

**From:** [REDACTED]  
**To:** [manstonairport@pins.gsi.gov.uk](mailto:manstonairport@pins.gsi.gov.uk); Richard Price  
**Subject:** Manston DCO Deadline 12.  
**Date:** 08 July 2019 19:39:17  
**Attachments:** [nnf19\\_exa\\_4wq\\_re\\_gc\\_wheeze.pdf.pdf](#)  
[nnf23\\_with\\_appendices - comments on nmp.pdf.pdf](#)

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## STATEMENT OF CONCERN

Dear Planning Inspectorate,

I write as a deeply worried local resident about the Manston Airport DCO.

I refer to the Applicant's Answers to Fourth Written Questions dated 29/06/19 (TR020002/D9/FWQ Examination Document).

At Ns 4.10, under the heading Quota Count Night Time, the Applicant says:

“ The applicant is therefore willing to reduce the quota count to 2000 (365\*5 being 1825), but this would be on the basis that late-arriving, emergency and humanitarian flights would be excluded from that total. If they are to be included as at present, then the Applicant would wish to keep the original figure of 3028.”

Applicant's Response: The NMP (at TR020002/D9/2.4) has been amended to reflect this, at paragraph 1.8.

If the Examining Authority allows this, it will be exposing the local residents to the threat of an unlimited number of night flights.

There would be nothing to stop the Applicant from allowing “late” arrivals to land at any time, at any noise level, between 2300 and 0600. This has never been consulted on, nor has it been modelled by the Applicant and presented for examination to the Examining Authority.

This has the potential to be extremely damaging to residents' health, well-being and the local economy. It is completely and utterly unacceptable.

I therefore wish object to the Examining Authority allowing the Applicant's suggestion at Ns.4.10 to remain in the Noise Mitigation Plan for the Manston Airport DCO.

The Applicant has consistently said to the public that it does not need night flights and that there will be no night flights. Let us hold the Applicant to that in the clearest possible terms in the Noise Mitigation Plan and in the draft DCO: no flights, scheduled, chartered, or otherwise labelled, late or on time, between 2300 and 0700.

Yours very concerned

Ruth

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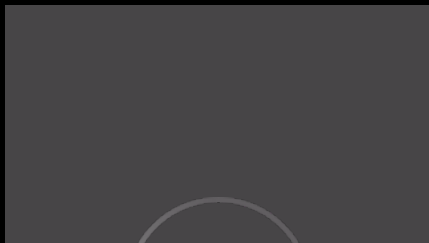
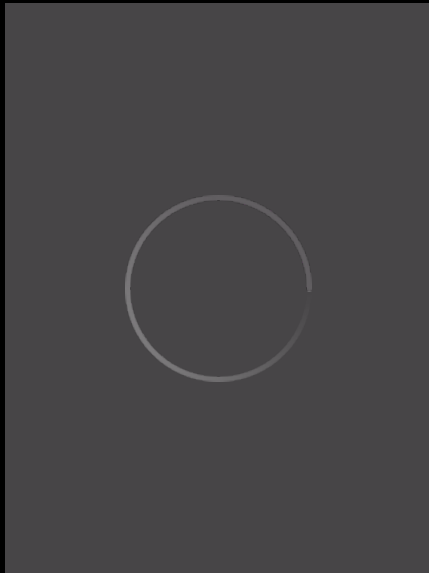
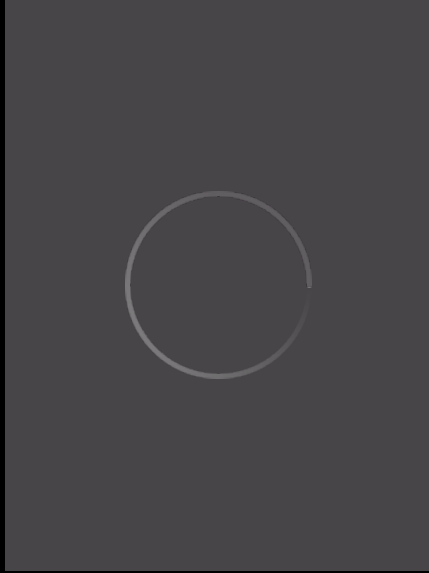
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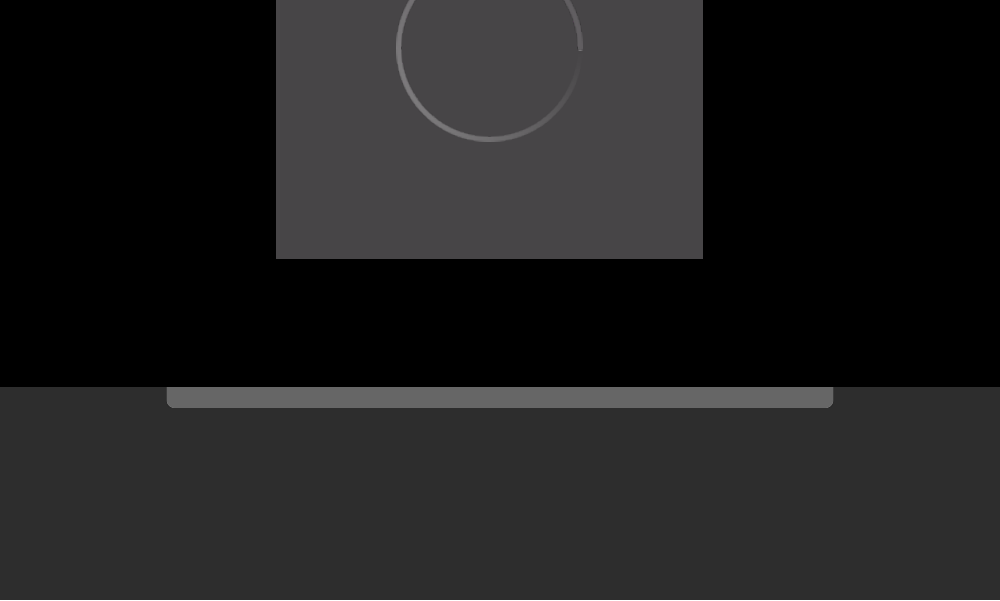


# NNF23 with Appendices - comments on NMP.p...

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**NNF19**

**Response from  
No Night Flights  
to ExA 4WQ**

20<sup>th</sup> June 2019



**NNF19 – response from No Night Flights to ExA 4WQ**

**No. 10 – Greater Street Night Time**

The applicant refers to the Transport 2 submission on page 4 states:

"The applicant has requested the right time scale used in 2018 that if a proposal for the right of night time flights now only consisting of short-term flights only, temporary and non-scheduled flights and charter flights between other than 2018 it is unlikely that these would be more than the passenger flights operating during the same time periods that are allowed with a time scale of greater than 1 month in year". The applicant is therefore willing to reduce the time scale from 120 to 180 days to support the right time scale, temporary, non-scheduled and charter flights would be included from the start of the year to be included as at present, but the applicant would wish to keep the current figure of 180.

**NO** The applicant agrees this commitment to the 180/180.

**Response from No Night Flights**

NFP's approach suggests that it takes it to be in negotiation with the DoT.

The change to the proposed right time scale suggested by the applicant must be understood by what it is and what it is not intended to be. The proposed right time scale NFP to operate an unlimited number of late night flights, which may include late night NFP to operate an unlimited number of flights on busy on 2018, all existing late night.

No night or weekend operation has been made to support the 180/180. The applicant offers the option to reduce the time scale and the supporting data about the operation of late night to be supported on part of a 180/180. This has proposed from NFP to be the option.

Please remember – the current late night, the applicant proposed to reduce the time scale and the supporting data about the operation of late night.

The right time scale being proposed by NFP is open to significant and regular change for the current operation and offers the option to reduce the time scale to be the option. The applicant will have to offer a right time scale that the late night to be the option.

The previous operation of late night, which includes 180/180, is not intended to be the option for the current operation. The applicant is not intended to be the option for the current operation. The applicant is not intended to be the option for the current operation.

**NNF19 – response from No Night Flights to ExA 4WQ**

10. The applicant is being 'open'.

11. The applicant is being 'open'.

