

From: [REDACTED]
To: [Manston Airport](#)
Subject: Manston Airport : comment on RSP's Noise Mitigation Plan
Date: 05 July 2019 22:38:08

Dear ExA,

My reference number is 20012168.

I wish to comment on RSP's Revised 2.4 Noise Mitigation Plan, which seems to me unclear and inadequate regarding night flights in several respects, as follows.

1. The Plan states (para 1.4) that "scheduled" flights will not be permitted between 23:00 and 06:00. It says nothing about *chartered* flights which, given that most ATMs in and out of Manston would be by freight planes, would probably be the large majority of flights. We should expect RSP, if granted a DCO, to exploit this loophole to the maximum extent, especially as previous attempts to make Manston profitable have failed and the only way to make it viable is through the extensive use of night flights. We should also expect RSP to accept a large number of "scheduled" flights arriving "late". The only way to be sure that none of this occurs is to insist on no night flights at all, except in cases of emergency. This means no QC. London City Airport does not have a QC - why should Manston be any different?
2. I note that RSP are trying to change the standard definition of "night" in terms of ATMs from 23:00-07:00, standard at other airports, to 23:00-06:00. Again, why should Manston be any different?
3. Re para 1.12, the provisions for a "noise cap" seem wholly theoretical. There is no way of knowing what it would mean in practice. Moreover, the provisions for monitoring actual noise are completely inadequate: there would be no noise monitors for arrival paths and only four for departure paths; no noise monitors would be located in residential areas.

Thank you for all your patient and hard work.

Yours faithfully,

Greg (Anthony Gregory) Shapland