

MANSTON AIRPORT DEVELOPMENT CONSENT ORDER EXAMINATION
LATE SUBMISSION FOR DEADLINE 7a
COMMENTS ON APPLICANT'S NOISE CONTOURS, ENVIRONMENTAL STATEMENT
AND NOISE MITIGATION PLAN
FROM LOCAL BUSINESS AND INTERESTED PARTY, FIVE10TWELVE LTD

1. In advance of the Issue Specific Hearings scheduled for the week commencing 3 June 2019, we would like to urgently draw the ExA's attention to a series of noise contour reports **produced by the Environmental Research and Consultancy Department, ("ERCD") of the Civil Aviation Authority, ("CAA")** which we expect to be provided by us immediately upon receipt from the CAA.
2. The CAA's ERCD reports are produced according to the ERCD Charter¹, which confirms that amongst the CAA ERCD's roles is *"to provide technical advice to the Department for Transport (DfT) and other Government departments under the terms of annual letters of agreement"*.
3. The CAA's ERCD Charter further states that the ERCD is available *"to provide technical advice, including the provision of noise exposure contours, to airport operators, local authorities and others on a commercial basis"*.
 - 3.1. Given the role that the CAA's ERCD will play in ultimately producing and determining the impact of noise exposure during the Applicant's proposed ACP and Aerodrome certification, it is unclear as to why the CAA's ERCD was not approached or preferred to produce the Applicant's own previously-submitted noise contours.
4. We believe the noise contours we have commissioned by the CAA's ERCD are of material significance to the hearings and to the issues at hand, specifically with regards to the Applicant's Environmental Statement, Environmental Impact Assessments and Noise Mitigation Plans and associated costings.

¹ Appendix 01: Charter for the Environmental Research and Consultancy Department (ERCD)

5. Further, we anticipate that the CAA's ERCD noise contour reports will call into question the issue as to whether the Applicant has in fact planned for a realistic 'worst case' scenario as it has previously maintained and is most surely required.
6. We further anticipate that the noise contour charts produced by the CAA's ERCD will also call into question the conclusions, submissions and Statements of Common Ground ("SOCG") of statutory bodies and Interested Parties that have been based on the assumption that the Applicant's previously submitted noise contours are indeed a realistic 'worst case'. This includes but is not limited to **Thanet District Council, Canterbury City Council, Dover District Council, Kent County Council, Public Health England, Historic England and Natural England.**

Background

7. In our submission to Deadline 5 of 27 March 2019, (REP5-121), we outlined a number of concerns, echoed by numerous other Interested Parties, statutory bodies and Local Authorities, with regards to the Applicant's noise methodology and production of noise contours which forms the basis of the Applicant's Environmental Statement, Environmental Impact Report, Noise Mitigation Plans and mitigation costings.
 - 7.1. These other parties include but are not limited to Historic England, (REP4-058), Thanet District Council LIR, (REP3-010), Canterbury City Council LIR, (REP3-246), Dover District Council (RR0490), and numerous public representations and submissions providing evidence of both historical noise monitoring data and testimony of lived experience during previous operations, (e.g. REP1-053, RR0537, RR2039, RR0530, RR1043, RR0009, RR1419, RR1994, RR1479, RR0631, RR0555 etc.).
8. These concerns and their impact were reiterated in our further submission to deadline 5, (REP5-074), specifically paragraphs 6 - 6.7, in which we requested at paragraph 6.5 that *"there should be an independent review and re-issue of the noise contours"* and at paragraph 6.5.3 that this should be conducted by the

Environmental Research and Consultancy Department, (“ERCD”) of the Civil Aviation Authority, (“CAA”).

9. In our submission of 27 March 2019 (REP5-121), we also stated our intention to engage a noise and vibration expert in order to conduct “*a distinct piece of work on the Applicant’s noise contours submitted*” and sought permission from the ExA to submit a late submission to Deadline 5 with the results. We had hoped to be able to submit the results within this timeframe.

- 9.1. In the event, the production of the noise contours was a longer process for the CAA’s ERCD than previously anticipated. We will be submitting these charts at the earliest possible opportunity and within hours of receiving them from the CAA. We have been advised that this is likely to be by close of play on 31 May 2019.

10. **Noise Contours**

In order to show the impact and variance of different levels of noise events, the CAA’s ERCD has produced noise contours plotted from 51 to 72 dB(A) in 3dB steps, which the CAA’s ERCD informed us was their standard approach for noise contour production. It is unclear why such plotting was not also provided by the Applicant in its own noise contour reports produced by its own commissioned consultants.

- 10.1. The attached noise contour reports have been produced by the CAA’s ERCD using CAA standard LAeq, 16hr modelling.

Data Sources and Methodology

11. **Fleet Mix**

We have previously echoed the ExA’s concerns and those of York Aviation and others expressed during the previous round of Issue Specific Hearings, (“ISH”), in relation to the Applicant’s Fleet Mix, as per paragraph 5.3.3 of our submission to DL5, (REP5-074).

- 11.1. In the interests of comparing ‘apples with apples’ and finding the best comparison with the Applicant’s own noise contours, however, the CAA ERCD noise contours were commissioned based on exactly the same commercial Fleet Mix as that submitted by the Applicant in Appendix 3.3 of the Environmental Statement (APP-044).
- 11.2. Nick Hilton of Wood, on behalf of the Applicant, confirmed during the ISH of 2 May 2019 at approximately 14:00hrs that this Fleet Mix was and is *“the basis of all forecasts used in the EIS”*, including the noise contours.
- 11.3. Whilst the commercial Fleet Mix used by the CAA’s ERCD is as per the Applicant’s own Fleet Mix at Appendix 3.3 of the Environmental Statement, (APP-044), the CAA’s ERCD noise contour reports commissioned also include the 38,000 General Aviation (“GA”) ATMs which the Applicant has confirmed will operate from the proposed airport, (REP7-002)².
- 11.4. Since it is our understanding that the Applicant did not include this number of GA ATMs or details of specific GA aircraft type for this number of ATMs in its own noise contours, the GA ATMs for the noise contour reports produced by the CAA’s ERCD have been based on a realistic balance of 58% Single Propellor, (SP), 15% Small Twin Piston, (STP), 15% Small Twin Turboprops (STP) and 12% Executive Jets (EXE3).
- 11.4.1. The percentage split of these different GA types has been taken from GA movements recorded at East Midlands Airport, which the Applicant has recognised as an appropriate comparison airport, during a single average day’s movements recorded on 9 May 2019³.

12. **ATMs**

The CAA ERCD noise contour reports commissioned are based on the Year 20 ATMs confirmed and used by the Applicant of 26,468 commercial ATMs, (REP7-002)⁴, plus the above-mentioned 38,000 GA ATMs.

² REP7-002, page 9, “New R21”, paragraph (ii)

³ Appendix 02: East Midlands Airport Flight Log, 9 May 2019

⁴ REP7-002, page 9, “New R21”, paragraph (i)

13. Flight Paths

In accordance with concerns we and others have raised with regards to the Applicant's assumptions regarding Flight Paths and the ExA's Question Ns.2.19 in its Second Written Questions, we concur that *"there can be no certainty that the proposed flightpaths which the (Applicant's) noise assessment is based on will be deliverable"* and that *"a worst case assessment would need to be based on flightpaths as previously operated when the airport was open"*.

- 13.1. The Applicant's own submitted Flight Paths and swathes are further unlikely since they appear to show all flights departing to the West with no indication of how or where such routes might change direction to the South or East or how much fuel would be burned before doing so for flights which may be routed to the African, European, East European, Middle East and Asian destinations listed by the Applicant as amongst its target markets.
- 13.2. We entirely reject the Applicant's Response to this question submitted at DL6 (REP6-012) in which the Applicant claims that *"it is highly unlikely that the identical flight paths, vertical and lateral, that were used when the airport was previously open would be accepted by the CAA as they would not represent best practice (having been based on obsolescent equipment and procedures) in the context of the requirements of CAP1616 and of FASI-S"*
- 13.3. It is our understanding that "worst case" must, by definition, include all levels of assumed likelihood and probability. As such, previously operated Flight Paths must also be included in any potential assumptions of worst case scenarios, however unlikely the Applicant may consider this in its own unsupported assertions.
- 13.4. As part of our brief to the CAA's ERCD department and before commencing the production of the noise contour reports, we confirmed in our brief to the CAA's ERCD in an email dated 13 May 2019 that:

“In the absence of any existing flight tracks since the airport is not currently operational, it is our understanding that historical flight tracks would be a credible option under CAP 1616 and FASI-S.”⁵

- 13.5. Our brief to the CAA's ERCD was accepted by the CAA precisely on this basis. As such, the Applicant's unsupported assertion that it is *“highly unlikely”* the previous flight paths would be accepted by the CAA under CAP 1616 and FASI-S is totally without merit.

14. **Runway Splits**

Thanet District Council's Local Impact Report, (REP3-010), raises concerns regarding the viability of the Applicant's preferred runway use, stating at paragraph 4.3.8, (bold added for emphasis):

*“The airport operator will seek to operate take-offs from Runway 28 and landings on Runway 10 subject to such operations being in accordance with CAA guidance and the aircraft operator's own limitations and safety management systems. **This provides no certainty that the airport will operate in this manner.**”*

- 14.1. In order to assess all possible scenarios - and thus incorporate a genuine and realistic worst case - our brief to the CAA's ERCD was to produce noise contour reports showing:

100% departures to the East

100% departures to the West

70/30 split departures between East and West

70/30 split departures between West and East

This accounts for more likely and realistic scenarios that may apply - and have applied historically - given operational changes that may be required due to weather conditions, aircraft weight and *“aircraft operator's own limitations and safety management systems”*.

⁵ Appendix 03: Email to CAA's ERCD department, dated 13 May 2019

Appendix 01

Charter for the
Environmental Research and Consultancy
Department (ERCD)
of the Civil Aviation Authority (CAA)

CHARTER FOR THE ENVIRONMENTAL RESEARCH AND CONSULTANCY DEPARTMENT (ERCD)

Mission

ERCD's mission is to provide a source of independent and impartial expert technical advice on the environmental effects of aviation to external and internal customers.

In accordance with the CAA's mission, values and guiding principles ERCD aims to offer independent and impartial advice by adhering to the highest standards of professionalism and integrity.

Roles

ERCD's roles are:

- a) to provide technical advice to the Department for Transport (DfT) and other Government departments under the terms of annual letters of agreement;
- b) to provide technical advice, including the provision of noise exposure contours, to airport operators, local authorities and others on a commercial basis; and
- c) to act as an internal consultancy on environmental matters to other parts of the CAA through a cross-charging mechanism.

Obligations

ERCD will:

- carry out its activities in an objective and impartial manner;
- produce results that stand up to challenges of credibility, reliability and objectivity;
- follow guidance laid down by Government on scientific analysis and policy¹;
- maintain corporate membership of the Institute of Acoustics and follow its ethical guidelines;
- publish the results of its research and analysis;
- not unreasonably exclude any stakeholder from access to its services;
- calculate costs to its customers on an equitable basis;
- encourage its staff in their professional development; and
- acknowledge that although it does not make regulatory decisions itself, it does provide advice to inform both DfT and CAA in making their regulatory decisions.

Review

This charter will be reviewed annually as part of standard risk management process.

¹ HM Government, *Guidelines on Scientific Analysis in Policy Making*, October 2005










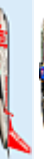











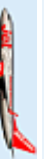


Appendix 02




























East Midlands Airport Flight Log
09 May 2019




























East Midlands area, Mode-S flight log (local time)
Flights below 1500ft




























Last Update 9-May-19 18:30
From 9-May-19 05:56




























Weather - EGNX 091720Z 02009KT 340V050 9999 FEW012 SCT026 07/06 Q1002


				Min Alt	<--- Min	Altitude First	---> Last	On First	Ground Last	Squawk
Mode S	Callsign	Reg	Type	Time (date)						
406F87	EXS4QD	G-JZHF	B738		18:25 (9)	300	300	FL110	Y	5263
406C01	GYRTE	G-YRTE	A109		18:23 (9)	275	1,575	375		4550
40712E	BCS1443	G-DHKC	B752		18:15 (9)	325	325	FL310	Y	6254
400CAA	CG61	G-IURF	F406		17:59 (9)	375	3,975	375		4550
4CA78F	RYR45WP	EI-FTV	B738		17:51 (9)	225	FL139	225	Y	2325
4CA9D2	RYR72NG	EI-EVJ	B738		17:50 (9)	300	300	FL203		5417
4CA847	RYR3851	EI-EKY	B738		17:48 (9)	225	FL157	225	Y	3576
4077C3	REV1OS	G-OSFL	BE20		17:35 (9)	425	FL100	425		1072
4CA7B7	RYR5141	EI-EGB	B738		17:32 (9)	325	325	FL288	Y	0257
406F87	EXS80SH	G-JZHF	B738		17:24 (9)	300	FL118	300	Y	5471
40702E	EXS65C	G-JZHH	B738		17:21 (9)	350	350	FL295	Y	2710
503DB6	TCX830	LY-VEG	A321		17:16 (9)	325	325	FL175	Y	4725
405688	GJCOP	G-JCOP	AS50		17:07 (9)	775	1,175	875		4571
4036D5	GDACF	G-DACF	C152		17:04 (9)	950	1,050	1,075		7000
40633F	EXS1U	G-GDFB	B733		17:03 (9)	375	375	FL218	Y	2262
400B36		G-STUY	R44		16:57 (9)	875	1,075	875		
4070E2	EXS3ER	G-JZHN	B738		16:52 (9)	300	300	FL202		7727
40660E	TOM3YH	G-FDZZ	B738		16:42 (9)	425	425	FL173	Y	4234
5110DD	BEE1EG	ES-ATA	AT76		16:39 (9)	300	300	FL146		1445
400A12	EXS031E	G-CELY	B733		16:37 (9)	350	FL140	350	Y	5255
4067CE	ELE13	G-WPDD	EC35		16:35 (9)	975	1,175	975		0036
4CA4B1	RYR101	EI-SEV	B737		16:34 (9)	300	FL279	300	Y	7621
4CA7B7	RYR65VE	EI-EGB	B738		16:32 (9)	300	FL167	300	Y	6616
40702E	EXS650	G-JZHH	B738		16:13 (9)	250	FL167	250	Y	4062

				Min Alt	<--- Min	Altitude First	---> Last	On First	Ground Last	
Mode S	Callsign	Reg	Type	Time (date)						Squawk
43E9D5	JCB1	M-JCBB	G650		16:11 (9)	250	250	FL247	Y	1154
4036D5		G-DACF	C152		16:07 (9)	1,050	1,050	1,050		
40411D	GBYFR	G-BYFR	P32R		16:05 (9)	225	225	3,925		4550
AA83F3	N777KK	N777KK	GLF4		16:01 (9)	300	300	FL130		6356
43C09D	SNPSHT01	ZJ692	GLEX		15:58 (9)	250	4,975	2,750		3622
43C09F	FIREBIRD	ZJ694	GLEX		15:57 (9)	825	FL69	2,300		3621
5110DD	BEE6DL	ES-ATA	AT76		15:40 (9)	275	FL130	275		7757
4CA6AA	RYR7SL	EI-DYW	B738		15:38 (9)	275	FL260	FL205	Y	2234
4036D5	GDACF	G-DACF	C152		15:36 (9)	1,025	1,025	1,075		7000
4CA1C3	RYR3NN	EI-DAL	B738		15:35 (9)	225	FL124	225		5435
503DB6	TCX78JZ	LY-VEG	A321		15:32 (9)	250	FL145	250	Y	3112
4036D5		G-DACF	C152		15:24 (9)	1,000	1,000	1,075		7000
406FE1	GCIWO	G-CIWO	AS50		15:21 (9)	1,175	1,200	1,175		4550
4071BA	BEE3VP	G-PRPG	DH8D		15:20 (9)	300	300	FL240		1437
40660C	TOM15D	G-FDZY	B738		15:18 (9)	350	350	FL370	Y	1161
401057	GTAYC	G-IAYC	GLF4		15:09 (9)	0	0	0	Y	Y
4070E2	EXS60RT	G-JZHN	B738		15:08 (9)	225	FL201	250		7463
404BC1	GTAPS	G-IAPS	P28T		15:06 (9)	425	425	1,625		4551
4076DD	EXS64G	G-DRTH	B738		14:58 (9)	300	FL165	300		5357
406D96	BEE3UC	G-PRPL	DH8D		14:50 (9)	275	325	FL215	Y	7721
4065D5	GZIPE	G-ZIPE	A109		14:49 (9)	900	1,400	1,400		4550
4CA9D2	RYR71UK	EI-EVJ	B738		14:49 (9)	200	FL204	200	Y	1402
4CA980	RYR49DQ	EI-ESY	B738		14:43 (9)	275	275	FL350	Y	0535
4006EE	EXS8ZW	G-GDEI	B733		14:41 (9)	275	FL220	275	Y	0525
4CA6AA	RYR71LN	EI-DYW	B738		14:38 (9)	200	FL240	200	Y	7452
4CA78F	RYR2DP	EI-FTV	B738		14:37 (9)	275	275	FL253	Y	6346
4071BA	BEE1VN	G-PRPG	DH8D		14:35 (9)	275	FL233	275	Y	7341

				Min Alt	<--- Min	Altitude First	---> Last	On Ground First	Last	Squawk
Mode S	Callsign	Reg	Type	Time (date)						
40763B	HLE54	G-SHLS	A109		14:32 (9)	300	800	300		0020
AA0D7D	N747KS	N747KS	C510		14:13 (9)	1,150	1,150	FL158		1461
4CA8E9	RYR64GJ	EI-ENX	B738		14:07 (9)	275	275	FL210	Y	2162
406D96	BEE9VH	G-PRPL	DH8D		13:44 (9)	275	FL123	275	Y	1257
4CA980	RYR6GZ	EI-ESY	B738		13:36 (9)	300	FL233	300	Y	7461
4CA78F	RYR603K	EI-FTV	B738		13:32 (9)	225	FL247	225	Y	5360
404BC1	GTAPS	G-TAPS	P28T		13:29 (9)	500	1,600	500		4551
40763B	HLE54	G-SHLS	A109		13:27 (9)	400	400	600		0020
AA0D7D	N747KS	N747KS	C510		13:26 (9)	1,000	FL131	1,000		7721
4036D5	GDACF	G-DACF	C152		13:23 (9)	975	975	1,175		
40660C	TOM31Y	G-FDZY	B738		13:17 (9)	275	FL142	275	Y	3546
407017	GDGRE	G-DGRE	G2CA		13:13 (9)	1,075	1,475	1,400		7000
4CA1C3	RYR46GF	EI-DAL	B738		13:13 (9)	275	275	FL137		7726
4036D5		G-DACF	C152		13:13 (9)	1,025	1,025	1,025		
40633F	EXS26K	G-GDFB	B733		13:09 (9)	300	FL162	300	Y	5374
4036D5	GDACF	G-DACF	C152		13:02 (9)	1,050	1,075	1,125		
407017		G-DGRE	G2CA		12:57 (9)	1,075	1,075	1,075		
40660E	TOM3YX	G-FDZZ	B738		12:51 (9)	275	FL230	275	Y	7450
4036D5		G-DACF	C152		12:42 (9)	1,050	1,050	1,125		
405F79	BEE9DW	G-ECOP	DH8D		12:33 (9)	425	425	FL240		5674
406E55	VCG3LI	G-GILB	C510		12:31 (9)	300	FL129	300		5273
406FE1	GCIWO	G-CIWO	AS50		12:29 (9)	1,350	1,375	1,375		7000
40712E	BCS6892	G-DHKC	B752		12:28 (9)	325	FL380	325	Y	4146
403C3B		G-HMEC	R22		12:11 (9)	1,175	1,175	1,175		
401E92	REV71D	G-EGLT	C310		12:05 (9)	475	FL87	475		3446
400A79	BEE2WA	G-JEDI	DH8D		11:59 (9)	500	500	FL157		5434
405F79	BEE6LK	G-ECOP	DH8D		11:47 (9)	300	FL159	300		6461

				Min Alt	<--- Min	Altitude First	---> Last	On First	Ground Last	
Mode S	Callsign	Reg	Type	Time (date)	Min	First	Last	First	Last	Squawk
4071BA	BEE1MH	G-PRPG	DH8D		11:42 (9)	325	325	FL203		2215
4036D5		G-DACE	C152		11:32 (9)	1,050	1,050	1,050		
39666A	FPO1362	F-GZTK	B734		11:25 (9)	300	FL144	300	Y	5726
396668	FPO101T	F-GZTL	B734		11:24 (9)	400	400	FL251	Y	6325
4036D5		G-DACE	C152		11:20 (9)	1,000	1,100	1,050		
40202B		G-BKEW	B06		11:16 (9)	650	650	650		
400A79	BEE9WK	G-JEDT	DH8D		11:14 (9)	300	FL115	300		3416
A9766C	N709EL	N709EL	BE40		11:09 (9)	300	300	FL90		4221
406C60	GLSCW	G-LSCW	GLF5		10:41 (9)	300	300	FL224	Y	2054
4071BA	BEE3JM	G-PRPG	DH8D		10:31 (9)	300	FL156	FL339		5476
403173	GLFSW	G-LFSW	P28A		10:14 (9)	1,225	1,325	1,225		4572
3423D0	BCS903P	EC-JQE	AT72		10:14 (9)	375	FL169	375	Y	1246
406F43	CTK06	G-EMHE	A109		10:10 (9)	625	2,025	625		4550
400CAA	CG61	G-IURF	F406		09:53 (9)	525	525	3,925		4550
4036D5		G-DACE	C152		09:51 (9)	1,050	1,050	1,150		7000
4077C3	REV1OS	G-OSFL	BE20		09:44 (9)	300	300	FL150		7225
4CA8E9	RYR8H	EI-ENX	B738		09:25 (9)	225	FL146	225		7675
4CA7B7	RYR1KE	EI-EGB	B738		09:21 (9)	325	325	FL247	Y	5227
400C90		G-SCIP	TRIN		09:09 (9)	1,400	1,900	1,400		7000
4CA4B1	RYR99	EI-SEV	B737		09:04 (9)	275	275	FL197		7775
4076DD	EXS1AC	G-DRTH	B738		09:00 (9)	350	350	FL217	Y	7251
40710E	BEE4RL	G-PRPI	DH8D		08:57 (9)	275	275	FL167	Y	2060
4061A3	TCX1398	G-POWD	B763		08:54 (9)	325	325	FL215	Y	1452
43E9D5	JCB1	M-JCBB	G650		08:47 (9)	350	FL131	350	Y	2756
400CB0	REV73A	G-BODY	C310		08:46 (9)	300	300	6,000		7672
406F87	EXS4G	G-JZHE	B738		08:44 (9)	300	300	FL156	Y	7670
401E92	REV71C	G-EGLT	C310		08:39 (9)	300	300	FL100		7732

				Min Alt	<---	Altitude	---	On	Ground	
Mode S	Callsign	Reg	Type	Time (date)	Min	First	Last	First	Last	Squawk
4070E2		G-JZHN	B738		08:36 (9)	275	275	FL143		1145
43EA47	VSBO1	M-CDMS	BE20		08:28 (9)	375	375	FL150	Y	1464
4CA78F	RYR9RM	EI-FTV	B738		08:24 (9)	300	300	FL201		2214
4061A3	TCX1398	G-POWD	B763		08:21 (9)	0	0	0	Y	1452
4CA8D6	RYR7SX	EI-ENK	B738		08:14 (9)	300	300	FL174	Y	5245
4CA9D2	RYR779Z	EI-EVJ	B738		08:11 (9)	300	300	FL194		5242
4CA6AA	RYR113F	EI-DYW	B738		08:08 (9)	300	300	FL177	Y	5223
40710E	BEE8LY	G-PRPI	DH8D		08:06 (9)	300	FL177	300		5476
40411D	GBYFR	G-BYFR	P32R		08:02 (9)	300	3,975	300		4550
4006EE	EXS72UT	G-GDFT	B733		07:59 (9)	350	350	FL275	Y	4756
4CA847	RYR4HU	EI-EKY	B738		07:50 (9)	275	275	FL222		3466
43EA47	VSBO1	M-CDMS	BE20		07:48 (9)	450	FL80	450	Y	6224
43EA45	MDMBP	M-DMBP	LJ40		07:47 (9)	550	FL410	FL343		7323
401E92	REV71A	G-EGLI	C310		07:44 (9)	675	FL80	675		4473
4CA980	RYR1924	EI-ESY	B738		07:43 (9)	325	325	FL219	Y	5237
40633F	EXS16TE	G-GDFB	B733		07:37 (9)	350	350	FL207	Y	0523
406F43	CTK06	G-EMHE	A109		07:32 (9)	675	675	2,875		6161
40712E	BCS6891	G-DHKC	B752		07:31 (9)	375	375	FL199	Y	2032
406E55	VCG1LI	G-GILB	C510		07:20 (9)	275	275	FL263		6376
40702E	EXS49R	G-JZHH	B738		07:17 (9)	350	FL169	FL220		7506
400CA9	REV51B	G-FIND	F406		07:14 (9)	375	FL100	375		7737
503DB6	TCX29G	LY-VEG	A321		06:54 (9)	325	325	FL230	Y	2701
4064A4	TON5PH	G-FDZX	B738		06:44 (9)	425	425	FL259	Y	4726
39666A	FPO1361	E-GZIK	B734		06:42 (9)	325	325	FL309	Y	2154
4CA8E9	RYR535	EI-ENX	B738		06:39 (9)	275	275	FL149	Y	1454
40660E	TOM6GV	G-FDZZ	B738		06:37 (9)	375	375	FL254	Y	1165
40665E	TOM7KC	G-IAWC	B738		06:34 (9)	350	350	FL281	Y	2702

				Min Alt	<---	Altitude	--->	On Ground		
Mode S	Callsign	Reg	Type	Time (date)	Min	First	Last	First	Last	Squawk
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
407118	REV2140	G-RVLY	F406		06:11 (9)	250	250	FL100		7734

Appendix 03

Email to CAA's ERCD, dated 13 May 2019

30/05/2019

Gmail - Re: Manston Airport Noise Contour Maps (proposal)



Jason Jones-Hall <[REDACTED]@gmail.com>

Re: Manston Airport Noise Contour Maps (proposal)

1 message

Jason Jones-Hall <[REDACTED]@gmail.com>

Mon, May 13, 2019 at 11:38 AM

To: [REDACTED] <[REDACTED]@caa.co.uk>

Cc: Samara Jones-Hall <[REDACTED]@gmail.com>

Hi [REDACTED] hope you had a good weekend.

First of all, apologies for all the recent changes and any confusion this may have caused.

I can see [REDACTED] has already been in touch regarding some of her changes and mentioned we would be in touch separately with our own requirements for an additional scenario.

To keep this as simple as possible

- 1) Flight tracks are as per previous instructions and as attached, i.e. based on historical flight tracks from Manston. In the absence of any existing flight tracks since the airport is not currently operational, it is our understanding that historical flight tracks would be a credible option under Cap 1616 and FASI-S.
- 2) Runway splits are as per previous instructions - i.e. 100% East, 100% West, 70/30 East and 70/30 West.
- 3) I have attached a spreadsheet with our Fleet Mix scenario for Runway 28 and Runway 10, (two separate sheets in the same Excel workbook). I have already put in the calculations for peak day movements, based on ATMs divided by 365 and rounded as discussed, so these should be good to go. I have also put in the General Aviation splits according to ANCON types, as per your last email.
- 4) No night operation scenario is required for this mix - it will be daytime only.

Please let me know if you need any further information on this.

Re: Contracting/Payment

[REDACTED]

Once again, sincere apologies for any confusion caused with these late changes and thank you very much for your patience and assistance.

As far as this particular scenario is concerned, we are good to go from our side and keen to progress this ASAP. Please revert with contract and payment details and also ETA for completing this scenario.

Kind regards
Jason