

Independent Commission
on Civil Aviation Noise

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Examining Authority
c/o Manston Airport Case Team
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To the Examining Authority,

Manston Airport: The Examining Authority's Third Written Questions and requests for information (ExQ3)

Thank you for the recent letter inviting ICCAN to contribute to your third written questions, which was passed to me from the Department for Transport on Wednesday 22 May 2019. Please note ICCAN's correct contact details above and update your details accordingly in order that we receive any further correspondence in a timely and direct fashion.

ExQ3 Ns.3.12

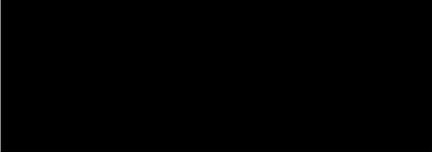
Turning to the question on which ICCAN has been invited to comment: as you may recall from our introduction on the day of the hearing at which we appeared, ICCAN is a new body and is in the process of building a team of commissioners and staff, as well as our expertise. We have recently published our first corporate strategy (available at bit.ly/CorporateStrategyICCAN), which sets out our intentions in terms of building that expertise. Given where we are in our set up, we are not in a position to comment specifically on the proposal that there should be a requirement in the draft DCO that the authorised development at Manston should have an SOAEL5 daytime of 60 dB LAeq,16hr (free field).

However, I would draw your attention to the Government's Aviation 2050 green paper¹, currently out for consultation, and particularly para 3.115, in which the Government proposes making more routine the setting of noise caps as part of planning approvals. While we cannot comment on the specifics of your proposal set out in Ns.3.12, nor the background and evidence of it making a

¹ <https://www.gov.uk/government/consultations/aviation-2050-the-future-of-uk-aviation>

positive effect, we would observe that it would be entirely in line with the Government's thinking on this issue. This will be a focus of ICCAN's work in the coming months.

Yours faithfully,



Sam Hartley
Secretary to the Commission