

AIR NAVIGATION (ISLE OF MAN) ORDER 2015
AERODROME OPERATING MINIMA

1. The Department for Enterprise, in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015¹ (“the Order”), exempts the pilot in command of any large and turbojet aircraft, registered in the Isle of Man, from the requirements of Article 57 (7) and (8).
2. This exemption is granted subject to the following conditions:
 - a) Without prejudice to Article 57 paragraph (4) and (6) of the Order, the pilot in command of an aircraft, must not cause the aircraft to descend below 1,000 feet above the aerodrome to a runway for which there is a notified instrument approach, unless—
 - i) the aircraft is approved by the Department for the use of operational credit; or
 - ii) the relevant runway visual range for that runway is at the time not less than the specified minimum for landing,
 - b) Without prejudice to Article 57 paragraph (4) and (6) of the Order, the pilot in command of an aircraft, when causing the aircraft to descend to a runway for which there is a notified instrument approach, must not—
 - i) continue an approach to landing on the runway by flying below the relevant specified decision height; or
 - ii) cause the aircraft to descend below the relevant specified minimum descent height, unless, in either case, —
 - i) the aircraft is approved by the Department for the use of operational credit; or
 - ii) the specified visual reference for landing is established and maintained from that height,
 - c) In this exemption —

“large and turbojet aircraft”, means an aircraft that is registered in the Isle of Man and that has any of the following characteristics—

 - i) a maximum total mass authorised exceeding 5,700 kg;
 - ii) one or more turbojet engines;
 - iii) a seating configuration of more than 9 passenger seats.

“specified”, in respect of an aerodrome operating minima, means such detailed information about an aerodrome’s operating minima as have been notified for the aerodrome or, if the relevant minima have not been notified, such minima as are ascertainable by reference to the notified method for calculating an aerodrome’s operating minima;

“operational credit”, means a credit authorised for operations with an advanced aircraft enabling a lower aerodrome operating minimum than would normally be authorised for a basic aircraft, based upon the performance of advanced aircraft systems (e.g. an enhanced vision system (EVS) with head

¹ SI 2015/870 as amended by SI 2016/155

up display (HUD)) utilising the available external infrastructure. Such approvals do not affect the classification of the instrument approach procedure.

“basic aircraft”, means an aircraft which has the minimum equipment required to perform the intended take-off, approach or landing operation.

“advanced aircraft”, means an aircraft with equipment in addition to that required for a basic aircraft for a given take-off, approach or landing operation.

3. Exemption 2022/032 is hereby revoked.
4. This exemption shall have immediate effect until further notice.

Signed:

Date: 16 December 2022



Colin Gill
Deputy Director of Civil Aviation

