

## **KENT INTERNATIONAL AIRPORT – MANSTON**

### **NIGHT- FLYING POLICY**

#### **1.0 Introduction**

- 1.1 This night time flying policy is agreed between the Airport Owner and Thanet District Council (the Planning Authority) within the framework of the Section 106 Agreement already in existence between the two parties and extended by mutual agreement pending public engagement and negotiation of a successor agreement.
- 1.2 The Second Schedule of the existing Section 106 Agreement, paragraph 1.2, requires that the Owner will prepare the night-flying policy at least six months before the commencement of any regular night flying operations after consulting with the Council in accordance with processes set out in 1.3 of the Schedule. On an exceptional basis it has not been possible to comply with this requirement. Full Council agreed on 13 January 2005 that the principle of this policy for a six-month period be agreed. Minute 73 of 2005 refers. But this decision cannot be taken as an indication that any further applications from the Airport Owner will be either considered, or accepted.
- 1.3 From January 2005 onward, the Section 106 Agreement between the Airport Owner and the Council will be the subject of public consultation during a programme of public engagement. At the end of the period within which the Night-Time Flying policy is operational, it will be reviewed against monitoring reports by the Council and the Airport Owners.

#### **2.0 Purpose of the Night-Flying Policy**

- 2.1 The policy recognises the business need for the Owner to be permitted to land six passenger aircraft per week between the hours of 2300 and 2400 hours, and five passenger aircraft per week between the hours of 2400 and 0100 hours.
- 2.2 Adverse environmental impact, in particular noise, will be minimised, controlled and monitored via the content of this policy.

### **3.0 Period of Policy**

3.1 The policy will apply only, for the period between 1 April and 30 September 2005.

### **4.0 Aircraft Type, and Timetable**

4.1 The scheduled flights listed at Schedule 1 from the EU Jet Summer 2005 Timetable, will be the only night time flights permitted within the terms of this policy.

4.2 Passenger aircraft of Quota Count (QC) 0.5, from within the EU Jet fleet will be permitted to land during night time hours within the terms of this policy.

4.3 By exception, substitute aircraft for the 11 no. scheduled passenger arrivals may land within the night-time period. Subject to paragraph 6.2 regarding the reporting of reasons for substitution, and 7.2 regarding penalties.

### **5.0 Landing Direction and Route**

5.1 All 11 no. night time passenger arrival flights must carry out their final approach from the west, ie landing on runway 10. It is anticipated by the Council that during the summer months meteorological conditions will be such that this may be achieved. Any exceptions will be for aviation and safety reasons and these must be recorded and reported in accordance with Section 6 of the policy. Night time passenger flights arriving will adhere to routes as set out in the existing Section 106 Agreement.

### **6.0 Monitoring and Reporting**

6.1 On a weekly basis the Airport Owner will provide to the Council, by 13.00 hours each Monday, via e-mail, an Operational Report that records information of the previous week's night-time aircraft movements as detailed in Schedule 2. This will enable the Council to monitor this policy and to be advised of deviations from it with reasons.

- 6.2 By 17.00 hours on the 7<sup>th</sup> of each calendar month between May and October 2005, the Airport Owner will provide to the Council a Noise Impact Report for the previous calendar month relating to all night-time air traffic movements.
- 6.3 By the third week of October 2005, the Airport Owner will provide a Noise Impact Assessment report comparing the noise exposure contours and noise monitor readings for the period of the Night-Time Flying Policy against recognised standards and guidance. It is to include the provision of night-time period Leq and SEL noise contour maps covering all air traffic movements permitted under this policy between 1 April and 30 September 2005. Such maps to be provided in electronic and hard copy.

## **7.0 Penalties**

- 7.1 The Airport Owner agrees that any additional (to the permitted 11 no.) EU Jet aircraft scheduled to arrive between 23.00 hours and 07.00 hours will be subject to £1,000 fine.
- 7.2 The Airport Owner agrees that with respect to any substitute aircraft (paragraph 4.3) notified to the Planning Authority, if the QC of that substitute aircraft is 2 or greater, it will be subject to a £500 fine.
- 7.3 Fines shall be paid via the Council to the Kent International Airport Consultative Committee Charitable Community Fund. They will be reported quarterly to the Committee.

**SCHEDULE 1**

**KENT INTERNATIONAL AIRPORT, NIGHT-TIME FLYING POLICY**

**SCHEDULED EU JET PASSENGER ARRIVALS**

**1<sup>st</sup> APRIL 2005 - 30<sup>TH</sup> SEPTEMBER 2005**

<b>BELFAST</b>	Monday Tuesday Wednesday Thursday Friday	2310
<b>BELFAST</b>	Monday	0050
<b>FARO</b>	Friday	0040
<b>GIRONA</b>	Sunday	0030
<b>IBIZA</b>	Sunday	0020
<b>MALAGA</b>	Thursday	0030
<b>MALAGA</b>	Saturday	2350

**SCHEDULE 2**

**KENT INTERNATIONAL AIRPORT (MANSTON)**

**WEEKLY OPERATIONAL REPORT FORM - NIGHT-TIME FLYING POLICY 1<sup>ST</sup> APRIL 2005 - 30<sup>TH</sup> SEPTEMBER 2005**

Date	Flight No.	Type	QC	Arr/Dep	Runway	Time (local)		Wind Speed & Direction	Justification	TDC Comments
						Scheduled	Actual			

\* Denotes each of the 11 no. permitted passenger flights each week