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**Subject:** Manston DCO - Night Flights  
**Date:** 22 March 2019 19:13:52

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Further to my email below and following various further unclear statements from the sponsor of the project it now seems that whilst they may be "banning night flights" the expectation is that there will be up to 7 or 8 late arrivals each night. These arrivals are surely night flights and will of course have the same effect on residents under the flightpath as if they were. There is therefore not a ban on night flights. Surely if we are able to predict how many late arrivals there will be we should be able to program so they don't occur.

We are constantly told about just in time management of items being imported for the car industry many of which come by plane. It is time perhaps for the aviation industry to improve their planning an efficiency so that planes don't arrive late. Planes generally arrive late because they left their point of origin late so it should be possible to deal with this issue quite easily. In order to properly put the cost of this issue where it should be borne, with the industry itself rather than on the population affected, it would seem a sensible policy to adopt would be not to allow those late planes to leave their destination in the first place. The cost of lost product would be borne by the industry, encouraging them to do better. An alternative as I suggest below is to have a very significant fine for late arrivals of £50,000 to go to the local community for projects although this does not really mitigate being woken up, as you will be, 7 or 8 times a night 365 days of the year.

Adem

I note that at the recent meeting an RSP spokesperson stated that there would be no night flights either scheduled, unscheduled, chartered or programmed. Given the number of changes in stance from RSP on this application it is difficult to know what the true or ultimate position on issues like this either currently is or will be. Given the particular concern regarding night flights it is essential that the position is clear, unambiguous and certain for the entirety of the existence of the airport.

There are a number of questions that RSP need to answer;

1. How is this total and complete prohibition on night flights going to be evidenced and guaranteed on a legally binding and irrevocable basis for the perpetuity of the existence of the airport ? Is this something that you can enshrine in your decision to grant the DCO, if that is your ultimate decision ?
2. Will QC count now be zero?
3. If there are breaches including where planes are delayed, I assume this is the unprogrammed concept, can we have a contribution to the community fund, given there won't be many, of say £50,000 per breach so this is a meaningful deterrent as a few hundred pounds clearly is not and is the reason that in the past the S106 was pretty much ignored by previous airport operators and therefore redundant.

Over and above these points I think the definition of night needs to be examined especially due to the large number of houses with young children in occupation under an extremely low flight path. It is widely acknowledged that early years development for young children is key to future educational and life success. At these young ages of 3 to 5 years, children will likely go to bed at around 7 or 8pm. With night flights permitted until 11pm these children will be woken multiple times each and every night of the year including weekends which will lead to serious impairment of their learning and development. I believe a more appropriate curtailment of flights due to the unique nature of Manston airport and it's surrounding topography would be 8pm.

Clearly a night flight curfew goes no way in mitigating the day time effects on the many schools and nurserys under the flight path, evidence regarding which you will have seen, heard and received.

Lastly on an unrelated point I note that SHP have offered to lease the site to RSP for a period of 125 years, effectively a freehold. The conditions of the lease appear completely standard and I see no reason for RSP to have declined this offer especially as they now appear to be banning night flights (or are they really) and this protection to the residents of Ramsgate and Herne Bay would then be properly and legally enshrined within the lease terms.

Adem Mehmet

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