

TMBC SUMMARY NOTE RELATED TO MATTERS RAISED BY THIRD PARTIES -14.11.2014

More significantly both authorities will be powerless to control the airports operational activity, air movements on the concrete runway could easily accommodate over 100.000 per annum, if this level was required to sustain profitability and from financial evidence obtained showing the current assets of the airport operators amount to £19,000 and profit generated during one of their recent busiest years was £860.00, there is no economical evidence 40,000 estimated air traffic movements per annum will produce sufficient operational running costs. Particularly after commercial business rates are reassessed on completion of any airport reconfiguration. It is worth noting they are now still on transitional rates.

Based on similar scenarios (Redhill Aerodrome) it was considered 80.000 air movements a year would be a more realistic figure. No noise or other assessments have been commissioned to determine how this ridiculous volume of air traffic movements if reached would impact local people and the entire area.

The Town and Country Planning act section 3 recommends assessment of potential significant effects, noise scenarios for 40,000, 50,000, 60000, 70,000 or 80,000 air movements per annum, worst case scenario should be realised.

The Rochester Airport Masterplan document cites 400-500 air movements on a typical busy day over an operational 8 hour period, 250 flights could take off towards the northern residential area which is designated in the CAA AIP as noise sensitive. This would indicate the volume of aircraft passing overhead equates to an average rate of an aircraft taking off or landing every, $(8 \times 60) / 250 = 1.92$ minutes of aircraft movement throughout the day, an unprecedented intolerable nuisance/burden for all the community. The applicants' noise report does not model such levels of intense activity.

The concrete runway modelling shows no significant benefit in noise reduction which is contrary to Medway council publicity on reduced noise benefit in support of a paved runway. In fact the ground noise is 5dB higher.

Whilst the building plans appear sufficiently detailed, the site plans showing the runway position is worthless and not CAA compliant.

If the proposal is to pave 02L/20R on the current alignment and position the standard Runway End Safety Area (RESA) will extend beyond the airport boundary possible onto the M2 Motorway, the Highways Agency may query this?

The (RESA) has to be a clear unobstructed area. The taxi way is not permitted to encroach into it. Why does the site design show the taxi way in the RESA?

Rochester Airport have stated that the replacement runway will be no longer than the existing grass one but there are no tables in the document showing thresholds or specific distances for comparison. The site plan runway and taxi way is not a true representation of the end product.

Any changes to the freshhold points, direction or variation to standard design rules for a concrete replacement runway are subject to more stringent CAA approval, where are these CAA approval documents?

There are no CAA approval documents with this application to ensure the safety of pilots and surrounds, why?

There is no Object Limitation Surface study to show potential dangers for pilots?

Please note that the Medway council Tender document shows 02R/20L TORA; TODA; ASDA; LDA at 690 meters not 684 shown in the table. When did the CAA and Medway council approve the extension of 02R/20L or did Rochester Airport Limited arbitrarily make the decision to increase its length? Similarly to the way they arbitrarily decided to reinstate and approve circuit flying at weekends and Bank Holiday times, without consultation with residents.

Clarify the current status and relevance of the TPS Rochester Airport Option Study.

The proposed tarmac runway would run N-S with planes being able to take off in either direction. What percentage of planes took off in each direction as those taking off to the south would have a greater impact and if the majority were taking off in a northerly direction then this would have a reduced impact upon T & M borough?