

Kent International Airport

IATA/ICAO CODE: MSE/EGMH
CITY: N. Caterbury
COUNTRY: UK

AIRPORT CONTACT

No changes reported by the airport in 2011
[Verify information below with the airport](#)

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ELEVATION: 178 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (ft)	Glide Slope(deg)	Width (m)
10/28	2752(m)	-	3	61(m)

NOISE ABATEMENT PROCEDURES

See AIP UK for details

a. Operators of all aircraft using the airport should ensure that at all times their aircraft conform to the noise abatement techniques laid down for that type of aircraft and that operations are conducted in a manner calculated to cause the least possible disturbance practicable in areas surrounding the airport.

b. All aircraft inbound and outbound from this airport are required to conform to the following procedures, notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger, and to achieve standard separation.

c. Unless otherwise instructed by ATC or unless deviations are required in the interest of safety, all jet aircraft and all aircraft over 5700 kg MTWA departing the airport are subject to the following Noise Preferential Routings:

i. Runway 10 – to climb straight ahead until 4 DME MOZ, then as directed by ATC;

ii. Runway 28 – to climb straight ahead to 1.5 DME (1 MSN) then track 310° M until 5 DME (1 MSN), then as directed by ATC.

iii. If pilots are unfamiliar with Manston Noise Preferential Routings the complete routing will be passed. However, if pilots are familiar with these procedures the ATCO may say, 'After departure standard 28 (or 10) noise routing (followed by any additional instructions)'. Airways clearance will always be given separately.

iv. From Runway 28, aircraft joining Airways at DVR VOR will, subject to traffic or weather, following the Noise Preferential Routing on departure.

v. VFR aircraft, subject to Noise Preferential Routeings will not jeopardise their VFR status, and where possible avoid large areas of population.

vi. The use of these routes is supplementary to noise abatement take-off techniques. After take-off, pilots should ensure that they are at a minimum height of 500 ft aal before commencing any turn..

d. For environmental reasons operators of all aircraft equipped with reverse thrust are to avoid its use after landing, consistent with the safe operation of the aircraft.

e. Unless otherwise authorized by ATC, the preferred approach for all jets and all aircraft over 5700 kg MTWA will be procedural or radar assisted. Radar vectoring will not be below 2500 ft (QNH) until over the sea.

f. For visual approaches (IFR Flights) the following limitations apply:

i. All jets and aircraft exceeding 5700 kg MTWA will maintain 2500 ft (QNH) until established on final approach when they will descend on the equivalent of a 3 degree glide path.

g. Visual Circuits

i. All jets and aircraft exceeding 5700 kg MTWA: Circuit height 1700 ft (QNH)/1500 ft (QFE)

1. Runway 28 Left-Hand Circuit:

Climb on runway heading until circuit altitude/height before turning crosswind. Base leg over the sea. Maintain circuit altitude/height until on final approach, then descend on the equivalent of a 3 degree glide path.

2. Runway 28 Right-Hand Circuit:

Climb on Noise Preferential Routing until at circuit altitude/height and 5 DME (1 MSN). Crosswind, downwind and base legs are to be flown over the sea. The downwind leg should be aligned parallel to and 2 nm or more from the runway center line. Maintain altitude/height until on final approach, then descend on the equivalent of a 3 degree glide path.

3. Runway 10 Left-hand Circuit:

Climb on a runway heading until circuit altitude/height, the heading to be maintained until the crosswind leg can be achieved over the sea. Downwind leg over the sea aligned parallel to and 3 NM or more from the runway center line. Base leg to be flown in such a way as to avoid densely populated areas. Maintain a altitude/height until on final approach, then descend on the equivalent of a 3 degree glide path.

4. Runway 10 Right-hand Circuit:

Climb on a runway heading until circuit altitude/height, the heading to be maintained until the crosswind leg can be achieved over the sea. Thereafter the downwind and base legs are to be flown in such a way as to avoid densely populated areas. Maintain altitude/height until on final approach, then descend on the equivalent of a 3 degree glide path.

- ii.i All other aircraft are not subject to Noise Abatement Procedures: Circuits at 1200 ft (QNH)/1000 ft (QFE).
- iii. Unless otherwise instructed by ATC, all circuits must be conducted under Visual Flight Rules.

CONTINUOUS DESCENT ARRIVAL (CDA)

3. Noise Abatement Continuous Descent Approach Procedures for all Jet Aircraft and Aircraft over 5700 kg MTWA

a. All aircraft within these categories approaching Manston Airport will be expected to conform to the continuous descent and low-power, low-drag approach procedures. To facilitate this technique, aircraft should fly within the speed band 210 kt to 240 kt during the approach phase, reducing to within the band 160 kt to 180 kt at a range of 12 nm from touchdown and maintain 160 kt from 8 DME to 4 DME from touchdown.

In the interest of accurate spacing, when using Radar, the Radar Controller may request specific speeds and pilots are requested to comply with any speed adjustments as promptly as is feasible within their own operational constraints.

b. When Radar is being used aircraft will be vectored either from the MTN or following transfer of control from the appropriate LACC Sector to Manston Approach.

Headings and flight level/altitudes will be passed by the Radar Controller and pilots will be advised of an estimate of the track distance to run to touchdown when clearance to descend below the Transition Altitude is given. Further information on the distance from touchdown will be given between this descent clearance and the instruction to turn onto the intercept heading to the ILS localizer, NDB final approach track, or SRA.

c. On receipt of descent clearance the pilot will descend at the rate he/she judges will be best suited to a continuous descent for the type of approach speed.

AIRPORT CURFEWS

No curfew or ban on jet aircraft operating times. Regular operating hours which are extendable 24/7 with prior notification below:

Hours of operation	
Winter	Summer
0800 - 2000	0700 - 1900

The airport is still available outside the hours shown above by prior arrangement.

PREFERENTIAL RUNWAYS

IRunway 28 is the preferred departure runway and should be offered when there is a tail wind component of 5 kts or less. Acceptance is at the pilot's discretion.

OPERATING QUOTA

Unlimited movements of all types permitted.

ENGINE RUN-UP RESTRICTIONS

Prohibited 2100 - 0700 local time unless required for operational reasons.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

Aircraft with a quota count rating in excess of QC4 operating between 2300-0700 incur UKL 1,000 charge.

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

Noise monitoring is completed by the Airport Operator.

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS

Unrestricted.

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States

as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS

Jet aircraft are ban 2359-0700 local time