

LAAG Comments - Section 106 Agreement/Conditions

Section 106 Agreement/ CD17.1:

Definitions

- Definition of 'Aircraft' should be added
- Definition of 'Helicopter' should be added (and for completeness, definition of 'Gyroplane' and 'Rotocraft')

“Operate”

Operate should be amended to read:

“means in relation to:

1. the Runway Extension, the use of the Runway Extension by Aircraft departing from or landing at the Airport”

Definition “Emergency and Government Activities”

(1) The movement of organs is a commercial operation and should be capped at no more than 104 movements per year.

(2) Activities should be operational only as the activities are for the public good. Training is a commercial operation and should be excluded.

Activities under 4., 5. ,6. should be excluded as they are covered by 2.

Definition of “Public Transport Aircraft”

(1) “Public Transport Aircraft” should be amended to read:

means:

1. an Aircraft flying, or intended by the operator of the Aircraft to fly...
2. an Aircraft flying, or intended by the operator of the Aircraft to fly...
excluding Aircraft flying or intended to fly...

(2) The exclusions should only be Air show and Emergency and Government Activities. Charity flights, parachuting, training and support services should be excluded.

Runway 03

Should refer to Aircraft not Aeroplanes

Runway 21

Should refer to Aircraft not Aeroplanes

6.2/7/13 The Camber Road (C24)/Signage Strategy/Air Quality

Question why the airport should be released from 6.2 as directed in 6.2.7. Satellite navigation systems will direct East Sussex traffic to the C24. Signage will not deflect traffic. While the existing road remains intact ie before any road widening/changes - Lydd Airport should continue to contribute to traffic management measures - once every five years - liability no greater than £25,000 in the first five years. This figure should then be adjusted annually for inflation, provided the traffic count as defined in 6.2.5 increases in any given year by an excess of 5%. When a decision to widen/change the C24 road in the light of the build up in traffic is made, Lydd Airport should continue to contribute to a fund which is used to monitor traffic emissions. This fee should be paid once every five year. The base figure should be the inflation adjusted traffic management fee and this should be adjusted annually for inflation, provided the traffic count as defined in 6.2.5 increases in any given year by an excess of 5%.

9.1: Noise Management Plan

As it stands Lydd Airport could grow its business to say 300,000ppa using aircraft types (except for the Embraer 190 series) shown in the Common ground statement CD (4.4) (LAA) 3.19 without any noise management restraints.

All references to Aeroplane with a maximum take- off weight of 45 tonnes should be replaced with “all Public Transport Aircraft” as defined on page 7

10. Operational Restrictions

10.2 There should be onus on gyroplanes and military helicopters to follow the north westerly noise preferential route? They should be included and specified.

10.4.1 - Should read “aeroplane and rotorcraft flight movements” or “Aircraft movements”.

14. Airport Consultative Committee

(f) The aircraft movements should be given by type of aircraft. See formation given by BAA to the Southampton Airport Consultative Committee - see attached

Conditions/CD 17.2:

Definitions

-Amend definitions and omissions as above.

Time Condition

The runway and the terminal should be commenced within 5 years from the date of the permission. The ten year lead time for the terminal demonstrates the absence of need.

Operational Management

(1) There should be a condition limiting aircraft movements during the period in which a train carrying a spent fuel flask travels past the end of the runway.

(2) Excluding government activities from the helicopter definition means military helicopter numbers are unrestricted. The limit on helicopter movements should better reflect the base of non exempt helicopters.

In CD 1.34A - *Response to Queries Relating to Noise Impacts of the Proposed Runway Extension, August 2008 (Volume 7 of 8), 2.7, Clarification on Helicopter Noise, Page 17*(see also Appendix 5- Tower Logs with Helicopter movements highlighted) the airport state (2.7.4) that the helicopter proportion in the 2005 tower logs (log of aircraft types taken from the control tower) was 14 in a total of 211 movements or 6.6% in the period under consideration (February 11th -23rd, 2005).

Ten (71%) of the 14 helicopter movements are my military helicopters. These helicopters are exempt from the restrictions since the helicopter movement cap is given as 1200 movements per annum excluding Emergency and Governmental Activities and the Air Show. Government includes military helicopter movements for which there will be unlimited movements.

The non exempt helicopter movements represent 1.9% of total movements (4 movements out of 211) and 1.9% of 40,000 is 760 movements. The statement should be changed to the following.

The annual number of helicopter movements shall be limited to 800 movements per annum (excluding Emergency and Governmental Activities and the Air Show).

The airport claims there were 1200 helicopter movements in 2005. If we assume the same proportion (71%) is represented by military helicopters this gives a figure of 852 military helicopter movements and implies a figure for non exempt helicopter movements of 348. Therefore, the 800 movements per year cap still allows for more than a doubling of the current non exempt level of helicopter movements.