

Issue No: 01/23



## The Role of the Isle of Man Aviation Regulator

**This edition of Safety Insight has been produced to provide Isle of Man Airport (IOMA) staff with clarity as to how aviation safety and security regulatory oversight is delivered in the Isle of Man.**

The Isle of Man Civil Aviation Administration (IOM CAA) was established in 2008 with responsibility for regulating aviation safety and security in the Island. The activities of the IOM CAA include the operation of the Isle of Man Aircraft Registry (IOMAR).

The IOM CAA sits within the Government's Department for Enterprise, which ensures, in accordance with international requirements, that the regulatory role is separate from any aviation service delivery. The IOM CAA website ([www.gov.im/caa](http://www.gov.im/caa)) provides information on particular aviation safety and security functions, as well as legislation and policy documents (see the "Document Library").

The Isle of Man has its own aviation safety legislation separate from the UK and EU. Therefore, unless UK or EU aviation safety regulations have been explicitly applied into Isle of Man law, they have no legal effect on the Island.

The IOM CAA contracts the services of the UK Civil Aviation Authority to conduct some specific audit activities on our behalf and under our authority. Please note that **the UK CAA is not the regulator for the Isle of Man and UK CAA auditors conducting activity on our behalf should be considered to be working for the IOM CAA.**

### Did you know?....

**There are more than 13,000 international civil aviation standards and recommended practices that the IOM CAA must consider and enact as appropriate in the Island and record our level of compliance.**



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**  
A United Nations Specialized Agency

# Who's who



**Director of Civil Aviation — Simon Williams.** Simon was appointed as the Island's DCA in 2014 and is accountable for the Island's aviation safety and security regulation and oversight.

Previously a qualified military and civilian pilot, Simon has operated a wide variety of aircraft including Sea King, Puma, Boeing 757 and Boeing 767, and has spent 5 years working for the UK Civil Aviation Authority in a flight operations safety regulatory role.



**Deputy Director of Civil Aviation — Colin Gill.** Colin was appointed as DDCA in 2016 with responsibility for leading and managing the routine day-to-day aviation safety and security regulatory activities of the IOMCAA and the Isle of Man Aircraft Registry (IOMAR).

Prior to this Colin spent 9 years in the UK Civil Aviation Authority as an ATM policy specialist, policy team manager, and finally as a safety strategy specialist. Colin originally started his aviation career as a RAF air traffic controller and was subsequently responsible for the military ATC and air defence safety management system.



**Civil Aviation Policy and Oversight Manager — James Corkhill.** James is responsible for the operational delivery of the safety and security regulatory policy and oversight activities pertaining to airports, airspace, drones and air traffic management. James is supported by a Legislation and Policy Officer (Issie Hasnan).

Prior to joining the IOM CAA team in 2018, James was an air traffic controller at IOM Airport.



**Head of Flight Operations — Adrian Tickle.** Adrian is responsible for leading and managing the routine day-to-day flight operations aviation safety regulatory activities of the IOMAR, supported by: a Flight Operations Manager; Flight Operations Executive; and a Flight Operations Support Officer.



**Chief Surveyor — Gary Raby.** Gary is responsible for leading and managing the routine day-to-day aircraft airworthiness aviation safety regulatory activities of the IOMAR, supported by an Airworthiness Manager. The Registry also contracts a pool of airworthiness surveyors to be provided by Baines Simmonds Limited.



**Head of Registry Services — Helen Maddrell.** Helen is responsible for leading the Registry Services Team (RST) within the IOMAR. The RST are the main customer facing team within the IOMAR and support the other IOMAR technical teams in processing client applications and services. Helen is supported by 2 Registry Services Managers and 6 Registry Services Officers.



**General Manager & Head of Special Projects — Sherilyn Kelly.** Sherilyn is responsible for managing the general business of the IOM CAA and the IOMAR and facilitating special projects as may be required in pursuance of service improvement and efficiency.

Sherilyn is supported by a Standards and Special Projects Executive.



# Aerodromes



**The Isle of Man CAA Publication: “[CP12](#)”, provides the legal references, policy and guidance for the operation of certified aerodromes in the Isle of Man.**

Aerodromes in the Isle of Man fall into two categories: certified and uncertified. In most cases, flights for the purpose of the commercial air transport of passengers must use a certified aerodrome; IOMA is currently the only certified aerodrome in the Island. Private flights may use an uncertified aerodrome, subject to the owner’s consent.

The IOM CAA has a direct responsibility for the oversight of certified aerodromes in the Isle of Man. Requirements for rescue and firefighting, and wildlife hazard management, also fall under the scope of aerodrome regulations, policy and oversight. Day to day surveillance, advice and guidance by the IOM CAA is supplemented by a formalised safety audit programme with audits taking place every 1-2 years on a risk and performance based schedule. The IOM CAA has a contract with CAA International (CAAi) for the provision of aerodrome auditors to work on our behalf.



On 1 April 2023, the Civil Aviation (Aerodromes) Order enacted contemporary European Union standards as per the requirements for a comparable UK aerodrome. As part of the transition to the new requirements, IOMA had to complete a significant review of the new certification specifications and to document and justify variations.

An aerodrome certificate is granted if the IOM CAA is satisfied that:

- the aerodrome complies with the notified certification basis, the certification specifications applicable to a change, and any safety directives as appropriate;
- the aerodrome, as well as its obstacle limitation and protection surfaces and other areas associated with the aerodrome, has no features or characteristics making it unsafe for operation;
- the flight procedures have been correctly established;
- there is an aerodrome manual that reflects the certification basis, management system, equipment, organisation, staffing, maintenance, aerodrome physical characteristics and its surroundings;
- the Accountable Manager is competent having regard to the applicant’s previous conduct and experience.

# Air Traffic Control

**The Isle of Man CAA Publication: "[CP11](#)", provides the legal references, policy and guidance for providers of air traffic services in the Isle of Man.**

'Air Traffic Services' (ATS) are the various 'flight information services', 'alerting services', 'air traffic advisory services' and 'air traffic control services'. IOMA is the only ATS provider on the Island.

The IOM CAA has a statutory responsibility for the regulation of ATS in the Isle of Man. IOM CAA approvals are required for the:

- promulgation of instrument flight procedures;
- establishment and use of ATS equipment;
- use of ATS recording apparatus;
- provision of an ATC service or an aerodrome flight information service.

Day to day oversight, advice and guidance by the IOM CAA is supplemented by a formalised safety audit programme with audits taking place every 1-2 years on a risk and performance based schedule. The IOM CAA has a contract with CAA International (CAAi) for the provision of ATS auditors to work on our behalf.

The Civil Aviation (Air Traffic Services) Order 2020 sets the legal requirements. There is an aspiration for the Isle of Man to adopt the European Union ATS requirements of EU 2017/373 (which are retained in UK law) in the next 2 years; consequently, elements of this are being incrementally adopted as policy, as published in CP11. CP11 also specifies the UK CAA Publications (CAP) that are adopted by the Island.

Air traffic control officers (ATCOs) and student ATCOs in the Isle of Man must hold licences issued by the UK CAA. Consequently, the UK CAA is the 'licensing authority' for Isle of Man ATCOs and student ATCOs, including overseeing the Unit Competence Scheme and Unit Training Plan. However, the IOM CAA, as the Island's aviation safety regulator, has a direct interest in being assured that ATCO and student ATCO licensing is being appropriately delivered. Consequently, both the IOM CAA and the UK CAA co-operate closely on licensing matters.

# Meteorology



**The Isle of Man CAA Publication: “CP5”, provides the policy and guidance for the provision of meteorological services for air navigation in the Isle of Man.**

The International Civil Aviation Organisation (ICAO) requires States to designate a Meteorological Authority to provide or arrange for the provision of meteorological service for international air navigation on its behalf.

The IOM CAA is the Island’s 'Meteorological Authority', promulgates requirements for the provision of meteorological services for international air navigation, and assesses and records compliance with Annex 3 to the Convention on International Civil Aviation. Meteorological services for international air navigation are provided by the Isle of Met Meteorological Office in its role as the Island’s 'Meteorological Service Provider'.

The IOM CAA also has a direct responsibility for the safety oversight of meteorological services for international air navigation in the Isle of Man. Day to day surveillance, advice and guidance by the IOM CAA is supplemented by a formalised safety audit programme with audits taking place annually. The IOM CAA has a contract with CAA International (CAAi) for the provision of meteorological auditors to work on our behalf.

Requirements for the provision of meteorological service for international air navigation are specified in CP5. These adopt EU requirements as well as UK CAA Publications (CAP). The IOM CAA anticipates formally implementing the meteorological service requirements of Regulation (EU) 2017/373 into Isle of Man legislation in the next 2 years. Therefore voluntary adoption of these requirements is encouraged as part of an incremental transition ahead of the requirements becoming binding.

## Did you know?....

**All aircraft registered in the Isle of Man have a registration that starts with the letter 'M' (which is the nationality mark for the Isle of Man) followed by an aircraft specific 4 letter registration mark.**



# Security



**The Isle of Man aviation security legislation is published on our website [www.gov.im/caa](http://www.gov.im/caa) (see "Aviation Security").**

The Isle of Man is part of the 'Common Travel Area' consisting of the UK, Republic of Ireland, Isle of Man, and the Channel Islands. Flights between points in the CTA are treated as 'domestic' flights. Consequently, the Isle of Man maintains aviation security legislation which mirrors that of the UK and the EU.

Appropriate authority and necessary powers for monitoring and enforcing the relevant regulations are provided to the IOM CAA by the Aviation Security (Application) Order 2018, which applies the following aspects of UK aviation security legislation to the Isle of Man with modification:

- Aviation Security Act 1982
- Aviation and Maritime Security Act 1990
- Anti-terrorism, Crime and Security Act 2001
- The Aviation Security Regulations 2010
- The Aviation Security Act 1982 (Civil Penalties) Regulations 2015

The Island has issued a Single Consolidated Direction (SCD) that lists the applicable EU aviation security requirements and sets out further 'more stringent measures' applied to the Island; this document directly reflects the content of the UK's equivalent SCD. The SCD also acts as the National Civil Aviation Security Programme as required by EU regulation.

Day to day surveillance, advice and guidance by the IOM CAA is supplemented by a formalised safety audit programme conducted by the UK CAA on behalf of the IOM CAA.



## **Did you know?....**

**The signals used by marshallers to guide aircraft while parking are specified by international aviation standards that must then be established in Isle of Man law.**

# Dangerous Goods

**Dangerous Goods are any articles or substances capable of posing a hazard to health, safety, property or the environment when transported by air. For further information see IOM CAA Publication "[CP13](#)".**

Dangerous Goods include obvious things, such as: explosives, radioactive materials, flammable liquids, dangerous or volatile chemicals, strong acids, compressed gases, and poisons. However, many common items found in the household can also be considered dangerous goods for the purpose of air transport, including: paint, aerosols, and lithium batteries etc.

The management of dangerous goods is a separate process to managing the aviation security requirements. The difference between the two areas are that dangerous goods provisions are in place to protect from inadvertent harm, while security screening is to protect from persons intending to intentionally harm. Therefore whilst some substances/items fall under both areas, not all prohibited items under aviation security are prohibited under dangerous goods and vice-versa. For example a knife is not a type of 'dangerous goods' but would be prohibited to be carried by a passenger under the aviation security requirements.



Dangerous goods can be carried safely by air transport providing they are prepared, packaged, marked/labelled and carried in accordance with the aviation safety legislation and the required approvals. These requirements are essential to ensure that the articles or substances do not cause damage to the aircraft. The IOM CAA is also responsible for ensuring that organisations provide their personnel in key roles with appropriate dangerous goods awareness training.

## Did you know?....

**Isle of Man Post Office are regulated by the IOM CAA under aviation security and dangerous goods rules due to the mail needing to be loaded onto aircraft as cargo.**



# Occurrence, Serious Incident and Accident Reporting

**The Isle of Man CAA Publication: “CP7”, provides guidance on the processes and procedures for the reporting of occurrences, serious incidents and accidents that occur within the Isle of Man. Also see [Safety Insight 01/20](#).**

## OCCURENCES

The IOM CAA has direct responsibility for ensuring that occurrences are reported and investigated appropriately. The Civil Aviation (Occurrence Reporting) Order 2020 establishes who and what occurrences must be reported to the IOM CAA. The Isle of Man is not bound by EU regulations pertaining to occurrence reporting and does not use the European Central Repositories (ECCAIRS) for occurrence reporting.

**“Occurrence” — Any safety-related event which endangers or which, if not corrected or addressed, could endanger an aircraft, its occupants or any other person and includes in particular an accident**

### Who must report an occurrence?

- the pilot in command of an aircraft registered in the Isle of Man (wherever it may be);
- a person who signs a certificate of release to service of an aircraft registered in the Isle of Man (wherever it may be);
- a person who performs a function in the Isle of Man as a staff member of an air traffic services provider entrusted with responsibilities related to air traffic services;
- a person who performs a function connected with the safety management of Isle of Man Airport;
- a person employed by or at Isle of Man Airport who performs a function relating to the operation of the aerodrome;
- a person who performs a function connected with the installation, modification, maintenance, repair, overhaul, flight-checking or inspection of air traffic service equipment approved by the IOM CAA;
- the remote pilot of a small unmanned aircraft having a mass of not less than 250 grams;
- a person who is involved with the transport of dangerous goods by air.

### What types of occurrences must be reported?

- For full details see CP7—but these include occurrences related to:
  - ◇ the operation of aircraft;
  - ◇ technical conditions, maintenance and repair of aircraft;
  - ◇ air traffic services and facilities;
  - ◇ aerodromes and ground services;
  - ◇ dangerous goods incidents.

For persons and/or situations not captured by the mandatory reporting above, a voluntary report may be submitted where the person is concerned that safety may be compromised.

## SERIOUS INCIDENTS AND ACCIDENTS

The IOM CAA has, through the Civil Aviation (Investigation of Air Accidents and Incidents) Order 2019, designated the UK Air Accidents Investigation Branch (AAIB) as the Island’s authority for the investigation of serious incidents and accidents. This arrangement ensures the provision of specialist serious incident and accident investigating whilst also meeting international expectations for such tasks to be conducted independently of the regulator.





# The Isle of Man Aircraft Registry

The Isle of Man Aircraft Registry (IOMAR) consists of the following teams within the IOM CAA:

- Registry Services
- Flight Operations
- Airworthiness

The IOMAR was established on a cost neutral basis in 2007 to support the Business Aviation industry both on the Island and internationally. The IOMAR specialises in quality private and corporate business jets, 'transitional' aircraft and aircraft conducting 'aerial work' (see below). Aircraft registered in the Isle of Man are not permitted to conduct commercial air transport.



The first aircraft to be registered in the Isle of Man was 'M-ELON', a Cessna 525B, in 2007, shown in the picture above with our first Director of Civil Aviation, Brian Johnson. Since then there have been over 1200 aircraft registered in the Isle of Man, with over 300 aircraft currently on the 'M' register.



When an aircraft is registered in a particular jurisdiction, the registry becomes responsible for the safety oversight of the aircraft and its operation. This includes ensuring that the aircraft remains airworthy and correctly maintained, is operated correctly, and that the flight crew and aircraft engineers hold appropriate licences.

'Transitional aircraft' are aircraft awaiting sale or commercial lease. Most commonly they are 'airliners' that are not in commercial use, as per the 'M' registered ex Jet Airways aircraft pictured to the right, or passenger aircraft that are in the process of conversion to cargo aircraft.



'Aerial work' is the conduct of specialised services such as survey, mapping or inspection. The 'M' registered DA42 aircraft pictured to the left are based in Africa to conduct aerial survey in support of mining operations.

For further information about the IOMAR see:

<https://www.iomaircraftregistry.com/safety-with-service>

# Small Unmanned Aircraft (Drones)



**Small unmanned aircraft (SUA), often known as 'drones', are any unmanned aircraft, other than balloons or kites, having a mass of not more than 25 kilograms.**

**The Isle of Man CAA Publication: "CP4" provides the legal references, policy and guidance for operators of SUA in the Isle of Man".**

The IOM CAA regulates the safety aspects of SUA flights in the Isle of Man. The IOM CAA does not have a remit to regulate privacy matters arising from SUA flying.

Remote pilots of sub-250g SUA must ensure that their aircraft does not endanger an aircraft, person or property.

Remote pilots of SUA that have a mass of 250g or more must comply with additional requirements for safe flight. Permissions from the IOM CAA must be obtained to operate SUA with a mass of 250g or more in variation to the basic safety requirements, including flying:

- at night;
- SUA with a maximum take off mass of more than 4kg;
- beyond visual line of sight;
- higher than 400ft above the earth's surface;
- over or within 150m of:
  - ◇ a substantially residential, industrial, commercial or recreational area;
  - ◇ an organised open-air assembly of more than 1,000 persons;
- within 50 metres of a vessel, vehicle or structure that is not under the control of the remote pilot;
- within 50 metres of a person other than the remote pilot or a person under the control of the remote pilot (during take-off and landing reduced to 30 metres).

SUA flown for private and commercial purposes must abide by the same rules. There is no requirement to obtain permission to fly a SUA for commercial purposes.

SUA between 250g and 25kg are prohibited from being flown within 5km of the Isle of Man Airport unless permitted by the Isle of Man CAA. All SUA (regardless of mass) are prohibited from operating in the vicinity of IOM Prison.



# Rules of the Air

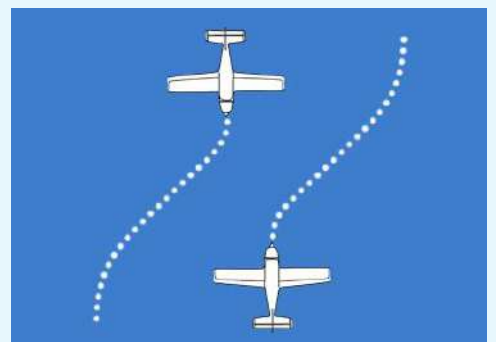


## Rules of the Air - the 'highway code' for aviation.

**The Isle of Man CAA Publication: "CP15" consolidates the Civil Aviation (Rules of the Air) Order 2021 and related General Permissions, Exemptions, Authorisations, Acceptable Means of Compliance and Guidance Material.**

The Island's Rules of the Air legislation match those of the UK, allowing for seamless transition between UK and Isle of Man airspace. The Rules include the following subjects:

- flight over the high seas;
- general rules and collision avoidance;
- flight plans;
- visual and instrument flight;
- airspace classification;
- air traffic services;
- air traffic control service;
- flight information service;
- alerting service;
- interference, emergency contingencies and interception;
- meteorological services;
- SSR transponder use;
- voice communication procedures;
- Signals.



The IOM CAA issues additional specific permissions such as: congested area landing, minimum height alleviation for specific tasks etc.



# Surveillance and Enforcement

**As the Isle of Man's independent aviation safety and security regulator, our sole purpose is to protect the interests of the public. We also have a responsibility to those we regulate to be clear about when, why and how we will enforce compliance with rules and regulations.**

## SURVEILLANCE

'Surveillance' means the activities through which the IOM CAA proactively verifies that aviation licence, certificate, authorisation or approval holders continue to meet the established requirements and function at the level of competency and safety required.

The IOM CAA applies a performance and risk based approach to our surveillance activities with the aim that:

- there is consistent, proportionate, and efficient allocation of our operational safety oversight;
- the volume, type and focus of our oversight is applied according to risk and performance.

An Internal Review Meeting (IRM) attended by IOM CAA and UK CAA is held every 12-18 months to:

- review the IOMA safety risks and consider the safety risk management efficacy of IOMA;
- record an agreed safety risk assessment of IOMA;
- benchmark IOMA against comparable UK aerodromes and ATS units;
- determine the future IOMA surveillance programme;
- review the level of enforcement of IOMA (as applicable);
- consider and prepare areas for discussion at the upcoming Accountable Manager Meeting (AMM).

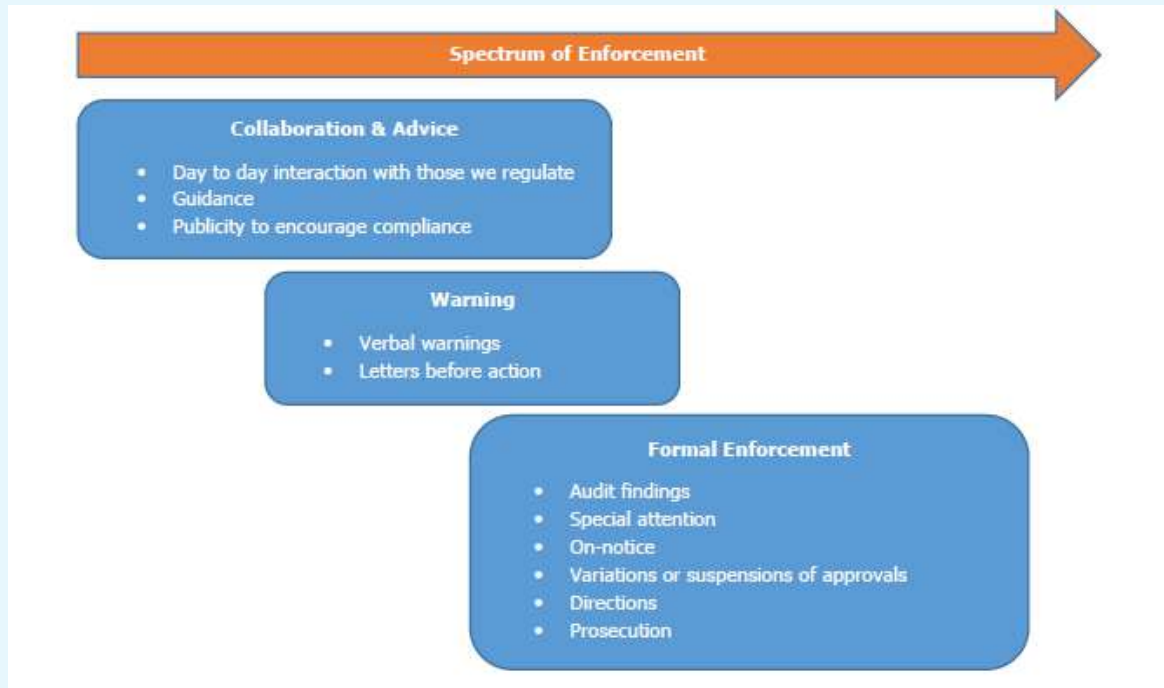
The Accountable Manager Meeting is a formal meeting held to discuss the safety performance and safety risks of IOMA and the planned surveillance programme.

Formal audits and inspections of IOMA are conducted in accordance with the established surveillance programme. These can take the form of traditional on-site audits, remote activity, or bespoke surveillance processes targeted at key areas of interest. In addition, ad-hoc day to day surveillance is conducted as necessary including regular meeting with the Accountable Manager and Section Heads.

## ENFORCEMENT

Enforcement is any activity that is carried out in order to seek to remedy a breach, or suspected or potential breach, of rules applicable to civil aviation. Enforcement activity forms an important part of our regulatory toolkit, alongside our other activities such as continuing safety regulatory oversight. We will continue to work with those we regulate to encourage and support compliance, but we will become much more visible and proactive in dealing with those who do not, or choose not, to comply with the rules. Consequently the spectrum of enforcement is broad and encompasses many tools and processes including those shown below:

# Surveillance and Enforcement



We undertake our enforcement responsibilities through the application of the following principles:

- We will use a proportionate and risk based approach.
- We will take independent, evidence based decisions.
- We will publicise our enforcement action where publication is in the public interest.
- We will collaborate with other regulatory authorities where noncompliance crosses regulatory responsibilities.

Audit findings are made where non compliances are identified and are issued to the regulated organisation or person with an associated timeframe for their correction. These are categorised as follows:

- **Level 1 - major safety finding.**
  - ◇ Where we determine that the level of compliance and/or safety performance of an organisation or individual has fallen to the extent that there is a potential or significant risk to flight safety, a Level 1 finding will be made.
- **Level 2 – minor safety finding.**
  - ◇ This action may be taken where we identify a non-compliance with a regulation but determine that the nature of that non-compliance is such that there is no immediate risk to safety.
- **Observations .**
  - ◇ We may provide advice and guidance to industry on how noncompliance might be avoided. We expect industry to take this advice seriously and act on it appropriately.

*(Note: In the event that findings or observations are not responded to in a timely way, the categorisation is likely to be elevated regardless of the risk to safety).*

# Surveillance and Enforcement

Where a regulated organisation or person needs to demonstrate that it can achieve and/or maintain a satisfactory standard of compliance we may identify it as requiring 'Special Attention' and therefore be subject to increased regulatory oversight. This may apply where we have safety concerns or when there are large complex developments or significant operational changes planned or underway. The 'Special Attention' notification may be lifted if the person or organisation's actions address our concerns. However, if the situation continues to deteriorate, it is likely that further non-compliance findings will be made, which may result in the organisation/person being placed 'on notice'.

We may notify a regulated organisation or person that they are 'On Notice' when we have reason to believe that their safety compliance and/or performance is deteriorating and that, unless this trend is corrected, it will result in the organisation/person falling below the level of safety required for a certificate, licence or approval to remain valid. The organisation or person will be subject to increased monitoring and will need to provide us with an acceptable corrective action plan. We will expect to detect an improvement in safety compliance and/or performance as the organisation/person continues to be monitored. The 'on notice' notification may be lifted or downgraded to 'Special Attention' if the organisation or person's actions address our concerns. However, if the situation continues to deteriorate, it is likely that non-compliance findings will be made, which may result in our taking action to vary, suspend or revoke the approval of the organisation or person.

Where a non-compliance gives rise to an unacceptable loss of safety, we will take action to suspend, or vary the certificate, licence or approval. Variation means that, although the overall approval remains current, some specific function(s) within the approval may be suspended until such time as the issue is resolved.

We will consider investigation with a view to prosecution if there is an alleged breach of the law, particularly when there has been a serious breach of the regulation or deliberate criminal action is suspected. A decision as to whether or not to prosecute will be taken when we are satisfied that a decision to prosecute would comply with the Prosecution Code issued by Her Majesty's Attorney General for the Isle of Man.

## Conclusion

We hope that this edition of Safety Insight has been of interest and provided you with enhanced understanding of our role and how we go about it. We are located in the ground floor of Viscount House — so if you would like to know more please come for a chat.

