EGNS — ISLE OF MAN

EGNS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNS — ISLE OF MAN

EGNS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 540500N Long: 0043724W Centre of Runway 08/26.
2	Direction and distance from city	6 nm SW of Douglas.
3	Elevation / Reference temperature	52 ft / 18 C
4	Geoid undulation at AD ELEV PSN	181 FT
5	Magnetic Variation/ Annual Change	2.57°W (2017) / 0.17°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	THE ISLE OF MAN DEP OF INFRASTRUCTURE PORTS DIVISION Post: Isle of Man Airport, Ballasalla, Isle of Man IM9 2AS. Phone: 01624-821600 (Airport Authority) Phone: 01624-827548 (ATC) Phone: 01624-821641 (MET Office). Phone: 01624-648110 (Customs and Immigration). Fax: 01624-821611 (Airport Authority) Fax: 01624-821646 (MET Office) Fax: 01624-661650 (Customs and Immigration) AFS: EGNSYDYX
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGNS AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	Winter: Mon-Sat 0615-2045; Sun 0700-2045; and by arrangement. Summer: Mon-Sat 0515-1945; Sun 0600-1945; and by arrangement.
2	Customs and Immigration	As AD hours. Prior notice required by 1600 (local) on previous day.
3	Health and sanitation	As ATS hours.
4	AIS Briefing Office	Flight Plans can be telephoned to 01624-827548
5	ATS Reporting Office (ARO)	None
6	MET Briefing Office	As ATS hours. (Phone service H24).
7	Air Traffic Service	Winter: Mon-Sat 0600-2045; Sun 0645-2045. See also AD 2.18. Summer: Mon-Sat 0500-1945; Sun 0545-1945.
8	Fuelling	Winter: 0630-2030. Summer: 0530-1930.
9	Handling	As ATS hours.
10	Security	H24
11	De-icing	Limited, on request from Handling Agents.
12	Remarks	

EGNS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	One fork lift, 2.5 tons.
2	Fuel and oil types	AVTUR JET A-1 W80, W100. AVGAS 100LL
3	Fuelling facilities/capacity	Mobile AVGAS 4500 lts. Mobile AVTUR 18, 300 lts. No anti-icing agent available.
4	De-icing facilities	Limited, on request from Handling Agents.
5	Hangar space for visiting aircraft	None
6	Repair facilities for visiting aircraft	Limited.
7	Remarks	Refuelling facilities available during published hours of opening from Aviflight Ltd, Tel: 01624-827928. Handling is mandatory for all arriving aircraft. Arrangements should be confirmed in advance with one of the following handling agents:

EGNS AD 2.4 HANDLING SERVICES AND FACILITIES (continued)

		Menzies Aviation Ltd, Tel: 01624-825780, Fax: 01624-825822, Frequency: 129.750 MHz The Private Jet Company Ltd, Tel: 01624-824555, Email: ops@privatejetco.im Rendezvous Handling Ltd, Tel: 01624-829050, Fax: 01624-829020, SITA: IOMOONM, Frequency 131.425 MHz Information on charges may be obtained from each nominated handling agent.

EGNS AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel adjacent to airpot, Douglas, Port Erin.
2	Restaurants	Buffet and bar at Airport.
3	Transportation	Buses, taxis and car hire.
4	Medical facilities	Limited first aid treatment. Hospital at Douglas, 6 nm.
5	Bank and Post Office	Cash dispenser and Postal collection at airport.
6	Tourist Office	Port Erin, Douglas.
7	Remarks	

EGNS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A6
2	Rescue equipment	To ICAO Standards.
3	Capability for removal of disabled aircraft	
4	Remarks	**RFF Category 7 available with 48 hours prior notice.** Operational hours as AD hours. Outside these times and by arrangement, reduced RFF category may be provided for specific flights.

EGNS AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	2 Snow ploughs, 2 de-icing rigs.
2	Clearance priorities	As determined by aerodrome authority.
3	Remarks	Braking action measurement by Grip Tester. Latest SNOWTAM information from ATC, Tel: 01624-827546

EGNS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Surface: Concrete and asphalt. PCN 32/F/A/X/U
2	Taxiway width, surface and strength	Taxiway JULIET 08 TO 03: 18 m. Surface: Asphalt. PCN 32/F/C/X/T Taxiway BRAVO APRON-08: 18 m. Surface: Asphalt. Taxiway CHARLIE N 08/26: 27 m. Surface: Asphalt. PCN 48/F/C/X/T Taxiway CHARLIE S 08/26: 11 m. Surface: Asphalt. PCN 10/F/D/X/T Taxiway DELTA 26 TO 03: 11 m. Surface: Asphalt. PCN 10/F/D/X/T Taxiway ECHO APRON TO 21: 18 m. Surface: Asphalt. PCN 24/F/B/X/T Taxiway FOXTROT N 08/26: 27 m. Surface: Asphalt. PCN 48/F/C/X/T Taxiway FOXTROT S 08/26: 27 m. Surface: Asphalt.

EGNS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA (continued)

		PCN 28/F/B/X/T Taxiway KILO: 18 m. Surface: Asphalt. PCN 32/F/C/X/T Taxiway ALPHA RWY 08-A8: 18 m. Surface: Asphalt. PCN 48/F/C/X/T Taxiway ALPHA A2-RWY 26: 18 m. Surface: Asphalt. PCN 48/F/C/X/T Taxiway ALPHA A5 TO A2: 18 m. Surface: Asphalt. PCN 32/F/C/X/T Taxiway ALPHA A6 TO A5: 18 m. Surface: Asphalt. PCN 48/F/C/X/T Taxiway ALPHA A8 TO A6: 18 m. Surface: Asphalt. PCN 40/F/C/X/T
3	Altimeter checkpoint location and elevation	Apron 58 ft
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart
6	Remarks	

EGNS 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	All stands are marked nose-in/push-back except Stand 3 which is self-manoeuvring. All stands with the exception of Stands 7 and 8 have numbered identification boards at the head of the stand.
2	Runway and taxiway markings and lighting	**Runway marking aid(s):** 03/21: Runway designation, threshold, aiming point, touch down point, centre-line, displaced threshold on Runway 03. 08/26: Runway designation, threshold, aiming point, touch down point, centre-line, edge line on 08/26, displaced thresholds on Runways 08, 26. Touch Down Zone on Runway 26 and 08 are non standard - Runway 08 last two pairs omitted, Runway 26 last pair omitted. **Taxiway marking aid(s):** : Centre-line marking and lighting on Taxiways A, B, C (north of 08/26), E, F (north of 08/26) and K. Centre-line marking on Taxiways C (south of 08/26), J and F (south of 08/26).
3	Stop bars	Stop bars associated with all runway holding points for 03/21 and 08/26, supplemented by anti-incursion stop bars around the main runway intersection. Stop bars in use during all operational hours.
4	Remarks	Two wind direction indicators.

EGNS AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
08/APPROACH 26/TAKE-OFF	House	540456.49N 0043827.26W	82 ft		No	
08/APPROACH 26/TAKE-OFF	Building	540448.20N 0043821.28W	79 ft		Yes	
08/APPROACH 26/TAKE-OFF	Trees	540446.60N 0043836.92W	75 ft		No	
08/APPROACH 26/TAKE-OFF	DVOR	540401.09N 0044548.58W	573 ft		Yes	
08/APPROACH 26/TAKE-OFF	Aerial	540359.09N 0044544.16W	563 ft		Yes	
21/APPROACH 03/TAKE-OFF	Trees	540616.76N 0043626.90W	250 ft		No	
21/APPROACH 03/TAKE-OFF	High Ground	540540.67N 0043701.34W	152 ft		Yes	

EGNS AD 2.10 AERODROME OBSTACLES (continued)

In circling area and at aerodrome						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
	High Ground	540858.13N 0044009.49W	1583 ft		No	
	High Ground	540853.12N 0043413.16W	788 ft		No	
	Mast	540826.19N 0042934.92W	750 ft		Yes	
	High Ground	540814.24N 0044312.29W	1461 ft		No	
	Tower plus flag pole	540444.50N 0043805.91W	137 ft		Yes	

EGNS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	ISLE OF MAN OFFICE. .
2	Hours of service MET Office outside hours	ISLE OF MAN OFFICE. H24 .
3	Office responsible for TAF preparation Periods of validity	ISLE OF MAN OFFICE. 9 hours.
4	Trend forecast Interval of issuance	TREND 30 minutes.
5	Briefing/consultation provided	Forecaster available H24.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	Low Level Weather and Spot Wind Charts for British Isles and near Continent. MET Satellite and Weather Radar images and sequences.
8	Supplementary equipment available for providing information	Cloud satellite receiver.
9	ATS units provided with information	ISLE OF MAN OFFICE.
10	Additional information (limitation of service, etc.)	

EGNS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength (PCN)**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**
1	**2**	**3**	**4**	**5**	**6**
03	027.98°	1255 x 46 m	RWY surface: Asphalt. PCN 28/F/B/X/T	540442.70N 0043751.73W 181 ft	THR 24 ft
21	207.98°	1255 x 46 m	RWY surface: Asphalt. PCN 28/F/B/X/T	540514.27N 0043723.22W 181 ft	THR 52 ft
08	077.97°	1837 x 46 m	RWY surface: Asphalt. PCN 48/F/C/X/T	540454.98N 0043804.49W 181 ft	THR 29 ft
26	257.97°	1837 x 46 m	RWY surface: Asphalt. PCN 48/F/C/X/T	540505.25N 0043642.55W 181 ft	THR 33 ft

Slope of RWY/ SWY	**SWY dimensions**	**Clearway dimensions**	**Strip Dimensions**	**OFZ**	**Remarks**
7	**8**	**9**	**10**	**11**	**12**
			1224 x 150 m		RWY 03 RESA: 120 x 150 m

EGNS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS (continued)

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
		94 x 150 m	1224 x 150 m		RWY 21 RESA: 120 x 150 m
		938 x 150 m	1796 x 300 m		RWY 08 RESA: 240 x 150 m. Asphalt starter strip: 123 x 30 m, PCN: 48/F/C/X/T.
		148 x 150 m	1796 x 300 m		RWY 26 RESA: 240 x 150 m. Asphalt starter strip: 150 x 30 m, PCN: 48/ F/C/X/T.

EGNS AD 2.13 DECLARED DISTANCES

Runway desig-nator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
03	1199 m	1199 m	1199 m	1105 m	
21	1105 m	1199 m	1105 m	1105 m	
08	1877 m	2815 m	1877 m	1586 m	
26	1909 m	2057 m	1909 m	1613 m	
08	1754 m	2631 m	1754 m		Full width departures
08	1495 m	2242 m	1495 m		Take-off from intersection of Taxiway Bravo
26	1759 m	1907 m	1759 m		Full width departures
26	1470 m	1618 m	1470 m		Take-off from intersection of Taxiway Kilo

EGNS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/ Wing bars	VASIS/ MEHT/ PAPI	TDZ lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
03		HI Green with Green wingbars	PAPI Left/3° 42 ft			HI white bi-directional with LI omni-directional component 60 m spacing	Red HI		**PAPI Dist from Thr:** 250 m
21	427 m	HI Green with Green wingbars	PAPI Right/ 3.5° 42 ft			HI white bi-directional with LI omni-directional component 60 m spacing	Red HI		**Approach Lighting:** Centre-line with one cross-bar with HI uni-directional component co-located with LI red omni-directional component. **PAPI Dist from Thr:** 250 m High ground to the left of approach to Runway 21. Pilots should establish on runway centre-line before descending on the PAPI signal.
08	700 m Light intensity high.	HI Green with Green wingbars	PAPI Left/3.5° 54 ft		Coded Centre- line 30 m spacing HI	HI white bi-directional with LI omni-direc-	Red HI		**Approach Lighting:** Coded Centre-line with four crossbars

EGNS AD 2.14 APPROACH AND RUNWAY LIGHTING (continued)

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/ Wing bars	VASIS/ MEHT/ PAPI	TDZ lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
						tional component 60 m spacing			**PAPI Dist from Thr:** 265 m Runways 08 and 26: Yellow caution zone lights. Blue edge lighting on Runways 08/26 starter strips.
26	360 m Light intensity high.	HI Green with Green wingbars	PAPI Left/3° 45 ft		Coded Centre- line 30 m spacing HI	HI white bi-directional with LI omni-directional component 60 m spacing	Red HI		**Approach Lighting:** Coded centre-line with three crossbars **PAPI Dist from Thr:** 340 m Runways 08 and 26: Yellow caution zone lights. Blue edge lighting on Runways 08/26 starter strips.

EGNS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 540453.42N 0043747.84W 540459.64N 0043659.31W
3	TWY edge and centre line lighting	Taxiway: . Taxiway Alpha, Bravo, Charlie (north of 26), Juliet, Echo, Fox (north) and Kilo have green centre-line lighting with blue edge lighting at bends and runway turn-off, illuminated or reflective signs and stop-bars.
4	Secondary power supply/switch-over time	Yes. 8 seconds in power failure, 1 second in Low Visibility Operations.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGNS AD 2.16 HELICOPTER LANDING AREA

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EGNS AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
ISLE OF MAN CTR 541417N 0042643W - 541056N 0045159W - thence anti-clockwise by the arc of a circle radius 8.5 nm centered on 540240N 0044845W to 535954N 0050223W - 535411N 0044824W - 535743N 0042028W - thence anti-clockwise by the arc of a circle radius 8.5 nm centered on 540600N 0042335W to 540233N 0041024W - 541306N 0041540W - thence anti-clockwise by the arc of a circle radius 8.5 nm centered on 540600N 0042335W to 541417N 0042643W	Upper limit: FL65 Lower limit: SFC	D	RONALDSWAY APPROACH English	3000 ft	
ISLE OF MAN CTA 1 535826N 0041702W - 534858N 0042805W - 535411N 0044824W - 535743N 0042028W - thence	Upper limit: FL65 Lower limit: 1500 ft ALT	D	RONALDSWAY APPROACH English	3000 ft	

EGNS AD 2.17 AIR TRAFFIC SERVICES AIRSPACE (continued)

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
anti-clockwise by the arc of a circle radius 8.5 nm centered on 540600N 0042335W to 535826N 0041702W					
ISLE OF MAN CTA 2 541609N 0050021W - 541122N 0044846W - 541056N 0045159W - thence anti-clockwise by the arc of a circle radius 8.5 nm centered on 540240N 0044845W to 540455N 0050240W - 540759N 0051008W - 541609N 0050021W	Upper limit: FL65 Lower limit: 2500 ft ALT	D	RONALDSWAY AP-PROACH English	3000 ft	
ISLE OF MAN CTA 3 540233N 0041024W - 535740N 0040758W - 534700N 0042028W - 534858N 0042805W - 535826N 0041702W - thence anti-clockwise by the arc of a circle radius 8.5 nm centered on 540600N 0042335W to 540233N 0041024W	Upper limit: FL65 Lower limit: 2500 ft ALT	D	RONALDSWAY AP-PROACH English	3000 ft	
ISLE OF MAN CTA 4 535740N 0040758W - 535358N 0040608W - 534546N 0041545W - 534700N 0042028W - 535740N 0040758W	Upper limit: FL65 Lower limit: 3500 ft ALT	D	RONALDSWAY AP-PROACH English	3000 ft	
ISLE OF MAN ATZ A circle, 2 nm radius centred at 540500N 0043726W	Upper limit: 2000 ft Lower limit: SFC	D	RONALDSWAY AP-PROACH English	3000 ft	

EGNS AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
APP	RONALDSWAY APPROACH	135.900 MHz Also CTR channel. DOC 50 nm/16,000 ft.	Winter: Mon-Sat 0600-2045; Sun 0645-2045 and by arrangement. Summer: Mon-Sat 0500-1945; Sun 0545-1945 and by arrangement.	ATZ hours coincident with Approach hours. In the event of failure of remote transmitters/receivers, coverage to the north of the airfield may be degraded and ATC services reduced accordingly.
TWR	RONALDSWAY TOWER	119.000 MHz DOC 25 nm/8,000 ft.	Winter: Mon-Sat 0600-2045; Sun 0645-2045 and by arrangement. Summer: Mon-Sat 0500-1945; Sun 0545-1945 and by arrangement.	
RAD	RONALDSWAY RADAR	135.900 MHz DOC 50 nm/16,000 ft.	Winter: Mon-Sat 0600-2045; Sun 0645-2045. Summer: Mon-Sat 0500-1945; Sun 0545-1945.	In the event of failure of remote transmitters/receivers, coverage to the north of the airfield may be degraded and ATC services reduced accordingly.
	RONALDSWAY RADAR	120.850 MHz As directed by ATC. DOC 50 nm/16,000 ft.	Winter: Mon-Sat 0600-2045; Sun 0645-2045. Summer: Mon-Sat 0500-1945; Sun 0545-1945.	
	RONALDSWAY RADAR	125.300 MHz As directed by ATC. DOC 25 nm/10,000 ft.	Winter: Mon-Sat 0600-2045; Sun 0645-2045. Summer: Mon-Sat 0500-1945; Sun 0545-1945.	
ATIS	RONALDSWAY INFORMATION	123.875 MHz DOC 60 nm/20,000 ft.	Winter: Mon-Sat 0600-2045; Sun 0645-2045. Summer: Mon-Sat 0500-1945; Sun 0545-1945.	
Other	RONALDSWAYFIRE	121.600 MHz Non-ATS frequency.	Available when Fire vehicle attending aircraft on the ground in an emergency.	
		121.500 MHz Emergency Frequency	O/R	

EGNS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	IRH	48Y 111.150 MHz	Winter: Mon-Sat 0600-2045 Sun 0645-2045 and by arrangement Summer: Mon-Sat 0500-1945 Sun 0545-1945 and by arrangement	540451.62N 0043722.10W	38 ft	I RH (RWY 08) DME freq paired with ILS I RH and I RY. Zero range is indicated at threshold of Runway 08 and Runway 26.
NDB (L)	RWY	359.000 kHz	Winter: Mon-Sat 0600-2045 and by arrangement Sun 0645-2045 and by arrangement Summer: Mon-Sat 0500-1945 and by arrangement Sun 0545-1945 and by arrangement	540451.90N 0043722.40W		On AD. Range 20 nm. Normally radiates H24.
DME/VOR	IOM	59X	Hours of operation for aerodrome purposes: Winter: Mon-Sat 0600-2045 Sun 0645-2045 and by arrangement Summer: Mon-Sat 0500-1945 Sun 0545-1945 and by arrangement	540400.72N 0044548.51W	573 ft	See ENR 4.1
ILS I 2.57°W (2017)	IRH	111.150 MHz	Winter: Mon-Sat 0600-2045 Sun 0645-2045 and by arrangement Summer: Mon-Sat 0500-1945 Sun 0545-1945 and by arrangement	540457.61N 0043711.84W		Off-set 3.75° from Runway centre-line. 120 m south of Runway 08/26 centre-line and 953 m from Runway 08 THR. Normally radiates H24 when selected.
ILS/GP	IRH	331.550 MHz	Winter: Mon-Sat 0600-2045 Sun 0645-2045 and by arrangement Summer: Mon-Sat 0500-1945 Sun 0545-1945 and by arrangement	540453.42N 0043747.84W		3.5° ILS Ref Datum Hgt 53 ft. Normally radiates H24 when selected
ILS I 2.57°W (2017)	IRY	111.150 MHz	Winter: Mon-Sat 0600-2045 Sun 0645-2045 and by arrangement Summer: Mon-Sat 0500-1945 Sun 0545-1945 and by arrangement	540452.22N 0043826.45W		1931 m from THR 26. Normally radiates H24 when selected.
ILS/GP	IRY	331.550 MHz	Winter: Mon-Sat 0600-2045 Sun 0645-2045 and by arrangement Summer: Mon-Sat 0500-1945 Sun 0545-1945 and by arrangement	540459.64N 0013659.31W		3° ILS Ref Datum Hgt 55 ft. Normally radiates H24 when selected.
DME	IRY	48Y 111.150 MHz	Winter: Mon-Sat 0600-2045 Sun 0645-2045 and by arrangement Summer: Mon-Sat 0500-1945 Sun 0545-1945 and by arrangement	540451.62N 0043722.10W	38 ft	I RY (RWY 26) DME freq paired with ILS I RH and I RY. Zero range is indicated at threshold of Runway 08 and Runway 26.

EGNS AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

(a) Use governed by regulations applicable to the Isle of Man CTR.

(b) Non-radio aircraft are strictly **PPR** through ATC.

(c) Instrument training is subject to prior permission from ATC.

(d) Under the terms of the Prevention of Terrorism and Crime Act 2003, pilots and passengers of private or charter aircraft who have come from or are going to the British Isles, must when requested to do so, make themselves available to be spoken to by an examing officer. In relation to all such flights, the pilot must fully complete a standard General Aviation Report which should be either delivered to the Port Unit office inside the terminal building or faxed to: 01624-825681. Information in relation to flights to and from non-designated airfields in the Isle of Man and airfields within the common travel area may be obtained from Police Headquarters, Douglas, Tel: 01624-631212, Fax: 01624-631359.

(e) Outside published hours of availability, use of the airport is subject to prior permission from the Airport Duty Manager

(f) All parking areas within the critical part of the aerodrome are designated as Customs Area. It shall be the responsibility of the commander of any aircraft that is required to be subjected to Customs inspection to inform ATC at the earliest opportunity.

(g) High visibility clothing must be worn on the aprons and manoeuvring area at all times. Health and Safety requirements in respect of ear protection must be observed and are the responsibility of the individuals concerned.

2 Ground Movement

(a) Due to physical constraints of the apron design, pilots must follow the ground markings at all times.

(b) Apron floodlighting is 7 m from the edge of the usable paved areas . Pilots of aircraft which are self parking should exercise extreme caution in respect of wing tip clearance. The services of a marshaller are avaialble on request.

(c) Class 2 compass calibration base on Runway 21 is only suitable for aircraft with magnetic sensors which are at least five feet above ground. Use governed by prior permission through ATC.

(d) Taxiways Delta and Charlie between holding point D1 and Runway 08/26 are available for use in daylight only by aircraft that do not require the use of a licensed aerodrome and that are under 2000 kg MTOW.

3 CAT II/III Operations

Not applicable

4 Warnings

(a) Except for light signals ground signals shall not be displayed.

(b) Bird scaring takes place regularly on the airport using pyrotechnics.

(c) A known windshear exists on short final for Runway 08 when the wind is from the southeast and pilots should adopt appropriate operating procedures. During strong wind conditions, turbulence may be expected on the approach to, or climb out from, any runway.

(d) Take-off and landing will be restricted to paved surfaces only.

(e) Pilots of helicopters should note the presence of a 10 m anemometer mast in the Met square adjacent to the apron area and exercise due caution when manoeuvring prior to arrival or departure.

(f) The presence of high ground to the north of Runway 08/26 centre-line may trigger GPWS alerts if aircraft adopt high rate of descent and/or fast speed profiles in this sector.

(g) Holding position D1 is situated close to the exit from area Whiskey and coincident with the start of the 26 ILS GP critical area. Pilots should exercise extreme caution in observing and complying with holding position D1 to ensure they do not infringe Runway 26 and the GP critical area.

(h) Due to shielding by high ground communications to the north of the Isle of Man are restricted

5 Helicopter Operations

(a) There are no specific helicopter routes. Helicopters will conform with normal arrival and departure procedures. Specific parking instructions will be given approaching the runway threshold.

6 Use of Runways

(a) Simulated engine failures shall not be permitted for any aircraft departing from Runway 26.

(b) Pilots should not descend below the indicated PAPI glide path whilst landing on any runway, and the following conditions should be noted:

(i) Due to the presence of high ground to the left of the approach for Runway 21, pilots must establish on the runway centre-line before descending on the PAPI glide path

EGNS AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(ii) Due to the presence of an uncontrolled public road in the undershoot area of Runway 03, approaches to this runway are not permitted if the PAPIs are out of service.

(iii) The noise abatement procedures as detailed at AD 2.21 should be followed.

7 Training

Not applicable

EGNS AD 2.21 NOISE ABATEMENT PROCEDURES

(a) Pilots of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport, particularly near Castletown and Ballasalla.

(b) All propeller driven aircraft must climb straight ahead to 500 ft and must have passed the airport boundary before commencing any turn.

(c) All jet aircraft must climb straight ahead to 1000 ft before commencing any turn.

(d) All departing aircraft from Runway 26 shall track the extended centre-line until a range of 3 nm or less from IOM DME before commencing any turn. Aircraft unable to receive DME shall climb straight ahead for 2 minutes from commencement of their take off run before commencing any turn. This procedure may only be departed from when authorised by ATC.

(e) When approaching to land on any Runway all aircraft shall intercept the extended runway centre-line at a minimum range of 2 nm and shall not descend below the PAPI indicated approach.

(f) Any of these procedures may be departed from to the extent necessary for the avoidance of immediate danger.

EGNS AD 2.22 FLIGHT PROCEDURES

1 Flights within Isle of Man CTR and CTA

(a) Isle of Man Airspace is subject to Isle of Man Civil Aviation Legislation, details of which are notified at GEN 1-6-6. Pilots requiring Exemptions or Permissions under the Air Navigation Order, Rules of the Air Regulations 2015 or Standardised European Rules of the Air, should contact the Isle of Man Director of Civil Aviation on 01624-682374.

(b) All flights regardless of weather conditions, are required to obtain a clearance from ATC prior to entering the CTR/CTA

(c) All IFR flights within the Isle of Man CTR/CTA must fulfil the requirements for Class D Airspace appropriate to existing weather conditions.

(d) Special VFR clearances within the CTR/CTA, in IMC or at night, may be issued subject to traffic conditions and limitations by ATC.

(e) As extensions to airport hours are frequent, pilots intending to transit the Isle of Man CTR/CTA outside airport published hours are strongly advised to contact Ronaldsway Approach before entering the CTR/CTA.

(f) In the event of failure of remote transmitters/receivers, radio communications to the north of the aerodrome below 3000 ft may be restricted and ATC services reduced accordingly. Pilots should ensure that they do not enter the CTR/CTA without ATC clearance. In the event of difficulty in establishing communication, a Flight Information Service may be available from Scottish Information on frequency 119.875 MHz.

2 Procedures for Inbound Aircraft

(a) Standard Routes

Approach from	Via	Route
N	Direct	MIKEL
NE	Y911	VOR IOM
NW	L10	SLYDA
SE	L10	KELLY
SW	Y911	VOR IOM
E	Direct	VANIN

(b) Holding. Holding patterns are as follows:

Isle of Man VOR IOM	Holding axis 082° MAG, turning right at the facility.
KELLY	Holding fix IOM VOR/DME 128°/17 nm on an axis of 308° MAG, turning left at the facility, limiting DME IOM D22.

EGNS AD 2.22 FLIGHT PROCEDURES (continued)

MIKEL (541630N 0045146W)	Holding fix IOM VOR/DME 347°/13 nm on an axis of 167° MAG, turning left at the fix, limiting DME IOM D18.
Ronaldsway NDB RWY 08 Ronaldsway NDB RWY 26	Holding axis 262° MAG, turning left at the facility. Holding axis 082° MAG, turning right at the facility.
VANIN (535907N 0040221W)	Holding fix IOM VOR/DME 104°/26 nm on an axis of 284° MAG, turning right at the facility, limiting DME IOM D31.

Note: *Holding may also take place at SLYDA in accordance with the en-route holding procedure described at ENR 3-6-1-1.*

3 Procedures for Outbound Aircraft

(a) Standard Routes

Departing to	Via	Route
N	Direct	MIKEL/SLYDA
NE	Direct	DME DCS
SE	Direct	L10
SW	VOR IOM	Y911
NW	VOR IOM	L10‡

† Unless otherwise instructed by ATC, aircraft on the appropriate routes must establish on track by KELLY/VANIN.

‡ Unless otherwise instructed by ATC, aircraft on the appropriate routes must establish on track by MIKEL/SLYDA.

4 Radio Communications Failure Procedures

(a) In the event of complete communication failure in an aircraft, the pilot will adopt the appropriate procedures notified at ENR 1.1.3 paragraph 4.2.2 to 4.2.4 inclusive, with the following exceptions:

(i) When complete communication failure occurs in an aircraft before ETA or before EAT, when this has been received and acknowledged, the aircraft will:

(1) fly to the RWY NDB holding point

(2) hold at the last assigned level until the last acknowledged ETA plus 10 minutes or EAT when this has been received and acknowledged; or, if radio failure occurs after an aircraft has reported over the runway NDB, hold at the last assigned level until ATA plus 10 minutes, or 10 minutes after the last acknowledged communications with ATC whichever is the later;

(3) then commence descent for landing in accordance with the procedures notified at ENR 1.1.3, paragraph 4.2.2 to 4.2.4 and effect a landing within 30 minutes (or later if able to approach and land visually).

(b) Aircraft that are instructed by ATC to hold at IOM, or KELLY, will in the event of complete communication failure:

(i) when an Onward Clearance Time has been received and acknowledged, leave IOM, or KELLY at that time at the last assigned level and proceed to the RWY NDB, then carry out the procedures above;

(ii) when 'Delay Not Determined' has been transmitted by ATC, the aircraft should not attempt to land at Isle of Man aerodrome and should divert to the alternate destination specified in the current flight plan or other suitable airfield.

5 Visual Reference Points (VRP)

(a) For the benefit of pilots on VFR flights who prefer to determine their position by radio navigation aids rather than by visual pin-points, suitably defined VRPs are as follows:

VRP	VOR/NDB	VOR/DME Fix
Laxey 541345N 0042406W	IOM RDL 055°	IOM 055°/16 nm
Peel 541320N 0044130W	IOM RDL 018°	IOM 018°/10 nm

EGNS AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGNS AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGNS-2-1

Figure: AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2-EGNS-2-2

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGNS-5-1

Figure: INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 03 - ICAO

AD 2-EGNS-8-1

Figure: INSTRUMENT APPROACH CHART OFF-SET ILS/DME RWY 08 - ICAO

AD 2-EGNS-8-2

Figure: INSTRUMENT APPROACH CHART OFF-SET LOC/DME RWY 08 - ICAO

AD 2-EGNS-8-3

Figure: INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 08 - ICAO

AD 2-EGNS-8-4

Figure: INSTRUMENT APPROACH CHART VOR/DME RWY 08 - ICAO

AD 2-EGNS-8-5

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 08 - ICAO

AD 2-EGNS-8-6

Figure: INSTRUMENT APPROACH CHART ILS/DME RWY 26 - ICAO

AD 2-EGNS-8-7

Figure: INSTRUMENT APPROACH CHART LOC/DME RWY 26 - ICAO

AD 2-EGNS-8-8

Figure: INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 26 - ICAO

AD 2-EGNS-8-9

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 26 - ICAO

AD 2-EGNS-8-10

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