MANSTON

EGMH AD 2.1 - MANSTON

EGMH AD 2.2 — AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP co-ordinates and site at Aerodrome**:	**Lat:** 512032N **Long:** 0012046E Centre of runway.
2	**Direction and distance from the city:**	11 nm NE of Canterbury.
3	**Elevation/Reference temperature:**	178 ft – 21°C
4	**Geoid undulation at AD ELEV PSN:**	146 ft.
5	**MAG VAR/Annual change:**	W1.2° (2009) – 0.13° decreasing.
6	**AD Administrator:**	Kent International Airport.
	Address:	PO Box 500, Manston, Kent CT12 5BL.
	Telephone:	01843-824853 (Operations). 01843-823600 (Airport).
	Fax:	01843-826040 (Operations). 01843-825386 (Airport).
	SITA:	MSESEXH.
7	**Types of traffic permitted (IFR/VFR):**	IFR/VFR. Not available to non-radio equipped aircraft.
8	**Remarks:**	

EGMH AD 2.3 — OPERATIONAL HOURS

1	**AD Administration:**	**Winter:** 0900-1800 Minimum 30 minutes notice required. **Summer:** 0800-1700 Minimum 30 minutes notice required. Available outside these hours by prior arrangement only, for which notice is required prior by 1600 (winter), 1500 (summer) on the previous day.
2	**Customs and Immigration**:	**Winter:** Available by prior arrangement. Prior notice required by 1600 on previous day.
		Summer: Available by prior arrangement. Prior notice required by 1500 on previous day.
3	**Health and Sanitation:**	By arrangement.
4	**AIS Briefing Office:**	By arrangement.
5	**ATS Reporting Office (ARO):**	By arrangement.
6	**MET Briefing Office:**	By arrangement.
7	**ATS:**	Available by prior arrangement. See also AD 2.18
8	**Fuelling:**	By arrangement.
9	**Handling:**	By arrangement.
10	**Security:**	H24.
11	**De-icing:**	By arrangement.
12	**Remarks:**	Aerodrome available by prior arrangement. Aerodrome PPR H24, dependant on RFF category required.

EGMH AD 2.4 — HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities:**	Full facilities. Nearest railway siding, Margate 3 nm.
2	**Fuel/oil types:**	AVTUR JET A-1. AVGAS 100LL. Oil; Available.
3	**Fuelling facilities/capacity:**	AVTUR JET A-1 FS-11, 600,000 lt. AVGAS 100LL, 12,000 lt
4	**De-icing facilities:**	AD-104 type ll De/anti icing fluid.
5	**Hangar space available for visiting aircraft:**	Limited by prior arrangement with General Aviation limited by prior arrangement with TG Aviation Tel: 01843-823656.
6	**Repair facilities for visiting aircraft:**	General Aviation limited by prior arrangement with TG Aviation.
7	**Remarks:**	Oxygen and related servicing available.

EGMH AD 2.5 — PASSENGER FACILITIES

1	**Hotels:**	Hotels in local town.
2	**Restaurants:**	Yes.
3	**Transportation:**	Taxis. Nearest railway station: Ramsgate 2.5 nm.
4	**Medical facilities:**	First aid facilities.
5	**Bank and Post Office:**	Nil.
6	**Tourist Office:**	Nil.
7	**Remarks:**	Full facilities for disabled passengers.

EGMH AD 2.6 — RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting:**	RFF Category 3-9 available H24. 30 minutes - 24 hours prior notice required, depending on RFF category requested. Check with Aerodrome Operations, Tel: 01843-824853
2	**Rescue equipment**	Category 9 capability.
3	**Capability for removal of disabled aircraft:**	Limited.
4	**Remarks:**	

EGMH AD 2.7 — SEASONAL AVAILABILITY - CLEARING

1	**Type(s) of clearing equipment:**	Snow plough and Sicard equipment.
2	**Clearance priorities:**	Runways, Taxiways and Aprons.
3	**Remarks:**	Clearway 1 de/anti icing fluid.

EGMH AD 2.8 — APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	**Apron surface and strength:**	Bravo:	**Surface:** Concrete			**Strength:** 62/F/C/W/T	
		Echo:	**Surface:** Concrete			**Strength:** 55/F/C/W/T	
		Foxtrot:	**Surface:** Concrete			**Strength:** 21/F/C/W/T	
2	**Taxiway width, surface and strength:**	Alpha:	**Width:** 15 m.	**Surface:** Asphalt		**Strength:** 30/F/C/W/T	
		Bravo:	**Width:** 23 m.	**Surface:** Concrete		**Strength:** 62/F/C/W/T	
		Charlie:	**Width:** 15 m.	**Surface:** Asphalt		**Strength:** 69/F/C/W/T	
		Delta:	**Width:** 15 m.	**Surface:** Asphalt		**Strength:** 69/F/C/W/T	
		Echo:	**Width:** 23 m.	**Surface:** Asphalt		**Strength:** 73/F/C/W/T	
3	**Altimeter checkpoint location and elevation:**	Apron Bravo 147 ft amsl – Echo Apron 156 ft amsl – Foxtrot Apron 155 ft amsl.					
4	**VOR checkpoints:**						
5	**INS checkpoints:**	See Aircraft Parking/Docking Chart.					
6	**Remarks:**						

EGMH AD 2.9 — SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs:** **TWY guide lines and visual docking/parking guidance system of aircraft stands:**	Nose-in manoeuvring following marshallers instructions.
2	**Runway and taxiway markings and lighting:**	Runway: Runway designation, runway threshold, runway centre-line, Aiming point, distance to go markings. Taxiway: Centre-line markings, Edge markings, holding points
3	**Stop bars:**	Holding points: A1, A2, B1, B2, C1, C2, D, E1, E2.
4	**Remarks:**	2 illuminated wind direction indicators south of the runway adjacent to Runways 10 and 28 touchdown points.

EGMH AD 2.10 — AERODROME OBSTACLES

In Approach/Take-off Areas				In circling area and at aerodrome		
1				2		
Runway/Area affected	Obstacle type Elevation Markings/Lighting		Co-ordinates	Obstacle type Elevation Markings/Lighting		Co-ordinates
a	b		c	a		b
		ft amsl			ft amsl	
28/Approach 10/Take-off	Tree	195	512016.33N 0012205.57E	Mast	314	512114.40N 0012113.16E
	Tree	167	512010.45N 0012231.71E	Mast	329	512136.27N 0012350.19E
10/Approach 28/Take-off	Tree	208	512042.34N 0011859.69E	Mast	324	512120.45N 0012431.60E
				Tower	342	511839.01N 0012046.93E
				Chimney	426	511836.72N 0012046.44E
				Tower	343	511839.43N 0012041.64E
				Tower	342	511836.03N 0012040.88E
				Mast	222	512028.72N 0011932.13E
				Flats	307	512028.64N 0012327.84E
				Tree	221	512042.34N 0011859.69E
3	Remarks:	A public road runs parallel to and south of Runway 10/28, outside the airfield boundary. A 3 m (agl) high security fence forms the boundary of the airfield. The road is regularly used by high-sided vehicles, tops approximately 3.8 m (agl).				

EGMH AD 2.11— METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office:**	Exeter.
2	**Hours of service:** **MET Office ouside hours:**	H24.
3	**Office responsible for TAF preparation:** **Periods of validity:**	MET Office Exeter. 9 Hours.
4	**Trend Forecast:** **Interval of issuance:**	
5	**Briefing/consultation provided:**	Self briefing/telephone.
6	**Flight documentation:** **Language(s) used:**	Charts abbreviated plain language text. TAFs/METARs. English.
7	**Charts and other information available for briefing or consultation:**	
8	**Supplementary equipment available for providing information:**	METFAX.
9	**ATS units provided with information:**	Manston
10	**Additional Information (limitation of service etc):**	Flight Forecast.

EGMH AD 2.12 — RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and Stopway	Threshold co-ordinates RWY end co-ordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
10	101.24°	2752 x 61	75/F/C/W/T Asphalt/Concrete	512040.38N 0011936.59E — GUND 146 ft	THR 171 ft
28	281.24°	2752 x 61	75/F/C/W/T Asphalt/Concrete	512023.01N 0012156.01E — GUND 146 ft	THR 172 ft

Slope of RWY-SWY	Stopway dimensions (m)	Clearway dimensions (m)	Strip dimensions (m)	OFZ
7	8	9	10	11
10	48 x 61	430 x 61	2968 x 300	2848 x 210
28	48 x 61	360 x 61	2968 x 300	2848 x 210
12	Remarks:			

EGMH AD 2.13 — DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks:
1	2	3	4	5	6
10	2752	3169	2752	2752	Runway 10: TORA from Charlie 2 is 1000 m. TORA from Echo 2 is 1839 m.
28	2752	3112	2752	2752	Runway 28: TORA from Bravo 2 is 2071 m. TORA from Charlie 2 is 1735 m.

EGMH AD 2.14 — APPROACH AND RUNWAY LIGHTING

Runway	Approach lighting Type Length Intensity	Threshold lighting colour Wingbars	PAPI VASIS Angle Dist from THR (MEHT)	TDZ lighting Length	Runway Centre-line Lighting Length Spacing Colour Intensity	Runway edge lighting Length Spacing Colour Intensity	Runway End Lighting Colour Wingbars	Stopway Lighting Length (m) Colour
1	2	3	4	5	6	7	8	9
10	Centre-line with five crossbars 900 m HI	HI Green	PAPI 3° (50 ft)			Elev HI and LI bi-directional 60 m White	Red	
28	Centre-line with five crossbars 900 m HI	HI Green	PAPI 3° 380 m (68 ft)			Elev HI and LI bi-directional 60 m White	Red	
10	Remarks	Runway edge lighting amber in the last 600 m.						

EGMH AD 2.15 — OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation:**	IBN flashing Green 'MN'. As AD Hours.
2	**LDI location and lighting:** **Anemometer location and lighting:**	150 m south of both landing thresholds (Lgtd). Anemometers: West 512034.65N 0011950.98E – East 512021.55N 0012133.11E
3	**Taxiway edge and centre-line lighting:**	Blue taxiway edge lighting except Taxiway Bravo which has green centre-line with colour coded amber and green alternate turn-off lights to the edge of the instrument strip.
4	**Secondary power supply/switch-over time:**	Yes. Less than 15 seconds.
5	**Remarks:**	Obstacle lighting

EGMH AD 2.16 — HELICOPTER LANDING AREA

1	**Co-ordinates TLOF or THR of FATO:** **Geoid undulation:**	
2	**TLOF and/or FATO elevation (ft):**	
3	**TLOF and FATO area dimensions:** **Surface, Strength, Marking:**	
4	**True Bearing of FATO:**	
5	**Declared distance available:**	
6	**Approach and FATO lighting:**	
7	**Remarks:**	Visiting helicopters park at TG Aviation or Bays 85 and 89.

EGMH AD 2.17 — ATS AIRSPACE

Designation and lateral limits	Vertical limits	Airspace Classification
1	2	3
Manston Aerodrome Traffic Zone (ATZ) Circle radius 2.5 nm centred on longest notified runway (10/28) 512032N 0012046E	2000 ft aal/ SFC	G †

4	**ATS unit call sign:** **Language(s):**	Manston Tower. English
5	**Transition altitude:**	3000 ft.
6	**Remarks:**	Hours: See AD 2.18 Published hours maybe extended. Pilots wishing to transit the aerodrome outside published hours should attempt to contact Manston ATC on 126.350 MHz to obtain traffic information. In the absence of information pilots should proceed with caution. † Refer to Section ENR 1.4 for Notifications.

EGMH AD 2.18 — ATS COMMUNICATION FACILITIES

Service Designation	Callsign	Channel MHz	Hours of Operation		Remarks
			Winter	Summer	
1	2	3	4		5
APP	Manston Approach	132.450	0900-1800 and by arrangement	0800-1700 and by arrangement	ATZ hours coincident with Approach hours, but **not** by arrangement.
TWR	Manston Tower	119.925			DOC 25 nm/4000 ft
RAD	Manston Radar	132.450			DOC 40 nm/15, 000 ft
	Manston Director	126.350 †			DOC 25 nm/6000 ft † Not continuously monitored.
ATIS	Manston Information	133.675			
FIRE	Manston Fire	121.600	Available when Fire vehicle attending aircraft on the ground in an emergency.		Non-ATS Frequency.

EGMH AD 2.19— RADIO NAVIGATION AND LANDING AIDS

Type of Aid MAG VAR Type of supported OP *(VOR/ILS/MLS declination)*	IDENT	Frequency	Hours of Operation		Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
			Winter	Summer			
			# and by arrangement				
1	2	3	4		5	6	7
LOC 10 W1.2° (2009) ILS Non-CAT	MOZ	111.75 MHz	0900-1800	0800-1700	512020.39N 0012216.97E		
LOC 28 W1.2° (2009) ILS CAT I	I MSN	111.75 MHz			512044.34N 0011904.71E		
GP	I MSN	333.35 MHz			512021.11N 0012136.68E		3° ILS Ref Datum Hgt 56 ft.
DME	MOZ (RWY 10) I MSN (RWY 28	Ch 54Y (111.75 MHz)			512027.92N 0012045.08E	184 ft amsl	On AD. DME freq paired with ILS MOZ and ILS I MSN. Zero range is indicated at THR of RWY 28 and RWY 10. DOC 25 nm/7500 ft.
L	MTN	347 kHz			512027.43N 0012046.51E		On AD. DOC 20 nm

EGMH AD 2.20 — LOCAL TRAFFIC REGULATIONS

1. Airport Regulations

a. Aircraft using the aerodrome are to carry third party insurance cover of not less than £500,000.

b. All inbound flights are strictly PPR before departure to Airport Operations. An RTF call en-route or the filing of a flight plan does not constitute a request for PPR

c. All hazardous cargo must be notified to Airport Operations in advance and may be subject to a surcharge.

d. General Aviation Aircraft Weighing 4 tonnes and above should address their requests for PPR to: Airport Operations, Tel: 01843-824853, Fax 01843-826040, SITA: MSESEXH. Such aircraft will normally be parked in Bays 86 and 87.

e. General Aviation Aircraft Weighing under 4 tonnes should address their requests for PPR to: TG Aviation, Tel: 01843-823656, Fax 01843-822024. Such aircraft will normally be parked at TG Aviation

f. PPR for all other movements should be addressed to: Airport Operations, Tel: 01843-823600/825063, Fax 01843-821386/825386, SITA: MSESEXH Such aircraft will be parked according to size, length of stay and nature of business.

g. Not available to non-radio equipped aircraft.

h. All applications for PPR must include the following information:

- Aircraft Owner/Operator;
- Aircraft Type and Registration;
- Flight Number (if applicable);
- Requested time of arrival and departure at Manston.

i. **Diversion Procedure**

i. All operators are advised that before filing Manston as an alternative, they are requested to have made arrangements with Airport Operations. Nothing in this procedure shall however, prevent an aircraft that has declared an emergency from landing.

j. The aerodrome is not available for gliders, microlights, banner towing and parachute dropping, except in emergency situations.

2. Ground Movement

a. The sterile areas on the sides of Runway 28/10, are not to be used for the taxiing of aircraft.

b. Taxiway Alpha is 15 m wide. Increased gradient on taxiway Echo approximately 1.6 percent.

c. Pilots of aircraft entering Apron Bravo are warned that vehicles and pedestrian traffic operates on the apron. Pilots are to enter the apron with caution and under marshallers instructions.

d. Captains of General Aviation aircraft visiting TG Aviation are responsible for the escort and safety of their passengers and crew whilst airside.

e. Crews at dispersed parking bays are to remain with their aircraft and await collection by airport operations.

f. All movement of aircraft, vehicles and persons on the manoeuvring area is subject to ATC authority.

g. All aircraft making requests for push-back, taxiing or towing clearance by RTF should state their location in the initial call.

h. Within the manoeuvring area, pilots will be cleared under general direction from ATC and they are reminded of the importance of maintaining a careful look out at all times. ATC instructions will normally specify the taxi route to be followed.

i. The wearing of high visibility clothing by all employed on the apron areas including flight crew and flight attendants is mandatory.

j. Due to the close proximity of Runway 28/10 and Taxiway Alpha restrictions can be expected with their simultaneous use. However, aircraft with wingspans up to and including 29 m may, under certain conditions agreed by the regulatory authority, be able to use the runway and taxiway at the same time. ATC and the Airport Operations will endeavour to mitigate the effect of any restrictions

3. CAT II/III Operations

Not applicable

4. Warnings

a. There are no ground signals other than light signals.

b. Caution when surface wind is northwesterly or southerly, turbulence may be encountered on short finals to Runway 28.

c. Pilots are advised that bird concentrations may be present in agricultural areas on approaches to runways. Deterrent measures within the airport boundary are carried out by a Bird Control Unit and pilots may be requested by ATC to delay departure or arrival if bird concentrations within the BCU's area of control prove difficult to disperse.

d. Maypole (512024N 0010922E) is a private grass aerodrome situated 7.5 nm west of Manston, and approximately 1.5 nm south of the final approach track to Runway 10. Pilots approaching Manston from the west and southwest should keep a sharp look-out in that area.

5. Helicopter Operations

a. There is a helicopter operator situated within the Manston ATZ, approximately 750 m north of Runway 10, threshold, controlled by Manston ATC.

6. Use of Runways

a. Preferred Departure Runway.

i. In order to minimise the disturbance caused to the residents of Ramsgate by aircraft departing from Runway 10, Runway 28 is the preferred departure runway and should be offered when there is a tailwind component of 5 kts or less. Acceptance is at the pilot's discretion.

7. Training

a. All training flights require the prior approval of ATC.

b. All aircraft must meet ICAO Chapter 3 noise requirements.

c. Training flights by all aircraft over 5700 kg MTWA require the approval of the Airport Operations.

d. Helicopter flying training is carried out on the grass area north of Taxiway Alpha, between Apron Echo and Taxiway Delta.

EGMH AD 2.21 — NOISE ABATEMENT PROCEDURES

a. Operators of all aircraft using the aerodrome 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 interests of safety, all jet aircraft and all aircraft over 5700 kg MTWA departing the airport are subject to the following Noise Preferential Routeings:

   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 (I MSN) then track 310° M until 5 DME (I 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 be given a right turn on track and be expected to have passed 4000 ft (QNH) by 15 DME DVR.

   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 authorised 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° glidepath

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° glidepath.

      2. Runway 28 Right-Hand Circuit:

         Climb on Noise Preferential Routeing until at circuit altitude/height and 5 DME (I MSN). Crosswind, downwind and base legs are to be flown over the sea. The downwind leg should be aligned parallel to and 3 nm or more from the runway centre-line. Maintain altitude/height until on final approach, then descend on the equivalent of a 3° glidepath.

      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 centre-line. Base leg to be flown in such a way as to avoid densely populated areas. Maintain an altitude/height until on final approach, then descend on the equivalent of a 3° glidepath.

      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° glidepath.

   ii. All other aircraft that are not subject to Noise Abatement Procedures: Circuits at 1200 ft (QNH)/1000 ft (QFE).

   iii. Unless otherwise authorised by ATC, all circuits must be conducted under Visual Flight Rules.

EGMH AD 2.22 — FLIGHT PROCEDURES

1. Inbound Aircraft

a. Aircraft routeing from Airways will be given a level/altitude for the MTN and EAT when appropriate via the LACC Sector Controller.

b. Aircraft routeing off Airways are required to make contact with Manston Approach at least 10 minutes before ETA at MTN.

c. Aircraft routeing VFR are requested to call Manston Approach at least 10 minutes flying time from Manston.

2. Approach Procedures Under Radar Control

a. When Manston inbound traffic is being sequenced by Radar, the approach procedures will be flown under directions from the Approach Radar Controller and will consist of that part of the approach pattern between the MTN and the Final Approach path. When holding procedures are not in use, radar sequencing may commence before the MTN.

b. Pilots should plan their flight profile in such a manner as to be able to achieve Minimum Holding Altitude at the MTN if so required.

c. When an aircraft is under Approach Radar Control, changes of heading or flight level/altitude will be made only on instructions from the Radar Controller except in the case of radio communication failure in the aircraft or at the Radar Unit.

d. Headings and flight level/altitudes at which to leave the holding area will be passed by ATC. Radar vectors will be given and descent clearance will include an estimate of track distance to touchdown. Further distance information will be given between the initial descent clearance and intercept heading to the ILS, NDB final approach track, or SRA final approach heading.

e. Speed control may be applied on a tactical basis to the extent determined by the Radar Controller. Aircraft unable to conform to the speeds specified by the Radar Controller should inform him immediately and state what speeds will be used. In the interests of accurate spacing pilots are requested to comply with speed adjustments as promptly as is feasible within their own operational constraints, and should advise ATC if circumstances necessitate a change of speed for aircraft performance reasons.

f. Inbound and outbound IFR aircraft will be given a Deconfliction Service unless otherwise advised.

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.

4. Radar Failure

a. In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures defined for approach without radar control put into effect.

5. Approach Procedure Without Radar Control

a. When inbound traffic is not being sequenced by Radar, aircraft will be cleared to carry out an Instrument Approach Procedure appropriate to the landing direction.

b. When carrying out a procedural approach for Runway 10, it is preferred that pilots route via the MTN NDB and not use the arc approach. This is intended to give better protection from unknown aircraft transiting to the south-west of the airport when radar is not available, and also reduce the effect of the noise footprint across this area.

6. VFR Flight

a. Pilots of VFR flights are reminded of the requirements to remain VMC at all times and to comply with the relevant parts of the Low Flying Rules and must advise ATC if at any time they are unable to comply with the instructions issued.

7. Run and Break Procedures for Jet Aircraft

a. Run and breaks will not be carried out below 1000ft (Aerodrome QFE). This manoeuvre will only be allowed at the discretion of ATC, who will consider the noise sensitivity and other jet operations at the time before giving permission.

8. Radio Communication Failure Procedures

a. In the event of complete radio communication failure in an aircraft, the pilot is to adopt the appropriate procedures described at ENR 1.1.3, with the exceptions described below:

i. Aircraft inbound to Manston

1. If complete radio communication failure occurs after an aircraft has reported to ATC on reaching the holding point, the aircraft will: Begin their descent at the last acknowledged EAT, or if not acknowledged, the last acknowledged EAT, if not, an EAT calculated from the last acknowledged reporting point. Descent can be commenced up to 10 minutes after these times. If the aircraft has not landed within 30 minutes from the time a descent should have commenced: continue visually or leave by the route indicated in paragraph (b).

b. The route to be used when leaving the ATZ in accordance with the procedures given at ENR 1.1.3 is shown below:

Position at time of decision	Route
MTN	Track 360°

9. Instrument Approach Procedures

a. Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.

10. Visual Reference Points (VRP)

a. Visual Reference Points are established for use by aerodrome and en-route traffic as follows:

VRP	Co-ordinates
Whitstable	512148N 0010136E
Canterbury (A2 Harbledown Junction)	511655N 0010206E
Deal	511326N 0012418E

EGMH AD 2.23 — ADDITIONAL INFORMATION

Not applicable

EGMH AD 2.24 — CHARTS RELATED TO THE AERODROME

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