barrett *et al* (2010) applied GEOS-Chem (at a global scale) to estimate the concentration of PM_{2.5} due to global aviation emissions. They reported that global aircraft emissions cause ~10 000 premature deaths per year globally, with 80% due to cruise emissions. Lee *et al* (2013) applied CAM-chem to study the impact of aviation emissions on atmospheric O₃, NO_y and PM_{2.5} concentrations confirming the dominant role of cruise emissions in aviation-attributable surface air quality impacts. Woody *et al* (2011) quantified aviation-attributable fine particulate matter emissions from landing and takeoff (LTO) operations (i.e. below 3000 ft above ground level) in the United States at 99 US airports in 2005 and in 2025. Using results from Woody *et al* (2011) and Levy *et al* (2012a) calculated the resulting human health impact from these LTO emissions to be 75 premature deaths in 2005 and 460 in 2025.

A number of studies have assessed aviation sector contributions to near-airport (<10 km) air quality degradation. Field and data analyses have demonstrated a correlation between pollutant concentration and aircraft activity at airports in the US (Segal and Yamartino 1981, Westerdahl *et al* 2008, Dodson *et al* 2009, Hu *et al* 2009, Hsu *et al* 2012, Hsu *et al* 2013, Zhu *et al* 2011), in Europe (Carslaw *et al* 2006, Schürmann *et al* 2007, Carslaw and Beevers 2013) and in Asia (Yu *et al* 2004). Local air quality modeling approaches were also applied to quantify the near-field impact of airport emissions (Farias and ApSimon 2006, Peace *et al* 2006, Carslaw and Taylor 2009, Carslaw *et al* 2012). These studies only investigated a limited number of airports and typically focused on primary pollutants (directly emitted from sources), but not secondary pollutants (formed through chemical reactions). One exception in terms of pollutants considered is Arunachalam *et al* (2011), who used the Community Multiscale Air Quality model (CMAQ) to estimate the population exposure to both primary and secondary PM_{2.5} concentrations at three US airports, applying three grid resolutions of 36 km, 12 km and 4 km. Rissman *et al* (2013) used a modified version of CMAQ with a plume-in-grid model to estimate the PM_{2.5} concentration due to emissions at Hartsfield–Jackson Atlanta International Airport. However, Yim *et al* (2013) show that the variation of air quality impacts around airports is finer than the resolutions applied in the two aforementioned studies. To capture the variation of local impacts associated with aviation emissions, Yim *et al* (2013) applied CMAQ and a local dispersion model to quantify the air quality and health impacts due to the LTO emissions of 20 major airports

in the United Kingdom. By merging both regional and local air quality models results, Yim *et al* (2013) estimated that the current UK aviation emissions cause ~110 premature deaths per year. Yim *et al* (2013) found that accounting for local scale dispersion at the sub-grid scale increases estimated PM exposure by 25–31%, but this increase was halved when accounting for plume dynamics (Barrett *et al* 2013). Kim *et al* (2012) employed a hybrid modeling approach using CMAQ and the AERMOD dispersion model to combine the spatially-diffuse secondary PM_{2.5} impacts with localized impacts of primary PM_{2.5} pollutants from the Washington Dulles airport. (See section 2.6 of Kim *et al* 2012 for further airport-specific studies). Another important factor is the level of background ammonia. As noted by Barrett *et al* (2010), the majority of aviation-attributable PM_{2.5} at surface level is secondary inorganic PM_{2.5} formed from neutralization of NH₄⁺ with either SO₄²⁻ or NO₃⁻. Broadly, this is limited by either the available ammonia, from which NH₄⁺ is formed, or the total available sulfate and nitrate ions. High levels of background ammonia therefore result in production of PM_{2.5} in the presence of either SO_x or NO_x aerosol precursors.

Most existing studies focused on the impact of aviation on PM, while only a limited number of studies investigated the impact of aviation emissions on surface ozone. Unal *et al* (2005) applied CMAQ to simulate PM_{2.5} and ozone formation due to the emissions of Atlanta Hartsfield–Jackson International Airport at a ten-day period. Köhler *et al* (2013) and Skowron *et al* (2013) investigated long-term ozone concentration due to aviation emissions, but only in relation to climate impacts.

In this paper, we estimate the concentration of both PM_{2.5} and ozone attributable to aviation emissions, by approximating effects of aircraft plume dynamics-related local dispersion (~1 km), near-airport dispersion (~10 km), and regional (~1000 km) and global (~10 000 km) scale chemistry and transport. In this way we capture the impact of cruise emissions, which take effect on a global to regional scale, and the impact of LTO emissions, which have an impact on a local to regional scale. We estimate the resulting health impact in terms of premature mortalities, monetize this impact and quantify uncertainties. To inform understanding of the relative importance of the health impact of aviation-attributable PM_{2.5} and O₃ concentrations, we compare the health costs to other societal costs of aviation. In particular, we consider (i) climate costs, which result from aviation combustion emissions and measure global welfare losses caused by aviation-induced increases in global surface temperature (e.g. higher flooding risks or lower agricultural productivity), (ii) accident costs in terms of the economic value, which is assigned to injuries and mortalities in aviation accidents, and (iii) noise costs as derived from aviation-related losses in property values. This is the first study to assess the

global health impacts of aviation including effects at a near-airport to global scale, and the first to show that the human health costs of aviation are comparable to its climate costs.

2. Methods

We apply a multi-scale approach to resolve the variation of aviation-attributable $PM_{2.5}$ and ozone at different spatial scales. Global and regional air quality impacts are estimated using chemistry-transport models GEOS-Chem and CMAQ, with aviation-attributable $PM_{2.5}$ and ozone computed as the difference between simulations with all emissions and simulations where only non-aviation emissions are included. Airport vicinity impacts of $PM_{2.5}$ (but not ozone, which is regional in nature) are calculated by merging the results of both local dispersion and regional chemistry-transport models. Premature deaths due to long-term exposure to $PM_{2.5}$ and ozone attributable to aviation emissions are calculated using population density data to compute exposure, and then mapping exposure to risk of early death using concentration-response functions (CRFs). Country-specific values of statistical life (VSL) are calculated to monetize the resultant premature deaths. We use a Monte-Carlo approach to quantify the uncertainties in our calculations.

2.1. Aviation emissions

Aviation emissions for 2006 are from AEDT (Wilkinson *et al* 2010) and include civil aviation emissions of NO_x , hydrocarbons, and fuel burn. Emissions of SO_x , black carbon (BC) and organic carbon (OC) are scaled from fuel burn per Barrett *et al* (2012). Specifically, we assume a scaling factor of 30 mg kg^{-1} fuel for BC and OC, which is comparable with results from the Aircraft Particle Emissions Experiment measurement campaigns which have found a range of $37\text{--}83 \text{ mg kg}^{-1}$ fuel for OC and $21\text{--}98 \text{ mg kg}^{-1}$ fuel for BC (Kinsey 2009). Total global fuel burn is estimated to be 188 Tg, of which 36% occurs in North America, 25% in Europe and 20% in Asia. The remaining 19% occurs in other regions (including Africa and Oceania). Emissions are gridded spatially and temporally for air quality modeling.

Local air quality in the vicinity of a total of 968 airports is explicitly modeled, accounting for 94% of the total fuel burn consumption for aircraft taxi-in and out, takeoff and landing. Of the modeled airports, 26.5%, 22.9%, 19.1% are located in North America, Europe, Asia, respectively. The remaining airports modeled are in other regions. We note that we do not include impacts occurring at many smaller airports, which are also likely to have local-scale impacts. 69% of airports are within the three CMAQ regions, which capture 65% of the global population, 70% of full-flight aviation fuel burn, and 76% of LTO fuel burn. A

list of the airports is provided in section 3 in the Electronic Supporting Information (ESI) available at stacks.iop.org/ERL/10/034001/mmedia. Aircraft ground primary particulate matter emissions (BC, OC and primary sulfate) are computed and assigned to runways, terminals and taxiways according to flight modes including taxi-in and out, takeoff and landing. For airports in the United States, the emissions are assigned to terminals and runways according to the AEDT airport database (AEDT 2011). For non-US airports, all operation emissions are assigned to runways, since taxiway and terminal data were not broadly available. (Applying the same approach to the US resulted in a <5% local exposure difference relative to having terminal area information.)

2.2. Air quality modeling

We apply a multi-scale approach to resolve the air quality impacts on three scales: global, regional and local. We use GEOS-Chem (Bey *et al* 2001), a global chemistry-transport model with a spatial resolution of $4^\circ \times 5^\circ$, to simulate global air quality. GEOS-Chem results provide boundary conditions for the regional chemistry-transport model, CMAQ (Byun and Schere 2006), to simulate the air quality in North America, Europe and Asia, with a spatial resolution of 36 km, 40.5 km and 50 km, respectively. For areas outside of these three high resolution regions, GEOS-Chem results are used.

GEOS5 meteorological data from NASA are used to drive GEOS-Chem. We use the Weather Research and Forecast (WRF) (Skamarock and Klemp 2008) to simulate meteorological fields for the CMAQ simulations. Six-hour reanalysis data are used to provide initial and boundary conditions for WRF. For the regions of North America and Asia, the Final Operational Global Analysis (NCEP 1999) data are used. For the European region, the European Center for Medium range Weather Forecasting (Dee *et al* 2011) forecast data are used.

Non-aviation emissions in GEOS-Chem (i.e. as used for the global simulation providing boundary conditions for the three high resolution regions and results for other regions) are described in Bey *et al* (2001), as updated. Non-aviation emissions in CMAQ simulations for North America, Europe and Asia are described in Caiazzo *et al* (2013), in Yim and Barrett (2012), and in the section 2 in the SI, respectively.

We apply the Rapid Dispersion Code (RDC) (Barrett and Britter 2008, 2009) to simulate the local air quality impacts of aircraft ground level emissions. The RDC is based on the approaches described in Barrett and Britter (2008, 2009) that map point-source dispersion calculations to area sources semi-analytically. The RDC reduces the computational time of simulations with multi-area emission sources by 99.5% with a ~5% error in mean concentrations (Lee 2012). The RDC has been used by Lee (2012) and Yim and Barrett

(2012) to evaluate air quality impacts due to airport emissions. The spatial resolution of RDC grid receptors is 400 m with a domain size of 40.4 km × 40.4 km. AERMOD (Cimorelli *et al* 2004) is used to provide the parameterization of a point source dispersion required by RDC for area source computations, as are used to represent runways and terminal areas. The meteorological data (upper air soundings and surface observations) required by AERMOD, are provided by the Integrated Global Radiosonde Archive (IGRA) operated by the National Climatic Data Center (NCDC 2008). The RDC results are compared against results calculated by AERMOD (Cimorelli *et al* 2004) in Lee (2012).

In addition to computing primary PM concentrations in the vicinity of airports, we use an approach described in Lewis and Stevens (1985) to estimate the local concentrations of secondary sulfate PM_{2.5} due to aircraft ground emissions as follows. The secondary sulfate concentration is estimated as

$$\chi_{\text{SO}_4^{2-}} = \chi_{\text{SO}_x} \left(\varepsilon + kx \left\langle \frac{1}{u} \right\rangle \right),$$

where χ_{SO_x} is the total concentration of sulfur oxides on a common mass basis simulated by RDC to account for dispersion; ε is the percentage of fuel sulfur emitted as sulfate (assumed to be 2%) (Stettler *et al* 2011); k is the average SO₂ transformation rate to SO₄²⁻ (assumed to be 1% h⁻¹) (Lewis and Stevens 1985); x is the distance from the emission source; and $\frac{1}{u}$ is the temporal average of the inverse of wind speed over a year.

We merged the RDC results with the CMAQ results for airports in the three regions considered at a regional scale (North America, Europe and Asia) and with the GEOS-Chem results for other airports. To avoid double counting the impact of aircraft emissions, we apply a mass-conserving approach developed by Isakov *et al* (2007). The PM concentration used for exposure assessment is

$$\chi = \chi_{\text{RDC}} + \chi_{\text{CMAQ}} - \overline{\chi_{\text{RDC}}},$$

where χ is the concentration ($\mu\text{g m}^{-3}$) of aviation-attributable PM_{2.5} merged from the results of both RDC and CMAQ models ($\mu\text{g m}^{-3}$), which is referred to as local/regional hybrid results; χ_{RDC} is the PM_{2.5} concentration ($\mu\text{g m}^{-3}$) calculated by RDC; χ_{CMAQ} is the aviation-attributable PM_{2.5} concentration ($\mu\text{g m}^{-3}$) simulated by CMAQ; $\overline{\chi_{\text{RDC}}}$ is the RDC PM_{2.5} concentration averaged over all the RDC grid cells in a CMAQ grid cell. This method has been applied in other airport studies (Lee 2012, Yim *et al* 2013) and has the effect of conserving ground-level PM mass, but redistributing it to be closer to sources using local dispersion model results.

2.3. Plume correction factor and source modeling

Aircraft taxi, takeoff and landing roll emission sources are modeled as ground level area sources per Barrett

et al (2013), who found that if the aircraft plume dynamics were not taken into account, the simulated concentration in the near-field from an area source would be over-predicted by a factor of 1.36–2.30. This over-prediction is caused by neglecting the additional mixing due to aircraft exhaust jet mixing and buoyancy. Barrett *et al* (2013) showed that area sources can parameterize the local dispersion of aircraft sources if multiplied by a plume correction factor. We therefore take the plume correction factor into account in our calculations. Elevated sources, which occur in the higher speed winds away from the ground and are spread out due to the speed of airborne aircraft, are captured in CMAQ (and GEOS-Chem) modeling and not local dispersion modeling.

2.4. Health impacts

2.4.1. CRF for PM_{2.5}

PM_{2.5} exposure is estimated by overlaying the aviation-attributable PM_{2.5} concentrations, pieced together from the GEOS-Chem global simulation, the three CMAQ regional simulations, and the 968 dispersion computations, onto population taken from the Global Rural-Urban Mapping Project (GRUMPv1) with a spatial resolution of 30 arc-seconds (GRUMP 2011). The resultant premature deaths are estimated using CRFs reported by the WHO (WHO 2004). While this CRF is older than alternative CRFs reported in the literature, we select it because it provides for direct comparison to similar studies and exhibits the property of reducing risk at higher exposure and thus may provide a more representative burden of disease estimate for developing countries, where a higher background pollutant concentration is expected (Barrett *et al* 2012). We present results for an alternate CRF and also discuss the impact of other CRF choices in the ESI.

The WHO CRF describes the relationships between annual average PM_{2.5} exposure and the risk of premature death due to lung cancer and cardiovascular disease. The CRF takes the form

$$\text{premature deaths} = \sum_k \frac{\text{RR}_k - 1}{\text{RR}_k} B_k P_k,$$

where the relative risk is $\text{RR}_k = \left(\frac{\chi_A + 1}{\chi_B + 1} \right)^\beta$, χ_A represents the PM_{2.5} including both aviation and non-aviation emissions, and χ_B represents the concentration where only non-aviation emissions are taken into account, β is a disease specific power coefficient, and B_k is the baseline incidence rate for each disease based on the WHO Global Burden of Disease (GBD) (WHO 2004) database, P_k is population above 30 years of age which is exposed to PM_{2.5}, and k is a population exposure grid cell index. Further information on data sources is provided in section 6 in the ESI. We note that the toxicity may be different among PM_{2.5} species. However, since the differential toxicities are uncertain (Levy *et al* 2012b), we assume an equal toxicity for all

PM_{2.5} species in the premature death estimation consistent with EPA practice and previous studies.

2.4.2. CRF for ozone (O₃)

We apply a log-linear CRF to estimate premature deaths due to long-term exposure to aviation-attributable ozone (Jerrett *et al* 2009). The CRF has previously been used in assessments of health impacts due to ozone exposure (US EPA 2011, Fann *et al* 2012). Premature mortality due to aviation-attributable ozone exposure is estimated as

$$\text{premature deaths} = y_0 \cdot \left(1 - \frac{1}{\exp(\beta \cdot \Delta O_3)} \right),$$

where y_0 represents the baseline incidence rate (deaths due to all respiratory diseases). ΔO_3 is the averaged daily maximum ozone concentration (ppb) due to aviation emissions. We note that while this is strictly applicable during the ozone season, we take the annual average daily maximum ozone perturbation due to aviation emissions because of the relatively small impact of aviation, the variability of the ozone season in different regions, and because application of this approach to the US results in a <10% error. While this is small relative to other sources of uncertainty, we correct for this in our uncertainty quantification approach.

2.5. Valuation

We monetize premature deaths due to aviation emissions. The valuation is based on the VSL distribution reported by the US EPA (2011) with a mean of \$7.4 m (in 2006US\$). A Weibull distribution is applied to fit the data with a scale parameter of 7.75 and a shape parameter of 1.51 according to US EPA (2012). We estimate the VSLs for other countries based on their gross national income and an income elasticity range of 1–2 (Hammit and Robinson 2011) as in Barrett *et al* (2012). Our valuation estimation also takes into account a 20-year cessation lag for PM_{2.5} impacts (US EPA 2011) so that 30% of the total premature deaths occur in the first year, 50% occur equally in years two to five and the remaining 20% occur equally in years six to 20. The cessation lag is not applied for O₃ health impacts due to a lack of evidence to support any cessation lag structure. We estimate the net present value of damage at discount rates of 2%, 3% and 7%.

To compare the resulting health costs to other societal costs of aviation, we provide cost estimates of global accident costs, global climate costs and global noise costs of aviation. We derive global noise costs from He *et al* (2014). Climate costs are estimated based on the results in Dorbian *et al* (2011). For accident costs, we conduct our own analysis based on accident, fatality and injury statistics. The methodology employed for calculating consistent cost estimates is described in section 11 in the ESI.

2.6. Uncertainty

The concentration results, which we discuss in the result section, are nominal values from model simulations, while premature deaths are shown as a central estimate with 90% confidence intervals. Similar to Yim *et al* (2013) and Yim and Barrett (2012), we apply a Monte-Carlo approach to assess uncertainty in premature death and valuation estimates. Uncertainty associated with atmospheric modeling and the CRFs are taken into account in the calculations. A triangular distribution—defined by low, nominal and high multipliers—is assumed except where otherwise specified. The uncertainties of simulated PM_{2.5} and O₃ vary for both GEOS-Chem and CMAQ for different regions. The uncertainty distributions for the two models are based on the normalized mean bias obtained from model validation exercises. Uncertainties in AERMOD-computed concentrations are represented by a $T(0.5, 1, 1.5)$, i.e. a $\pm 50\%$ triangularly distributed uncertainty (Chang and Hanna 2004), while the additional uncertainties of RDC are represented by $T(0.9, 1, 1.1)$ based on validation results provided in Lee (2012). The potential reduction in aircraft-attributable concentrations due to aircraft plume mixing and buoyancy are represented by a factor with a distribution $T(0.58, 0.71, 0.88)$ (Barrett *et al* 2013).

Stettler *et al* (2013) reported that the methods which have been widely used to estimate aircraft BC emissions (FOA3 for LTO emissions and fleet average EIs for cruise emissions), may result in an underestimation of BC emissions during LTO cycle and at cruise by a factor of $T(1.99, 3.97, 5.96)$ and $T(2.70, 2.93, 3.28)$, respectively (Stettler *et al* 2013). A sensitivity analysis is performed to estimate the sensitivity of the health impact results to different BC emission calculations, including the current widely-used method, FOA3, and FOX as developed by Stettler *et al* (2013). This is discussed in section 10 of the ESI.

For the WHO-CRF, the uncertainties of cardiovascular diseases and lung cancer baseline incidences are represented by $T(0.06, 0.16, 0.25)$ and $T(0.09, 0.23, 0.38)$, respectively (Ostro 2004). For the ozone-CRF, the relative risk is represented by the distribution $T(1.010, 1.040, 1.067)$ as reported by Jerrett *et al* (2009). A factor of 0.9 is taken to represent the over-estimation due to averaging the daily maximum ozone concentration over a year instead of over ozone season.

The uncertainty in the VSL for the US is represented by a Weibull distribution with a mean of \$7.4 m (in 2006US\$) as described in section 2.5 (US EPA 2011), while the uncertainty of the VSLs for other countries are based on the uncertainty found in literature. A list of the VSLs and their uncertainty ranges is provided in the section 7 in the ESI.

Table 1. The mean ground level concentrations of PM_{2.5} (ng m⁻³) and O₃ due to full flight (FF) and landing and takeoff (LTO) only emissions. The global values are based on CMAQ results for the three regions and GEOS-Chem results for other regions, and GEOS-Chem replaced CMAQ where available for global results. The percentage of each PM_{2.5} species is also given for full flight emissions.

	FF/LTO PM _{2.5} (ng m ⁻³)	FF BC (ng m ⁻³) (%)	FF OC (ng m ⁻³) (%)	FF SO ₄ (ng m ⁻³) (%)	FF NO ₃ (ng m ⁻³) (%)	FF NH ₄ ⁺ (ng m ⁻³) (%)	FF/LTO O ₃ (ppb/ppt)
Global	6.2/0.5	0.6 (1.7)	0.5 (1.2)	37.6 (36.5)	41.9 (41.2)	19.3 (19.3)	0.6/10.7
North America	9.0/1.2	1.3 (5.1)	-0.2 (-0.6)	12.7 (34.7)	65.4 (40.9)	20.9 (20.0)	1.1/25.4
Europe	18.2/4.8	0.3 (1.1)	-0.3 (0.1)	7.0 (12.6)	69.9 (63.4)	23.1 (22.8)	1.0/29.8
Asia	15.1/0.7	0.6 (1.4)	1.0 (0.9)	20.0 (28.1)	57.1 (48.9)	21.3 (20.7)	0.9/12.5
Other	3.8/0.3	0.6 (1.3)	0.4 (2.1)	55.5 (45.4)	28.1 (35.4)	15.4 (15.9)	0.5/8.8

3. Results and discussion

We first describe results for global and regional air quality impacts, then computations of near-airport air quality. Air quality impacts accounting for all scales are then mapped to health impacts and monetized to enable comparison with other societal costs of aviation.

3.1. Global and regional air quality impacts

Table 1 shows the global (GEOS-Chem and CMAQ based) and regional (CMAQ based) surface PM and ozone impacts of aviation, with PM impacts speciated. The impact of LTO emissions (i.e. up to 3000 ft) is also given, as these are the emissions that are currently regulated.

The global average impact of aviation emissions on surface O₃ is 0.6 ppb. This result is consistent with Lee *et al* (2013), which reports that aviation emissions lead to 0.5 ppb increase in O₃ in July, whereas up to several ppb in January. Our estimate show that 2% (10.7 ppt) of the total aviation impact on surface O₃ is attributable to LTO emissions. Compared with the results calculated by only using GEOS-Chem, the global area-weighted ground level O₃ attributable to full flight aviation emissions when including nested CMAQ computations increases by 12%, but the O₃ impact due to LTO emissions decreases by 6%, consistent with increased NO_x emissions decreasing O₃ formation in VOC limited regions (which are captured by the higher resolution CMAQ modeling).

Among the regions, North America experiences the highest aviation impact on surface O₃ (1.1 ppb), of which LTO emissions contribute for 25.4 ppt. Aviation emissions cause a 0.9 ppb increase in annual average O₃ concentration in Asia, which is lower than the impact in Europe and North America. In Europe, the O₃ impact due to LTO emissions is ~2.4 times higher than that in Asia. The aviation-attributable O₃ concentration in other regions is ~0.5 ppb.

We estimate that global aviation emissions result in an average 6.2 ng m⁻³ ground level PM_{2.5} perturbation. Figure 1 depicts the annual ground level PM_{2.5} concentration due to aviation emissions, where GEOS-Chem and CMAQ results have been merged. Compared with the results calculated by only using

GEOS-Chem, the global area-weighted ground level aviation-attributable PM_{2.5} decreases by 29%, while the standard deviation of the concentration increases by 22%, representing increased spatial resolution.

Our estimates show two peaks of PM_{2.5} in Northern India (0.47 μg m⁻³) and Northeastern China (0.35 μg m⁻³), coincident with peaks in ammonia concentrations (Barrett *et al* 2010), and also peaks in the central Europe and San Francisco, which are associated with major airports. Of the total ground level aviation-attributable PM_{2.5}, nitrate (NO₃⁻) and sulfate (SO₄²⁻) account for 42% and 38% by mass, respectively. BC and OC together account for ~1% on average. As seen in table 1, aviation has a negative impact on OC in North America and Europe. Aircraft NO_x emissions have been shown to reduce ambient OC (Ashok *et al* 2013, Woody and Arunachalam 2013), as they deplete radical species in the vicinity of airports and consequently slow the oxidation of organic aerosol precursors (Woody and Arunachalam 2013). Woody and Arunachalam (2013) note, however, that aviation's impact on OC may be sensitive to model grid resolution.

Our global and regional models results show that the air quality impact due to aviation emissions varies among the different regions. In North America, 9.0 ng m⁻³ of PM_{2.5} is attributable to aviation emissions. Of the aviation-attributable PM_{2.5} in North America, ~13% (1.2 ng m⁻³) is due to LTO emissions. In Europe, the annual average PM_{2.5} due to aviation emissions is 18.2 ng m⁻³, which is the highest among the regions, and is double of that of North America. In Asia and other regions, the average PM_{2.5} concentrations due to aviation emissions are 15.1 ng m⁻³ and 3.8 ng m⁻³, respectively. As can be seen in figure 1, in the other regions (not modeled at high resolution with CMAQ), aviation contributes to PM_{2.5} in limited regions including the Middle East and western parts of Russia.

3.2. Local air quality impact in different regions

We estimate the near-airport (within 20 km) ground level aviation-attributable PM_{2.5} averaged over all airports in each region, combining our local dispersion calculations with CMAQ results using the mass conserving scheme described. Our results show that

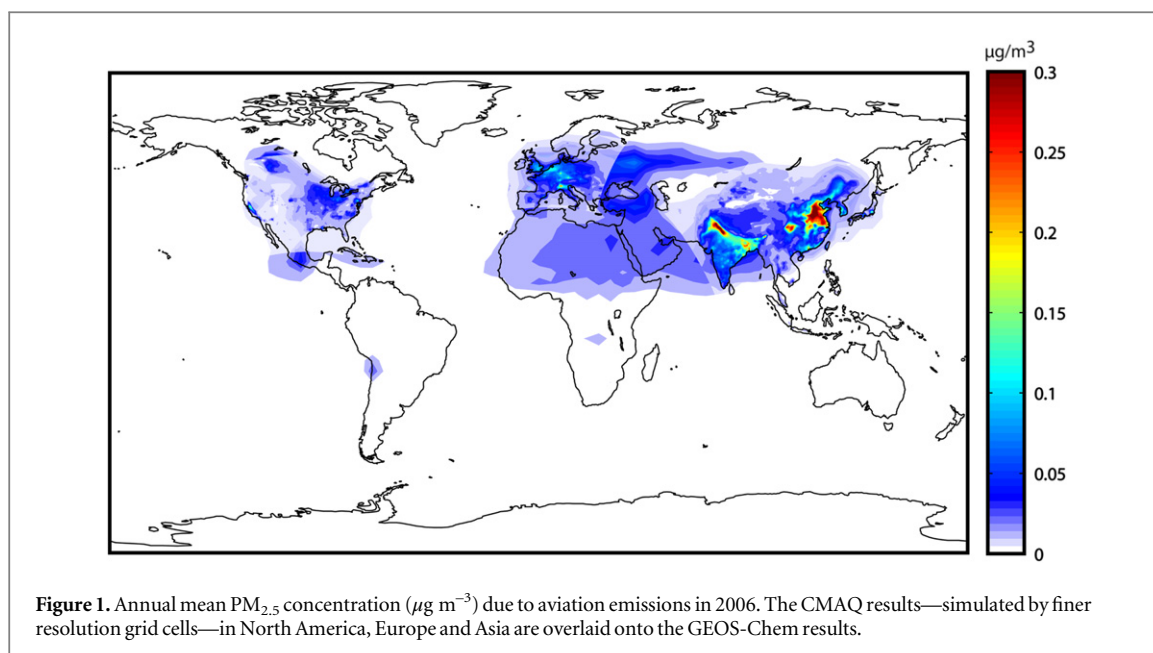


Table 2. Premature deaths per year in different regions due to the population exposure to aviation-attributable $\text{PM}_{2.5}$ and ozone (90% confident intervals) calculated using the WHO-CRF.

	Full flight	LTO	LTO/FF (%)
North America	1500 (850–2300)	650 (290–1300)	43
Europe	3700 (2100–5500)	1800 (1100–2600)	49
Asia	8200 (3700–13 000)	740 (420–1200)	9
Other regions	2700 (1400–4200)	780 (420–1300)	29
Global	16 000 (8300–24 000)	4000 (2400–6200)	25

primary $\text{PM}_{2.5}$ due to aviation emissions contributes to 44–61% of total aviation-attributable $\text{PM}_{2.5}$ at 2 km distance from airports. However, the percentage decreases as distance from airport increases. At 20 km from airports, the percentage drops to less than 6%.

Our results show that aviation emissions lead to an average $\text{PM}_{2.5}$ concentration of 44.2 ng m^{-3} in the 20 km vicinity of all airports globally. For airports in Asia, the mean near-field impact of $\text{PM}_{2.5}$ due to aviation emissions is 74.1 ng m^{-3} , the highest among regions and more than double as the $\text{PM}_{2.5}$ in North America (29.5 ng m^{-3}). This is consistent with the peak in available ammonia amplifying aviation's $\text{PM}_{2.5}$ contribution, particularly the effect of cruise emissions. On average, the mean aviation-attributable $\text{PM}_{2.5}$ impacts in the vicinity of airports in Europe and in other regions are 58.5 ng m^{-3} and 26.2 ng m^{-3} , respectively.

The population exposure to aviation-attributable $\text{PM}_{2.5}$ in different regions varies due to different regional population densities in the vicinity of airports, the variation in available ammonia and in aviation emissions. Our results show that 23% of airports have near-field population exposure to aircraft-attributable $\text{PM}_{2.5}$ higher than the global average exposure, of which 17% are located in North America, 33% and 34% are located in Europe and Asia, respectively, and

the remaining 16% are located in other regions. Aviation emissions result in $44.9 \text{ people-mg m}^{-3}$ mean $\text{PM}_{2.5}$ exposure within 20 km averaged over all airports globally. Among regions, the mean exposure in the vicinity of airports in Asia is the highest ($142.6 \text{ people-mg m}^{-3}$ per year), a factor of ~ 3.2 higher than the global average. The relatively high near-field $\text{PM}_{2.5}$ exposure in Asia is due to this region having both relatively high aviation-attributable $\text{PM}_{2.5}$ concentration (due to the extent of available ammonia) and mean population density in the vicinity of airports. Within 20 km of airports, the average population surrounding all airports in Asia is 1.6 million, 87% higher than the global average. The average aviation-attributable $\text{PM}_{2.5}$ exposure within 20 km of airports in Europe, North America and other regions is 42.3, 19.5 and $15.3 \text{ people-mg m}^{-3}$, respectively.

3.3. Health impacts

Table 2 shows estimated premature mortalities due to aviation emissions. Global aviation emissions cause 16 000 (90% CI: 8300–24 000) premature deaths per year due to population exposure to aviation-attributable $\text{PM}_{2.5}$ and ozone. Of the total premature deaths, 87% and 13% are due to $\text{PM}_{2.5}$ and ozone, respectively, while 25% is attributable to the LTO portion of emissions. Comparing with the approach of only using

Table 3. Aviation fuel burn (FB) in different regions and the resultant costs (2006US\$bn) for a 2% discount rate due to the health impact of aviation full flight and LTO emissions. This table also includes the ratio of health costs to aviation fuel burn occurring in each region.

	Full flight emissions			LTO emissions		
	FB (Tg)	Cost (\$bn)	Cost/FB (\$/tonne)	FB (Tg)	Cost (\$bn)	Cost/FB (\$/tonne)
North America	55.8	7.08	127	7.0	3.07	439
Europe	34.7	10.02	289	4.5	4.09	909
Asia	40.7	2.25	55	5.4	0.41	76
Other regions	56.9	1.48	26	5.3	0.48	91
Global	188.1	21.16	112	22.1	8.19	371

GEOS-Chem (a global model), our multi-scale approach estimates 7% and 29% higher global premature deaths due to full flight and LTO emissions, respectively. The lower increase for full flight emissions is consistent with the relatively diffuse impact of the dominant cruise emissions being captured by the lower resolution global model.

Our estimate shows that aviation emissions cause 2100 (90% CI: 1000–3300) ozone-related premature deaths per year worldwide. LTO emissions alone account for 2.6% of the ozone-associated premature deaths due to aviation emissions. This result highlights that the long-term health impact of O₃ due to LTO aviation emissions is marginal, compared to the PM_{2.5} health impact. However, the ozone-exposure due to full flight emissions accounts for 12% of the total premature deaths due to the both aviation-attributable PM_{2.5} and O₃. Of the total ozone health impact due to aviation emissions, 62% occurs in Asia, while 7% and 10% occurs in North America and Europe, respectively. From table 1 it can be seen that the O₃ mixing ratio attributable to aviation in the three regions is 0.9–1.1 ppb, suggesting that population density drives the breakdown of mortalities by region. The remaining 21% occurs in other regions.

In Barrett *et al* (2010), it is found that 80% of health impacts on a global scale are due to non-LTO emissions. In this study with its increased regional resolution combined with dispersion calculations at 968 airports, we capture more of the LTO impacts (partly countered by the inclusion of ozone in this study which is dominated by cruise emissions) and revise this estimate down to 75%. However, as shown in table 2, regions with relatively high concentrations of airport fuel burn have relatively high contributions from LTO emissions. Specifically, in North America and Europe 43% and 49% of early deaths are due to LTO emissions, respectively. On the other hand, 91% of early deaths in Asia are due to non-LTO emissions. Asia accounts for 20% of global civil aviation fuel burn, but over 50% of early deaths due to aviation emissions. This is consistent with Asia incurring a relatively high component of intercontinental air pollution from aviation (Koo *et al* 2013). In other words, the prominence of Asia is due to population density and the amplifying effect of available ammonia on nitrate rather than local LTO emissions (which

contribute little to nitrate exposure due to the time-scale required for oxidation of NO_x).

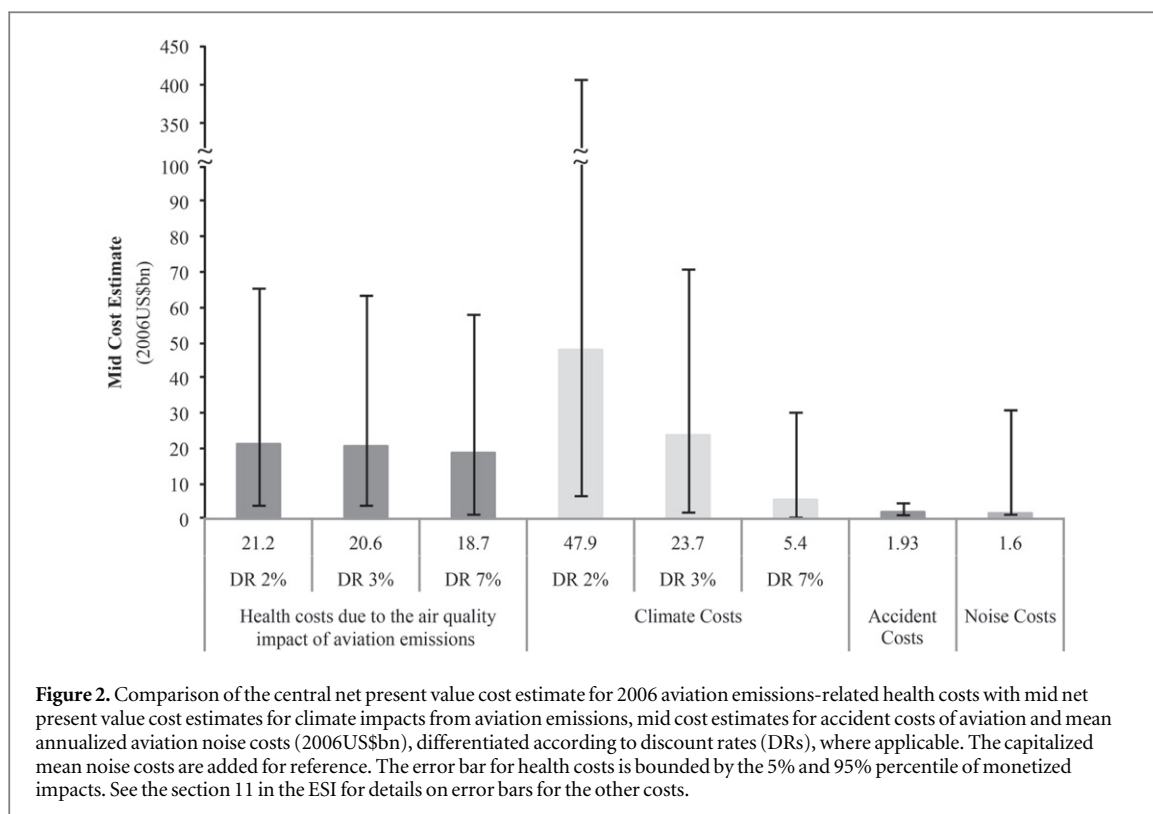
While figure 1 would suggest that the majority of aviation's air quality impacts are captured in the three high resolution regions, table 1 shows that ~2700 early deaths occur in the other regions due to aviation emissions each year, greater than the ~1500 in North America. The ratio of total population exposure to PM_{2.5} due to aviation emissions for North America to other regions is 0.53, whereas the ratio of population-weighted average PM_{2.5} concentration due to aviation emissions for North America to other regions is 4.05. This is consistent with the major air quality impacts of aviation being captured in the high resolution regions, while the population in other regions means that the diffuse impacts of aviation still contribute 17% of global early deaths.

We calculate premature deaths due to aviation-attributable PM_{2.5} exposure within 20 km from each airport worldwide. Our results show that aviation-attributable PM_{2.5} causes 5000 (90% CI: 2000–9900) premature deaths within 20 km from ~1000 airports, which account for ~32% of the total premature deaths due to both aviation-attributable PM_{2.5} and O₃. Of the total airport vicinity premature deaths (i.e. those within 20 km of airports), 25% occur in North America; 38% in Europe; 22% in Asia; and the remaining 15% in other regions. We do not detail early deaths in the vicinity of each individual airport because impacts are calculated for aviation in general and not specific airports, so impacts within 20 km of a specific airport cannot be attributed to that airport.

3.4. Valuation and comparison to other societal cost of aviation

We monetize the premature deaths due to aviation emissions (in 2006 US\$). The central monetized health impact is \$(21.16, 20.58, 18.72)bn per year for a (2, 3, 7)% discount rate choice (ESI table S16). Of the total cost, the damage in North America accounts for \$(7.08, 6.89, 6.27)bn per year, the damage in Europe amounts to \$(10.02, 9.74, 8.82)bn per year—the highest among the different regions—while the damage in Asia is \$(2.25, 2.19, 2.00)bn per year. The damage in other regions accounts for the remaining \$(1.48, 1.44, 1.32)bn per year.

Table 3 shows that the resulting regional health cost of aviation emissions is not proportional to



aviation fuel burn occurring in each region. The global average ratio is US\$112/tonne for full-flight emissions and the figure for LTO emissions is a factor of 3.31 higher. The corresponding factor for number of early deaths per unit fuel burn is 2.13. LTO operations cause more early deaths per unit emission than at cruise due to the proximity of emissions to the population. However, when monetized this difference is magnified due to the relatively greater importance of LTO emissions in richer regions (with higher VSLs) such as North America. The influence of regional variation in VSL is also evident in noting that while 51% of full-flight aviation emissions-attributable early deaths occur in Asia, only 11% of monetized impacts occur there.

Dorbian *et al* (2011) estimated that the air quality marginal damages per tonne of fuel burn in LTO in the United States is US\$230, which is ~50% lower than our result of US\$439. This may be because Dorbian *et al* (2011) used a regional air quality model only, which does not resolve local impacts, and FOA3-based BC emissions rather than the higher FOX-based BC emissions.

To understand the relative importance of health costs due to the air quality impact of aviation emissions, we compare them to the estimates of other aviation-induced societal costs, i.e. noise costs, accident costs and climate change costs as shown in figure 2. (See ESI for the monetization approach.) The figure compares the central values for global health costs due to the air quality impact of aviation emissions in 2006 with estimates for climate costs, accident costs and noise costs for the same year and various discount

rates, where applicable. Note that the bars shown here are based on mid- or mean estimates and that significant uncertainty exists about actual costs, as indicated by the error bars in this figure.

Our results show that the health costs of aviation emissions are on the same order of magnitude compared to climate costs for discount rates of 2% and 3%. For a consistent discount rate of 7%, climate costs are one order of magnitude smaller than health costs. Comparing the emissions-related health costs to the global accident costs of aviation, the central estimate of the health costs exceed the mid accident costs estimate by one order of magnitude. Aircraft accidents have a high public visibility but are rare occurrences (~0.4 fatal accidents per million hours flown, for a total of ~1050 fatalities in 2006, see ESI section 11), but the societal costs as calculated here are significantly lower than the health costs of aviation emissions. We also find that the mean estimate of the annualized noise costs is one order of magnitude lower than the central values for the health costs due to aviation emissions.

4. Conclusions

We produce the first multi-scale global assessment of the air quality and human health impacts of aviation, accounting for both fine particulate matter and ozone, estimating that aviation emissions result in ~16 000 early deaths each year. We find that PM_{2.5} exposure causes 87% of early deaths. While cruise emissions dominate causing 75% of early deaths due to aviation

emissions, approximately half of early deaths are caused by LTO emissions in North America and Europe—regions with relatively high aviation and airport fuel burn. In contrast, 91% of early deaths are caused by non-LTO emissions in Asia. This suggests that LTO emissions reductions in North America and Europe will provide regional benefits, while the benefits of non-LTO emissions reductions will be diffuse and also felt in Asia.

A global total of ~5000 people who live within 20 km of airports are estimated to die prematurely each year due to aviation emissions, with 38% of airport vicinity early deaths in Europe. Our results suggest, in contrast with previous analyses, that primary PM_{2.5} emissions from aviation are a significant contributor to health risk when airport vicinity exposure is captured. A significant uncertainty in our estimates of the subgrid contribution to PM_{2.5} exposure is the aviation BC emissions inventory.

Finally we show that the monetized health costs of aviation emissions exceed aviation's fatal accident costs and noise costs by an order of magnitude, and is on the same order as aviation's climate costs for discount rates of 2% and 3% (as are appropriate to climate change costing Johnson and Hope 2012). This suggests that environmental benefits of fuel burn reductions are as much in air quality as they are in climate. Furthermore, this implies that when assessing the environmental impacts of aviation biofuels that result in reductions in emissions, the air quality impacts may be in the same order as the climate impacts. For example, paraffinic biofuels would be expected to eliminate SO_x emissions and reduce BC emissions by ~80% (Speth et al 2015).

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