



Lydd Airport Action Group

www.lyddairportaction.co.uk

Preserving ♦ Protecting ♦ Defending ♦ Romney Marsh

July 13th, 2011

Terry Ellames
Shepway District Council
Civic Centre, Castle Hill Avenue
Folkestone, Kent, CT20 2QY

Dear Terry

Lydd Airport - additional comments - conditions

LAAG would like to make two further recommendations relating to the Conditions Agreement (CD 17.2).

(1) Use of RNAV Flight Procedures

As LAAG highlighted in our response to the planning application (CD 3.6) and in our evidence (LAAG/10/A (3.21- 3.27) and LAAG/10/E (4.7)), new RNAV flight procedures (paths) were introduced at Lydd Airport in 2009. None of the environmental studies in the Environmental Statement was based on these procedures; nor were these procedures taken into account by the HSE.

LAA claims that the RNAV flight procedures for runway 21 will only be used as back up for the Instrument Landing System (ILS) procedure. LAAG disputes this assertion believing that the saving in track miles afforded by these flight procedures will lead to their use by airlines.

To ensure the environmental impacts of flight procedures conform to the Environmental Statement there should be a condition stating that: The RNAV approach procedures to runway 21 (CD 16.5 and CD 16.6) should only be used when the Instrument Landing System procedure (CD 16.13) is unavailable.

(2) Condition controlling night flying condition

LAA is promoting the control of night flying as an advantage of the proposed airport's development. It points out that if the development does not go ahead residents will be vulnerable to night flying since the airport has a 24 hour licence. To ensure the advantage of restricted night flying is locked-in for residents, the night flying condition should itself be conditioned to remain intact for the outstanding period of the long term lease between Shepway District Council and LAA.

24.1 of CD 17.2 should read:

Following the Runway Extension coming into Operation, no Flight Movements, except in relation to Emergency and Governmental Activities as defined, shall be permitted from the Airport between 23.00 and 07.00 hours. This condition is to remain in place for the outstanding period of the lease between Shepway District Council and LAA.

This is to ensure the commitment to restrict night flying remains intact and is designed to prevent the airport returning to the Council for a withdrawal of the condition in the future. Manston Airport provides an example of the scenario that is likely to arise at Lydd without this overriding condition. Manston Airport is lobbying to introduce night flying and has employed York Consulting to provide the “job carrot” for councillors - night flying would bring 3000 jobs - See Appendix 1.

Yours sincerely

Louise Barton
Lydd Airport Action Group
The Hook
Madeira Road , Littlestone
Kent ,TN28 8QX,
01797 361 548
blmbarton@aol.com, www.lyddairportaction.co.uk