

**From:** [REDACTED]  
**To:** [Manston Airport](#)  
**Cc:** [REDACTED]  
**Subject:** NO TO NIGHT FLIGHTS  
**Date:** 05 July 2019 17:42:07

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Dear Sirs

We have just heard the news that Stone Hill Park aka the former Manston Airport has been sold to RSP (RiverOak Strategic Partners), which means they are clearly a step closer to achieving a DCO for the site. The spectre of night flights remains very real despite protestations from Tony Freudman (Director of RSP) on BBC Kent yesterday morning (Thursday July 4). We remain extremely concerned as Ramsgate residents who do not want any night flights, scheduled or chartered.

What is fuelling our concern is the ambiguity around the so-called Noise Mitigation Plan:

**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**

Meaning – they can land unscheduled and “late” at any time between 2300 and 0600. A 747-400 cargo plane is only QC4 on departure, so we can have “late” planes louder than a cargo 747-400 that are coming in all night with no limit on numbers.

**1.8 The airport will be subject to an annual quota between the hours of 0600 and 0700 of 2000 [quota points]. 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**

Meaning – there is NO QC limit between 2300 and 0600. So, the airport can use 2000 QC points over the year for the hour 0600 to 0700. Any “late” arrival between 2300 and 0600 doesn’t count towards that QC quota. This is extraordinary and means that RSP can have as many night arrivals as it likes, all through the night, of anything up to and including QC4, as long as they stop by 0600. It can then have an enormous number of flights of up to and including QC2 for that hour, then back to any QC they like for 0700 to 2300. This is much, much worse than anything we have lived through before. Proportionally, it is worse than is allowed in the London airports. It would be hell.

**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**

Meaning – this ‘pretend’ noise cap is not shown anywhere; will not be shown anywhere; is entirely notional; and leaves none of us knowing what it would mean in practice. It won’t be measured by actual noise monitors because there will be just 4 of them 6.5Km from start of roll on the departure

paths only. No noise monitors for arrivals and none in residential areas. The noise cap is a hypothetical construct and has no meaning in terms of limiting noise. Anyone who can hear a plane going over them will still be able to hear it. Noise mitigation is still well below what the London airports are offering. RSP is not planning to report, at all, on ACTUAL noise levels generated every year. So, no noise monitoring apart from those 4 monitors 6.5km away. Everything will be based on hypothetical noise models.

We would really appreciate some response to our emails passim.

My family all registered concerns via <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/manston-airport/?ipcsection=overview> as an interested party but have heard nothing, not even an acknowledgement.

I emailed this PIN last Wednesday (see attached) and have heard nothing.

What the hell is going on??

Regards

Grant and Sarah Duncan



Grant Duncan  
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