

We are writing to strongly oppose the revised 2.4 noise mitigation plan, especially night flights.

1.7 Any aircraft which has a quota count of 4 or more cannot take-off or land at the airport between the hours of 0600 and 0700.

What about during the hours between 2300 and 0600. 0600-0700 does not constitute night time hours! This does not prevent late planes louder than a cargo 747-400 landing during 2300 and 0600. An unlimited number of “unscheduled” and “late arrivals” could still land between 2300 and 0600.

1.8 The airport will be subject to an annual quota between the hours of 0600 and 0700 of 2000. Each landing and take-off at the airport during that time period is to count towards this annual quota. An aircraft is deemed to have taken off or landed during the time period if the time recorded by the appropriate ATC control unit as ‘airborne’ or ‘landed’ respectively falls within it;

Again there appears to be no restriction on numbers of flights that could arrive between 2300 and 0600. Does this mean that any late arrivals between 2300 and 0600 do not count towards the QC? If so then RSP could allow an unlimited number of late arrivals throughout the night. WE STRONGLY OPPOSE THIS. All late arrivals MUST be counted towards the QC. Given that RSP have stated again and again they do not need or want night flights and that late arrivals should be the exception why do they want to exclude them from the QC quota? This is far worse than anything allowed at any of the London airports.

1.12 The forecasts for the area enclosed by the 50dB(A) Leq16hr (0700-2300) contour shall not exceed 35.8 sq km, and the area enclosed by the 40dB(A) Leq8hr (23.00-07.00) contour shall not exceed 47.4 sq km. Future calculation, monitoring and reporting of the application and any breaches to the contour is discussed in Section 7 below

16.1 Permanent fixed noise monitoring terminals will be located under each of the aircraft departure flight paths at a distance of 6.5km from the start of take-off roll.

16.2 During the Day Time Period the operator of any departing aircraft that exceeds 90 dB LASmax at the relevant noise monitoring terminal will be subject to a penalty of £2000 and a further penalty of £150 for each additional decibel exceeded above 90 dB LASmax.

16.3 The operator of any flight departing between 0600 and 0700 aircraft that exceeds 82 dB LASmax at the relevant noise monitoring terminal will be subject to a penalty of £2000 and further penalties of £150 for each additional decibel exceeded above 82 dB LASmax.

Where are the noise caps for the airport? These appear to be entirely notational? Why will there only be 4 noise monitors 6.5km from start of roll on the departure paths only – none for arrivals and none in residential areas? Are RSP saying they will base the noise levels not on actual figures - no noise monitoring apart from those 4 monitors 6.5km away, but on hypothetical noise models? RSP must monitor the noise in residential areas under the flight paths and using actual noise monitors not forecasts or models.

Why is Ramsgate and Herne Bay not being afforded the same protection as London airports?