



**Isle of Man**  
CIVIL AVIATION ADMINISTRATION

# **Air Navigation (General) Regulations 2006**

(as amended and as applied to the Isle of Man)

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## Amendment Record

Version	Date	Details
1	August 2017	
2	Dec 2017	Change in interpretation of "the Department" resulting from the Transfer of Functions (Economic Development and Education) Order 2017 (SD 2017/0325)

## Foreword

1. This document has been prepared to provide stakeholders with an easy reference working copy of the Air Navigation (General) Regulations 2006 'as amended' and 'as applied to the Isle of Man'. It is edited by the Isle of Man Civil Aviation Administration. However, Courts of Law will refer only to the source regulatory material.
2. The document content is compiled from the following regulations:
  - (a) Isle of Man Statutory Document No 909/06 – The Civil Aviation (Subordinate Legislation) (Application) Order 2006.
  - (b) UK Statutory Instrument 2006 No 601 – Air Navigation (General) Regulations 2006.
3. This document will be updated regularly to take into account further amendments.

## PART 1 - GENERAL

### 1. Citation and commencement

These Regulations may be cited as the Air Navigation (General) Regulations 2006.

### 2. *[omitted]*

### 3. Interpretation

Expressions used in these Regulations have the same meanings as in the Air Navigation Order 2005 or the Air Navigation (Isle of Man) Order 2007, as the context may require.

## PART 2 - *[omitted]*

## PART 3 - *[omitted]*

## PART 4 - Noise and vibration caused by aircraft on aerodromes

### 11. Noise and vibration caused by aircraft on aerodromes (see article 133 of ANO IoM)

For the purposes of article 131(1) of the Air Navigation Order 2005, the conditions under which noise and vibration may be caused by aircraft (including military aircraft) on licensed aerodromes or on aerodromes at which the manufacture, repair or maintenance of aircraft is carried out by persons carrying on business as manufacturers or repairers of aircraft, shall be as follows—

- (a) the aircraft is taking off or landing; or
- (b) the aircraft is moving on the ground or water; or
- (c) the engines are being operated in the aircraft—
- (d) for the purpose of ensuring their satisfactory performance;
- (e) for the purpose of bringing them to a proper temperature in preparation for, or at the end of, a flight; or
- (f) for the purpose of ensuring that the instruments, accessories or other components of the aircraft are in a satisfactory condition.

### 12. Pilots maintenance—prescribed repairs or replacements

For the purposes of article 12(7)(a) of the Air Navigation (Isle of Man) Order 2007, the following repairs or replacements are prescribed—

- (a) replacement of landing gear tyres, landing skids or skid shoes;
- (b) replacement of elastic shock absorber cord units on landing gear where special tools are not required;

- (c) replacement of defective safety wiring or split pins excluding those in engine, transmission, flight control and rotor systems;
- (d) patch-repairs to fabric not requiring rib stitching or the removal of structural parts or control surfaces, if the repairs do not cover up structural damage and do not include repairs to rotor blades;
- (e) repairs to upholstery and decorative furnishing of the cabin or cockpit interior when repair does not require dismantling of any structure or operating system or interfere with an operating system or affect the structure of the aircraft;
- (f) repairs, not requiring welding, to fairings, non-structural cover plates and cowlings;
- (g) replacement of side windows where that work does not interfere with the structure or with any operating system;
- (h) replacement of safety belts or safety harnesses;
- (i) replacement of seats or seat parts not involving dismantling of any structure or of any operating system;
- (j) replacement of bulbs, reflectors, glasses, lenses or lights;
- (k) replacement of any cowling not requiring removal of the propeller, rotors or disconnection of engine or flight controls;
- (l) replacement of unserviceable sparking plugs;
- (m) replacement of batteries;
- (n) replacement of wings and tail surfaces and controls, the attachments of which are designed to provide for assembly immediately before each flight and dismantling after each flight;
- (o) replacement of main rotor blades that are designed for removal where special tools are not required;
- (p) replacement of generator and fan belts designed for removal where special tools are not required;
- (q) replacement of VHF communication equipment, being equipment which is not combined with navigation equipment.

13. *[omitted]*

~~PART 5—Mandatory Reporting [Revoked by Civil Aviation (Occurrence Reporting) Order 2020 SD 2020/0137~~

~~14.—Reportable occurrences—time and manner of reporting and information to be reported~~

~~(1)—For the purposes of article 57(6) of the Air Navigation (Isle of Man) Order 2007 but subject to paragraph (2) it is prescribed that a report containing the information referred to in paragraph (3) shall be made to the Department by post, telex, electronic, facsimile transmission or other similar means which produces a document containing a text of the communication (written in English) within 96 hours of the reportable occurrence coming to the knowledge of the person making the report.~~

~~(2)—If at the expiry of the time allowed by paragraph (1) for making the report any of the information referred to in that paragraph is not in the possession of the person making the report, he shall despatch the report to the Department by post, telex, electronic, facsimile transmission or other similar means which produces a document containing a text of the communication (written in English) within 96 hours of the information coming into his possession.~~

~~(3)—For the purposes of the said article 57(6), a report shall, as far as possible, contain the following information—~~

- ~~(a)—the type, series and registration marks of the aircraft concerned;~~
- ~~(b)—the name of the operator of the aircraft;~~
- ~~(c)—the date of the reportable occurrence;~~
- ~~(d)—if the person making the report has instituted an investigation into the reportable occurrence, whether or not this has been completed;~~
- ~~(e)—a description of the reportable occurrence, including its effects and any other relevant information;~~
- ~~(f)—in the case of a reportable occurrence which occurs during flight—
  - ~~(i)—the Co-ordinated Universal Time of the occurrence;~~
  - ~~(ii)—the last point of departure and the next point of intended landing of the aircraft at that time; and~~
  - ~~(iii)—the geographical position of the aircraft at that time;~~~~
- ~~(g)—in the case of a defect in or malfunctioning of an aircraft or any part or equipment of an aircraft, the name of the manufacturer of the aircraft, part or equipment, as the case may be, and, where appropriate, the part number and modification standard of the part or equipment and its location on the aircraft;~~

- (h) — the signature and name in block capitals of the person making the report, the name of his employer and the capacity in which he acts for that employer; and
- (i) — in the case of a report made by the commander of an aircraft or a person referred to in article 57(5)(c) of the Air Navigation (Isle of Man) Order 2007, the address or telephone number at which communications should be made to him, if different from that of his place of employment.

## 15. — Mandatory reporting of birdstrikes — time and manner of reporting and information to be reported

- (1) — Subject to paragraph (2), for the purposes of article 143(2) of the Air Navigation Order 2005 a report containing the information referred to in paragraph (3) shall be made to the Department by post, telex, electronic, facsimile transmission or other similar means which produce a document containing a text of the communication (written in English) within 96 hours of the birdstrike occurrence coming to the knowledge of the person making the report.
- (2) — If at the expiry of the time allowed by paragraph (1) for making the report any of the information referred to in that paragraph is not in the possession of the person making the report, he shall despatch the report to the Department by post, telex, electronic, facsimile transmission or other similar means which produce a document containing a text of the communication (written in English) within 96 hours of the information coming into his possession.
- (3) — For the purposes of the said article 143(2) a report shall, as far as possible, contain the following information —
  - (a) — the type, series and registration marks of the aircraft concerned;
  - (b) — the name of the operator of the aircraft;
  - (c) — the date and the Co-ordinated Universal Time of the birdstrike occurrence;
  - (d) — the last point of departure and the next point of intended landing of the aircraft at that time;
  - (e) — a description of the birdstrike occurrence, including the part(s) of the aircraft affected, the effect on flight and any other relevant information;
  - (f) — the bird species/description;
  - (g) — the weather at the time of the occurrence;
  - (h) — the runway in use (where relevant);
  - (i) — the height and speed of the aircraft;
  - (j) — the phase of flight;

- ~~(k) the position (if en route) of the aircraft at the time of the birdstrike;~~
- ~~(l) any other reporting action taken;~~
- ~~(m) the signature and name in block capitals of the person making the report;~~
- ~~(n) the name of his employer and the capacity in which he acts for that employer; and~~
- ~~(o) the address or telephone number at which communications should be made to him.~~

## PART 6 - Navigation performance and equipment

### 16. Minimum navigation performance and height keeping specifications

- (1) For the purposes of article 30(1) of the Air Navigation (Isle of Man) Order 2007 the following navigation performance capability is prescribed, that is to say, a capability to ensure that—
  - (a) the standard deviation of lateral errors in the track of the aircraft is not more than 6.3 nautical miles;
  - (b) the proportion of the flight time of the aircraft during which the actual track of the aircraft is 30 nautical miles or more off the track along which it has been given an air traffic control clearance to fly is less than  $5.3 \times 10^{-4}$ , and;
  - (c) the proportion of the flight time of the aircraft during which the actual track of the aircraft is between 50 and 70 nautical miles off the track along which it has been given an air traffic control clearance to fly is less than  $13 \times 10^{-5}$ .
- (2) For the purposes of article 31(1) of the Air Navigation (Isle of Man) Order 2007, the following height keeping performance capability is prescribed, that is to say, a capability to ensure that—
  - (a) altimetry system error shall be in compliance with paragraph 2.1.1(2) of Document 7030/4-NAT Part 1 Rules of the Air, Air Traffic Services and Search and Rescue (ICAO Regional Procedures, Fourth Edition-1987);
  - (b) in respect of aircraft first registered in a Contracting State on or after 1st January 1997 altitude can be automatically controlled within a tolerance band of  $\pm 65$  feet; and
  - (c) in respect of aircraft first registered in a Contracting State before 1st January 1997 altitude can be automatically controlled within a tolerance band of  $\pm 130$  feet.



17. North Atlantic Minimum Navigation Performance Specification Airspace

For the purposes of articles 30(1) and 67(1) of the Air Navigation (Isle of Man) Order 2007, the following airspace is prescribed as North Atlantic Minimum Navigation Performance Specification airspace, that is to say, the airspace from flight level 285 to flight level 420 within the area defined by rhumb lines joining successively the following points—

*Table 6 North Atlantic Minimum Navigation Performance Specification airspace*

N3410.00 W01748.00	North Pole	N4152.00 W06700.00
N3630.00 W01500.00	N8200.00 W06000.00	N3900.00 W06700.00
N4200.00 W01500.00	N7800.00 W07500.00	N3835.00 W06853.00
N4300.00 W01300.00	N7600.00 W07600.00	N3830.00 W06915.00
N4500.00 W01300.00	N6500.00 W05745.00	N3830.00 W06000.00
N4500.00 W00800.00	N6500.00 W06000.00	N2700.00 W06000.00
N5100.00 W00800.00	N6400.00 W06300.00	N2700.00 W04000.00
N5100.00 W01500.00	N6100.00 W06300.00	N2218.00 W04000.00
N5400.00 W01500.00	N5700.00 W05900.00	N1700.00 W03730.00
N5434.00 W01000.00	N5300.00 W05400.00	N2400.00 W02500.00
N6100.00 W01000.00	N4900.00 W05100.00	N3000.00 W02500.00
N6100.00 00000.00	N4500.00 W05100.00	N3000.00 W02000.00
N8200.00 00000.00	N4500.00 W05300.00	N3139.00 W01725.00
N8200.00 E03000.00	N4336.00 W06000.00	

and from there by that part of the arc of a circle radius 100 nautical miles centred on N3304.00 W01621.00 to N3410.00 W01748.00.

18. Airborne Collision Avoidance System

For the purposes of paragraph 5(1) of Schedule 4 to the Air Navigation (Isle of Man) Order 2007 the prescribed requirements for an airborne collision avoidance system shall be the requirements for ACAS II equipment set out in Volume IV (Third Edition–July 2002), Chapter 4, of Annex 10 to the Chicago Convention.

## 19. Mode S Transponder

- (1) For the purposes of paragraph 4 of Schedule 4 to the Air Navigation (Isle of Man) Order 2007, the capability and functionality prescribed for Mode S Elementary Surveillance shall be that specified for a level 2 transponder in Volumes III (First Edition–July 1995) and IV (Third Edition–July 2002) of Annex 10 (Third Edition) to the Chicago Convention together with the additional functionality specified in paragraph (3).
- (2) For the purposes of paragraph 4 of Schedule 4 to the Air Navigation (Isle of Man) Order 2007, the capability and functionality prescribed for Mode S Enhanced Surveillance shall be that specified for a level 2 transponder in Volumes III (First Edition–July 1995) and IV (Third Edition–July 2002) of Annex 10 (Third Edition) to the Chicago Convention together with the additional functionality specified in paragraph (3) and the additional downlinked parameters specified in paragraph (4).
- (3) The additional functionality referred to in paragraphs (1) and (2) is—
  - (a) capability to support the Interrogator Identifier (II) Code and Surveillance Identifier (SI) Code functionality;
  - (b) Extended Squitter Functionality which, for this purpose, means functionality that supports Mode S Elementary Surveillance and Mode S Enhanced Surveillance to provide Automatic Dependant Surveillance–Broadcast, using unsolicited transponder broadcasts;
  - (c) ACAS Active Resolution Advisory.
- (4) The additional downlinked parameters referred to in paragraph (2) are—
  - (a) reporting of the Magnetic Heading Downlinked Aircraft Parameter;
  - (b) reporting of the Indicated Airspeed Downlinked Aircraft Parameter;
  - (c) reporting of the Mach Number Downlinked Aircraft Parameter;
  - (d) reporting of the Vertical Rate Downlinked Aircraft Parameter;
  - (e) reporting of the Roll Angle Downlinked Aircraft Parameter;
  - (f) reporting of the Track Angle Rate Downlinked Aircraft Parameter;
  - (g) reporting of the True Track Angle Downlinked Aircraft Parameter;
  - (h) reporting of the Ground Speed Downlinked Aircraft Parameter;
  - (i) reporting of the Selected Vertical Intent Downlinked Aircraft Parameter (including Barometric Pressure Setting).