

**From:** [REDACTED]  
**To:** [Manston Airport](#)  
**Subject:** FW: TR020002 - Manston Airport  
**Date:** 25 March 2019 19:07:47  
**Attachments:** [Runway use - April to June 2010 and 2009.pdf](#)  
[Noise Abatement routes.docx](#)

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Following my email below, I inadvertently sent it before adding this Word attachment re Noise Abatement routes set in 2001. Please therefore read both emails as my submission.

I would like to draw the Examining Inspectors' attention to the fact that these are exactly the same as Osprey is suggesting now, and exactly the same as Osprey told us (wrongly) in the ISH on Noise had not been tried before.

In conclusion, then, RSP is not offering better noise abatement than we had before.

Please ensure both attachments are examined.

Regards  
Kim Edgington

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**From:** kim edgington  
**Sent:** 25 March 2019 18:21  
**To:** manstonairport@planninginspectorate.gov.uk  
**Subject:** TR020002 - Manston Airport

Dear Examining Inspectors

Thank you for allowing me to speak against RSP's proposals to DCO the former Manston Airport which took place on Monday 18th March at the Oddfellows Hall in Ramsgate.

I said the following:

### **Runway use**

**RSP is claiming that it will achieve almost 70% use of the runway to the west – landing from the west and taking off to the west – so as to reduce aircraft noise over Ramsgate. Of course, this was never put to the people of Herne Bay in the statutory consultation and so those it would most affect have not been consulted on this at all.**

**RSP says that it will put into the noise abatement procedures and operating rules the instruction that this runway preference should be used if there is a tail wind of 5 knots or less. In reality, this was done on 7th February 2001, as Mr Freudmann should know. The record says that:**

**“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. To maximise the utilisation of runway 28 it is to be offered, at the Captains discretion, as the departure runway when there is a tailwind component of 5 knots or less.”**

**This “rule” made little or no difference. Years of actual runway usage is clearly recorded in the Airport Consultative Committee minutes. 70% of the time, take-off and landing was over Ramsgate. It is dishonest of RSP to pretend that it will be able to ignore the prevailing south-westerly wind and thus achieve the opposite result when the evidence over years of operation demonstrates that this is not possible.**

**Even if it were achievable (and it is not) to operate the runway preference suggested by RSP, RSP’s consultants accept that this will not work if there are more than 5 ATMs an hour. 5 ATMs per hour would be reached if RSP achieves just 45% of its suggested capped numbers of 17,100 cargo ATMs, 9,368 passenger ATMs and 38,000 General Aviation ATMs. Of course, this quick calculation of ATMs per hour spreads the ATMs out evenly over sixteen hours and so makes the situation look better than it would be. It is not likely that ATMs will be evenly spread through a 16 hour day. There will be peak times of operations when more ATMs will be flown. So, even if the prevailing south-westerly wind stayed below 5 knots 100% of the time (and it does not), meaning that the runway preference could be used, RSP will not be able to operate its runway preference for the great majority of the time.**

**I urge the ExA to dismiss RSP’s claims that it can operate a runway preference. The worst case – i.e. 70% of ATMs taking place over Ramsgate – should be taken into account in the ExA’s assessment of the severe harm that RSP’s proposals will do to residents’ health and quality of life and the town’s tourist economy.**

At the end of my speech Mr Broderick asked me to include with my submission the evidence to back up what I had said. I therefore attach a pdf of one example of the regular quarterly reporting on the preferred runway use. Departures were pushed wherever possible over Herne Bay and the Ramsgate/Herne Bay departures split averages out across the years at about 50/50. However, this only applied to departures. Aircraft land into the wind and so around 70% of them landed over Ramsgate. Add them together and the majority of the ATMs are over Ramsgate.

Regards

Kim Edgington  
Ramsgate Resident

## Manston, Kent's International Airport

### RUNWAY UTILISATION

April – June 2010

	Apr-10		May-10		Jun-10		Quarterly Totals	
		%		%		%		%
<b>Total Fixed Wing Movements</b>	<b>1,577</b>	<b>100</b>	<b>1,415</b>	<b>100</b>	<b>1,465</b>	<b>100</b>	<b>4,457</b>	<b>100</b>
Total Movements Rwy 28	526	33	465	33	601	41	1,592	36
Total Movements Rwy 10	1,051	67	950	67	864	59	2,865	64

<b>Breakdown by Category</b>								
<b>Total Movements Rwy 28</b>	<b>526</b>	<b>100</b>	<b>465</b>	<b>100</b>	<b>601</b>	<b>100</b>	<b>1,592</b>	<b>100</b>
Total Light Movements Rwy 28	475	90	391	84	428	71	1,294	81
Total Heavy Movements Rwy 28	51	10	74	16	173	29	298	19
<b>Total Movements Rwy 10</b>	<b>1,051</b>	<b>100</b>	<b>950</b>	<b>100</b>	<b>864</b>	<b>100</b>	<b>2,865</b>	<b>100</b>
Total Light Movements Rwy 10	968	92	787	83	701	81	2,456	86
Total Heavy Movements Rwy 10	83	8	163	17	163	19	409	14

<b>Total Heavy Movements</b>	<b>134</b>	<b>100</b>	<b>237</b>	<b>100</b>	<b>336</b>	<b>100</b>	<b>707</b>	<b>100</b>
Total Heavy Movements Rwy 28	51	38	74	31	173	51	298	42
Total Heavy Movements Rwy 10	83	62	163	69	163	49	409	58

April - June 2009

	Apr-09		May-09		Jun-09		Quarterly Totals	
		%		%		%		%
<b>Total Fixed Wing Movements</b>	<b>1351</b>	<b>100.0</b>	<b>2019</b>	<b>100.0</b>	<b>2060</b>	<b>100.0</b>	<b>5430</b>	<b>100</b>
Total Movements Rwy 28	457	33.8	1294	64.1	876	42.5	2627	48.4
Total Movements Rwy 10	894	66.2	725	35.9	1184	57.5	2803	51.6

<b>Breakdown by Category</b>								
<b>Total Movements Rwy 28</b>	<b>457</b>	<b>100.0</b>	<b>1294</b>	<b>100.0</b>	<b>876</b>	<b>100.0</b>	<b>2627</b>	<b>100</b>
Total Light Movements Rwy 28	393	86.0	949	73.3	741	84.6	2083	79.3
Total Heavy Movements Rwy 28	64	14.0	345	26.7	135	15.4	544	20.7
<b>Total Movements Rwy 10</b>	<b>894</b>	<b>100.0</b>	<b>725</b>	<b>100.0</b>	<b>1184</b>	<b>100.0</b>	<b>2803</b>	<b>100</b>
Total Light Movements Rwy 10	696	77.9	645	89.0	1002	84.6	2343	83.6
Total Heavy Movements Rwy 10	198	22.1	80	11.0	182	15.4	460	16.4

<b>Total Heavy Movements</b>	<b>262</b>	<b>100.0</b>	<b>425</b>	<b>100.0</b>	<b>317</b>	<b>100.0</b>	<b>1004</b>	<b>100</b>
Total Heavy Movements Rwy 28	64	24.4	345	81.2	135	42.6	544	54.2
Total Heavy Movements Rwy 10	198	75.6	80	18.8	182	57.4	460	45.8

# Manston, Kent's International Airport

## COMPLIANCE REPORT

April – June 2010

<b>Airport Movements</b>	<b>Apr-10</b>	<b>May-10</b>	<b>Jun-10</b>	<b>Quarterly Total</b>
Heavy Movements	134	237	336	<b>707</b>
Light Movements	1,443	1,178	1,129	<b>3,750</b>
<b>Total</b>	<b>1,577</b>	<b>1,415</b>	<b>1,465</b>	<b>4,457</b>

<b>Runway Utilisation</b>	<b>Apr-10</b>	<b>May-10</b>	<b>Jun-10</b>	<b>Quarterly Total</b>
Runway 10	1,051	950	864	<b>2,865</b>
Runway 28	526	465	601	<b>1,592</b>
<b>Total</b>	<b>1,577</b>	<b>1,415</b>	<b>1,465</b>	<b>4,457</b>

		<b>Apr-10</b>	<b>May-10</b>	<b>Jun-10</b>	<b>Quarterly Total</b>
Total Movements between	2300-0700	6	4	6	<b>16</b>
Coastguard Movements G-BCEN	2300-0700	0	0	0	<b>0</b>
Commercial Movements +		6	4	6	<b>16</b>
Private Operator **		0	0	0	<b>0</b>
Payments to Community Fund #		£1,000	£1,000	£0	<b>£2,000</b>
Training between	2300-0700	0	0	0	<b>0</b>
Departures to Europe between *	0600-0700	0	0	0	<b>0</b>
Arrivals from United States between ^	0600-0700	0	0	0	<b>0</b>
Engine runs between ~	2100-2300	0	0	0	<b>0</b>
Engine runs between	2300-0800	0	0	0	<b>0</b>
Identified Breaches in Noise Abatement Procedures		0	0	0	<b>0</b>
Incidents Under Investigation		0	0	0	<b>0</b>

#+ 01.04.10 - 0151	MK Airlines	B742	GMKEA	Dep 10	QC8
+ 03.04.10 - 0414 (Military)	Hi Fly	A330	CSTFZ	Arr 10	QC0.5
+11.04.10 - 2329	Egypt Air	A306	SUGAY	Dep 10	QC2
+ 14.04.10 - 0631 (Military)	Monarch	A306	GMONS	Dep 10	QC2
+ 25.04.10 - 2319	Egypt Air	A306	SUGAS	Dep 28	QC2
+ 29.04.10 - 0035	Cargolux	B744	LXVCV	Dep 28	QC4
+ 05.05.10 - 0625	Cargolux	B744-400	LXZCV	Arr 10	QC2
+15.05.10 - 0101	Cargolux	B744-400	LXWCV	Arr 10	QC2
+23.05.10 - 0048	Egypt Air	A306	SUGAS	Dep 10	QC2
#+ 28.05.10 - 0002	Air Charter Express (Zaab Air)	DC86	9GAED	Dep 10	QC8
+ 13.06.10 - 2312	World Airways	MD11	N275WA	Dep 10	QC2
+ 20.06.10 - 2309	World Airways	MD11	AJK0885	Arr 10	QC2
+ 20.06.10 - 0031	World Airways	MD11	AJK0885	Dep 28	QC2
+ 27.06.10 - 0623	Viking	MD83	SXSMS	Arr 10	QC0.5
+ 27.06.10 - 2346	All Nippon Airways	MD11	N383WA	Arr 10	QC2
+ 27.06.10 - 0058	All Nippon Airways	MD11	N383WA	Dep 28	QC2

# **LONDON MANSTON AIRPORT**

## **NOISE ABATEMENT PROCEDURES**

(ISSUE 5 dated 07 February 2001)

### **INTRODUCTION.**

Noise abatement procedures apply to all jet aircraft and any aircraft exceeding 5700 kgs MTWA using the Airport whether taking off, landing or going round. These procedures may only be deviated from on the grounds of flight safety. Operators of all aircraft using the Airport should ensure that, at all times, their aircraft conform with the noise abatement techniques laid down for that type of aircraft and that flights are conducted in such a way as to minimise the disturbance in the surrounding area.

### **GENERAL**

#### **Continuous Descent Technique**

Whenever practical and safe to do so, aircraft are to employ Continuous Descent Techniques when positioning for approach to land.

#### **Minimum Height Before Turning**

No turn may be commenced before achieving a minimum height of 500ft.

#### **Reverse Thrust**

Pilots are to avoid or minimise the use of reverse thrust after landing, consistent with the safe operation of the aircraft.

#### **Preferred Departure Runway**

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. To maximise the utilisation of runway 28 it is to be offered, at the Captains discretion, as the departure runway when there is a tailwind component of 5 knots or less.

#### **Run and Break Procedures**

Military aircraft. and civil aircraft whose C of A or Permit allows the manoeuvre, may carry out run and breaks at London Manston Airport, subject to A TC approval, at a minimum height of 1000ft (QFE).

#### **TRAINING (Aircraft exceeding 5 700 kg MTWA)**

In order to minimise disturbance to local communities, training by aircraft. exceeding 5 700 kg M1WA is limited to those aircraft. which meet Chapter 3 noise requirements.

Training sessions will not exceed 2 hours in duration. After each period of training, an interval of 30 minutes is to elapse before the next period of training will be permitted.

## **NOISE ABATEMENT PROCEDURES RUNWAY 10 / 28 GENERAL**

Except as required in the initial phase of departure and on the final approach, aircraft subject to noise abatement will not, while under radar, be vectored over densely populated areas below 3000 ft (QNH). Aircraft self positioning for Visual Approaches are similarly required to avoid overflying built up areas below 3000ft (QNH)., Where possible, continuous descent techniques are to be adopted.

### **Preferred Approaches**

Subject to availability and A TC requirements, it is preferred that all aircraft over 5700Kg MTWA carry out instrument approaches unless specifically flying visual training circuits.

### **Visual Approaches**

If during radar vectoring aircraft subject to noise abatement procedures become visual with the Airport and wish to carry out a Visual Approach they may do so, subject to A TC permission, and being able to maintain a minimum altitude of 3000ft (QNH) until established on the final approach; from this point the pilot is to fly the approach to touchdown maintaining a 3° glidepath.

### **RUNWAY 28 DEPARTURES**

After departure from runway 28, aircraft are required to maintain the runway heading until 1.5 nm DME (I-MSN). On reaching 1.5 DME aircraft are to turn right to track 3000 m until passing 3000ft (QNH) and 5 DME. At or passing 3000ft (QNH) and 5 DME and subject to A TC approval, aircraft may turn left to join airways at Detling or right to join airways at REDFA. 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 4000ft (Manston QNH) by 15 DME DVR -ie north of the north Kent coast.

**RUNWAY 10 DEPARTURES** After departing from runway 10 aircraft are required to maintain the runway heading until reaching 3000ft (QNH) before turning enroute.

### **VISUAL CIRCUITS BY AIRCRAFT EXCEEDING 5700Kgs MTWA**

#### **General**

Circuit training by aircraft weighing more than 5700 Kgs MTWA is to be carried out at 2000ft (QNH) / 1800ft (QFE). Disturbance to the local population is to be minimised and aircraft are to avoid flying over built-up areas wherever possible conducive to their operations and without prejudice to safety.

#### **Runway 28 -Left hand**

Aircraft flying left hand training circuits to runway 28 are to climb to 2000ft (QNH) /1800ft (QFE) before turning down wind, left hand. The base leg turn is to be carried out over the sea and the aircraft is to establish on finals before descending below circuit altitude/height.

**Runway 28- Right hand**

Aircraft flying right hand training circuits to runway 28 are to carry out the standard noise abatement procedure until reaching 2000ft (QNH) /1800(QFE) and 5DME. Thereafter, the cross wind, downwind and base legs are to be flown over the sea and the aircraft is to establish on finals before descending below circuit altitude/height. For the avoidance of doubt, the downwind leg should be aligned parallel to and 3nm from the centreline of the runway.

**Runway 10 -Left hand**

Aircraft flying left hand training circuits to runway 10 are to carry out the standard noise abatement procedure until reaching 2000ft QNH /1800ft QFE. The runway heading is to be maintained until the crosswind leg can be achieved without flying over the land. Thereafter, the downwind leg is to be flown over the sea; for the avoidance of doubt, the downwind leg should be aligned parallel to and 3nm from the centreline of the runway. The base leg is to be flown in such a way as to avoid densely populated areas and to arrive on finals at circuit altitude/height.

**Runway 10- Right Hand**

Aircraft flying right hand training circuits to runway 10 are to carry out the standard noise abatement procedure until reaching 2000ft QNH / 1800ft QFE. The runway heading is to be maintained until the crosswind leg can be achieved without flying over the land. Thereafter, the crosswind leg is to be completed, and downwind and base legs are to be flown in such a way as to avoid densely populated areas whilst ensuring that the aircraft arrives on finals at circuit altitude/height.

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