



Isle of Man
CIVIL AVIATION ADMINISTRATION

Easy Reference document for

**The Air Navigation
(Isle of Man)
Order 2015
(as amended)**

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1. This document has been prepared to provide stakeholders with an updated and easy to read consolidated reference copy of the Air Navigation (Isle of Man) Order 2015, and all subsequent amendments.
2. This document content is compiled from the following orders which are available from the hyperlinks:
 - [UK Statutory Instrument 2015 No 870 – The Air Navigation \(Isle of Man\) Order 2015](#). Note - this is the original order and if used for reference must be read in conjunction with the following amendments:
 - [UK Statutory Instrument 2016 No 155 – The Air Navigation \(Isle of Man\) \(Amendment\) Order 2016](#); and,
 - [UK Statutory Instrument 2016 No 765 – The Air Navigation Order 2016 \(Schedule 14, Part 2, paragraph 10\)](#); and,
 - [UK Statutory Instrument 2020 No 1280 – The Air Navigation \(Isle of Man\) \(Amendment\) Order 2020](#);
 - [UK Statutory Instrument 2021 No 751 – The Air Navigation \(Isle of Man\) \(Amendment\) Order 2021](#);
 - [UK Statutory Instrument 2022 No 172 - The Air Navigation \(Isle of Man\) \(Amendment\) Order 2022](#) and its [correction slip](#); and
 - [UK Statutory Instrument 2022 No 324 - Air Navigation \(Isle of Man\) \(Amendment\) \(No. 2\) Order 2022](#).
3. This document is laid out in colour-coded sections, as shown below. Permissions, exemptions and approvals following each paragraph are to be read due to potential impact on preceding content.
5. Editorial notes to highlight future changes are denoted by the use of *this font*.
6. This document will be updated regularly by the Isle of Man Civil Aviation Administration to take into account further amendments to legislation and any new or changed permissions/exemptions/approvals.



Colour coding

Air Navigation (Isle of Man) Order 2015

Text with blue background is reproduced from the Air Navigation (Isle of Man) Order 2015 as amended.

Isle of Man CAA permissions, exemptions and approvals

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Revision History		
Version	Date	Details
V.16	08/04/2024	Change of format to include colour coding Permission/Exemptions: 2023-112, 2024-009, 2024-017 and 2024-019 added

Disclaimer

*You must refer to the original source material for an exact copy of the legislation.
Courts of Law will refer only to the source regulatory material.*

PART 1 – Registration and Marking of Aircraft

3. Aircraft to be registered

- 1) Subject to paragraphs (2) and (3), an aircraft must not fly in or over the Isle of Man unless it is registered in -
 - (a) some part of the Commonwealth;
 - (b) a Contracting State; or
 - (c) some other country in relation to which there is in force an agreement between Her Majesty's Government in the United Kingdom and the Government of that country that makes provision for the flight over the Isle of Man of aircraft registered in that country.
- 2) A glider may fly unregistered, and will be taken to be registered in the Isle of Man for the purposes of articles 32, 34 and 39 on a flight that -
 - (a) begins and ends in the Isle of Man without passing over any other country; and
 - (b) is not for the purpose of commercial air transport or aerial work.
- 3) Paragraph (1) does not apply to a kite or captive balloon.
- 4) If an aircraft flies in or over the Isle of Man in contravention of paragraph (1) in such manner or circumstances that if the aircraft had been registered in the Isle of Man an offence in respect of a contravention of a provision specified in Schedule 11 would have been committed, that same offence is to be taken to have been committed in respect of that aircraft.

4. Department to register aircraft in the Isle of Man

[omitted¹]

5. Who may register aircraft in the Isle of Man

[omitted²]

6. Application for registration

[omitted³]

¹ Article omitted by SI 2022/172 and SI 2022/324; replaced by the Civil Aviation (Aircraft Registration and Marking) Order 2022

² Article omitted by SI 2022/172 and SI 2022/324; replaced by the Civil Aviation (Aircraft Registration and Marking) Order 2022

³ Article omitted by SI 2022/172 and SI 2022/324; replaced by the Civil Aviation (Aircraft Registration and Marking) Order 2022

Editorial Note: For an aircraft previously issued with a Certificate of Airworthiness in accordance with the now omitted Article 6, the certificate continues to have effect as if issued by the Department under article 9 of the Civil Aviation (Aircraft Registration and Marking) Order 2022.⁴

7. Changes to the register

[omitted⁵]

8. Aircraft that are entered in the Register of Aircraft Mortgages

[omitted⁶]

9. General provisions concerning registration

[omitted⁷]

10. Nationality and registration marks

[omitted⁸]

⁴ As put into effect by Article 14 of the Air Navigation (Isle of Man) (Amendment) Order 2022 (SD 2022/172 as amended by SD 2022/324)

⁵ Article omitted by SI 2022/172 and SI 2022/324; replaced by the Civil Aviation (Aircraft Registration and Marking) Order 2022

⁶ Article omitted by SI 2022/172 and SI 2022/324; replaced by the Civil Aviation (Aircraft Registration and Marking) Order 2022

⁷ Article omitted by SI 2022/172 and SI 2022/324; replaced by the Civil Aviation (Aircraft Registration and Marking) Order 2022

⁸ Article omitted by SI 2022/172 and SI 2022/324; replaced by the Civil Aviation (Aircraft Registration and Marking) Order 2022

PART 2 – Operations and operational directives

11. Prohibition of use for commercial air transport or aerial work

Except in the case of a transfer of functions under Article 83 of the Chicago Convention, an aircraft registered in the Isle of Man [prior to the date of the coming into operation of the Civil Aviation (Aircraft Registration and Marking) Order 2022 (SD 2022/0073)⁹] must not fly on a flight for the purpose of commercial air transport or aerial work.

Exemption 2021/074: Demonstration flights & delivery flights

- 1) The Department for Enterprise (“the Department”), in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015 (“the Order”) exempts any aircraft or persons from the following requirements of the Order subject to the conditions specified in paragraph 2:
 - a. Article 11 - an aircraft registered in the Isle of Man must not fly on a flight for the purpose of “commercial air transport” or “aerial work”;
 - b. Article 12 - person must not hold anyone out (whether the person who is being held out is the same person as the one who is holding out or is another person) as being one who may offer flights in an aircraft registered in the Isle of Man for the purpose of commercial air transport.
- 2) The conditions referred to in paragraph 1 are:
 - a. the only remuneration or valuable consideration given or promised by a person for the flight is limited to the direct costs of either:
 - (1) a demonstration or pre-purchase inspection flight;
 - (2) a necessary positioning flight to enable the demonstration or pre-purchase inspection flight to take place and a subsequent repositioning flight; or,
 - (3) a delivery flight necessary to facilitate an aircraft sale or lease.
 - b. the aircraft operator must keep a record of the remuneration or valuable consideration received under paragraph 2a, including the relevant direct costs of the flight, for one year or such longer period as the Department may in a particular case specify;
 - c. the aircraft operator must produce any documents required to be kept under paragraph 2b to the Department within 14 days after being so requested to do so or such longer period that has been agreed by the Department.
- 3) For the purposes of this exemption, the following interpretations apply, in addition to those specified in the Order:

⁹ Words added by SI 2022/172 and SI 2022/324.

- a. “demonstration flight” means a flight performed with the purpose of demonstrating an aircraft’s handling, performance, capabilities and functionalities to prospective buyers or lessees;
- b. “direct costs” means the costs directly in relation to a flight.

12. Offering commercial air transport flights

A person must not hold anyone out (whether the person who is being held out is the same person as the one who is holding out or is another person) as being one who may offer flights in an aircraft registered in the Isle of Man for the purpose of commercial air transport.

Exemption 2021/074: Demonstration flights & delivery flights

- 1) The Department for Enterprise (“the Department”), in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015 (“the Order”) exempts any aircraft or persons from the following requirements of the Order subject to the conditions specified in paragraph 2:
 - a. Article 11 - an aircraft registered in the Isle of Man must not fly on a flight for the purpose of “commercial air transport” or “aerial work”;
 - b. Article 12 - person must not hold anyone out (whether the person who is being held out is the same person as the one who is holding out or is another person) as being one who may offer flights in an aircraft registered in the Isle of Man for the purpose of commercial air transport.
- 2) The conditions referred to in paragraph 1 are:
 - a. the only remuneration or valuable consideration given or promised by a person for the flight is limited to the direct costs of either:
 - (1) a demonstration or pre-purchase inspection flight;
 - (2) a necessary positioning flight to enable the demonstration or pre-purchase inspection flight to take place and a subsequent repositioning flight; or,
 - (3) a delivery flight necessary to facilitate an aircraft sale or lease.
 - b. the aircraft operator must keep a record of the remuneration or valuable consideration received under paragraph 2a, including the relevant direct costs of the flight, for one year or such longer period as the Department may in a particular case specify;
 - c. the aircraft operator must produce any documents required to be kept under paragraph 2b to the Department within 14 days after being so requested to do so or such longer period that has been agreed by the Department.
- 3) For the purposes of this exemption, the following interpretations apply, in addition to those specified in the Order:
 - a. “demonstration flight” means a flight performed with the purpose of demonstrating an aircraft’s handling, performance, capabilities and functionalities to prospective buyers or lessees;

- b. “direct costs” means the costs directly in relation to a flight.

13. Operational directives

[omitted¹⁰]

14. Passenger and cargo manifest

- 1) This article applies to an aircraft registered in the Isle of Man for which a certificate of airworthiness is in force and that is used for international air navigation.
- 2) The commander of an aircraft to which this article applies must ensure that the following manifests are completed and carried on board-
 - (a) if passengers are carried, a passenger manifest containing the passengers’ names, and their places of embarkation and disembarkation; and
 - (b) if cargo is carried, a cargo manifest containing detailed declarations of the cargo.
- 3) A copy of each of these documents, where prepared, must be left at the aerodrome of departure.

¹⁰ Article omitted by SI 2020/1280 and SI 2022/324; replaced by article 8 of the Civil Aviation (Miscellaneous Provisions) Order 2020

PART 3 – Airworthiness of aircraft

15. Certificate of airworthiness to be in force

- 1) Subject to paragraph (2), an aircraft must not fly unless –
 - (a) there is in force for the aircraft a certificate of airworthiness issued or rendered valid under the law of the country in which the aircraft is registered or the State of the operator; and
 - (b) any conditions subject to which the certificate was issued or rendered valid are complied with.
- 2) The prohibition in paragraph (1) does not apply to flights, beginning and ending in the Isle of Man without passing over any other country, of –
 - (a) a glider flying on a private flight or an aerial work flight that consists of the giving of instruction or testing in a club environment;
 - (b) a balloon flying on a private flight;
 - (c) a kite;
 - (d) an aircraft flying in accordance with the conditions set out in Schedule 1;
 - (e) an aircraft flying in accordance with a national permit to fly;
 - (f) an aircraft flying in accordance with a certificate of validation issued by the Department under article 21; or
 - (g) [a single-seat deregulated aeroplane which is flying on a private flight¹¹].
- 3) An aircraft registered in the Isle of Man with a certificate of airworthiness must not fly otherwise than in accordance with any conditions or limitations contained in its flight manual unless otherwise permitted by the Department.

Exemption 2023/079: Irish certificate of airworthiness

- 1) In exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015 ('the Order)', the Department for Enterprise ('the Department'), exempts, subject to paragraph 3 below, any Irish registered aircraft coming within the definitions of paragraph 2 below from the provisions of Article 15 of the Order.
- 2) This exemption applies to civil aircraft in the following categories that are subject to a Flight Permit issued by the Irish Aviation Authority:
 - (a) Home built aircraft.
 - (b) Historic aircraft types that previously held an ICAO-compliant Certificate of Airworthiness, initially designed before 1 January 1955 and whose production has ceased before 1 January 1975 and whose maximum take-off- mass does not exceed 5,700kg.

¹¹ Words replaced by SI 2022/172 and SI 2022/324

- (c) Aircraft specifically designed or modified for research, experimental or scientific purposes, and likely to be produced in very limited numbers.
- (d) Single-seat and two-seat non-Part 21 aeroplanes with a maximum take-off mass of not more than:
 - (i) 600kg for a land plane; or
 - (ii) 650kg for an amphibian or floatplane and having, or been modified to have, a stalling speed, or minimum steady flight speed in the landing configuration, of not more than 45 knots calibrated airspeed.
- (e) Gliders with a maximum empty mass, of not more than 250kg when single-seater, or 400kg when two-seater, including those which are foot launched.
- (f) Replicas of aircraft of (b) above, for which the structural design is similar to the original aircraft.
- (g) Factory-built gyroplanes.
- (h) Any other aircraft which has a maximum empty mass, including fuel, of no more than 70kg.

Conditions

- 3) This exemption is granted subject to the following conditions that apply to all categories of aircraft:
- (a) The aircraft must be registered in Ireland and display the relevant markings assigned by Ireland as the State of Registry.
 - (b) The aircraft must be flown in accordance with the conditions, limitations and restrictions under a Flight Permit, Flight Permit Exemption, or equivalent document issued by the Irish Aviation Authority.
 - (c) The aircraft must not be flown for the purpose of commercial air transport.
 - (d) The aircraft must be flown by day only and in accordance with the Visual Flight Rules.
 - (e) The aircraft must not remain in the Isle of Man pursuant to this exemption for a period of more than 28 days in any one visit, without the prior permission of the Department.
 - (f) The aircraft may enter or overfly the territory of the Isle of Man pursuant to this exemption, without the prior permission of the Department.
 - (g) The owner of the aircraft must ensure that the documents specified in Schedule 1 to this exemption are valid and available for inspection by the Department on demand when the aircraft is in the UK.
 - (h) The pilot of the aircraft shall hold a valid pilot licence and medical certificate, issued in accordance with ICAO Annex 1, which meets the requirements of the applicable Irish legislation for the pilot to act as pilot of the aircraft. Pilots who do not hold such a valid ICAO Annex 1 licence and medical certificate will need to contact the Department for permission to fly in Isle of Man airspace.

Exemption 2023/045: Flight with UK national permit to fly

- 1) The Department for Enterprise (“the Department”) in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015 (“the 2015 Order”) hereby exempts aircraft registered in the United Kingdom in respect of which a National Permit to Fly issued or validated by the United Kingdom competent authority, is for the time being in force, from the provisions of Article 15(1) and Article 21(2) of the 2015 Order, subject to the following conditions:
 - (a) this exemption shall only have effect for a flight within the Isle of Man;
 - (b) the aircraft shall not fly for the purpose of public transport or aerial work, other than aerial work which consists of flights for the purpose of flying displays, associated practice, test and positioning flights or the exhibition or demonstration of the aircraft;
 - (c) no person shall be carried during flights for the purpose of flying displays or demonstration flying except the minimum flight crew, unless the prior permission of the Department has been obtained;
 - (d) a placard shall be fixed to the aircraft in accordance with Article 20(4) of the 2015 Order;
 - (e) the aircraft shall only be flown by day and in accordance with the Visual Flight Rules unless the prior permission of the Department has been obtained;
 - (f) the conditions relating to the airworthiness, operation or maintenance of the aircraft imposed under Article 40(3) of the United Kingdom Air Navigation Order 2016 ; and
 - (g) this exemption does not exclude from a prohibition or restriction of flight imposed by Regulations within the Isle of Man.
- 2) For the purposes of sub-paragraph 1.(e), aircraft which have:
 - (a) followed the Light Aircraft Association (‘LAA’) procedure for the approval of LAA permit aircraft for operation in instrument meteorological conditions, under the instrument flight rules, or at night as laid out in LAA document TL 2.27 Issue 3 dated 27 June 2022;
 - (b) met the standards set out in LAA document TL 2.28 Issue 3 dated 27 June 2022; and
 - (c) subsequently had the day/VFR limitation removed by the LAA;are deemed to have obtained the permission of the Department.

Exemption 16/2019: Maintenance check flights

- 1) The Department for Enterprise (“the Department”), in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015 (“the Order), subject to the conditions set out in paragraph 2, exempts any aircraft registered in the Isle of Man from the requirements of:
 - (a) Article 15(1) of the Order in that it must not fly unless there is in force for the aircraft a certificate of airworthiness; and,
 - (b) Article 24(2) of the Order in that it must not be flown unless there is in force for it a certificate of release to service.
- 2) The conditions specified in paragraph 1 are that the aircraft must only be flown for the purpose of a Maintenance Check Flight where the Aircraft Maintenance Manual (or Approved Maintenance Program) identifies a requirement for the adequate functioning of an aircraft system to be tested prior to the issuance of a certificate of release to service and where such testing cannot be completed on the ground.

Exemption 15/2018: Certificates of airworthiness and validations of permits to fly

- 1) The Department of Economic Development, in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015 exempts from the requirement for:
 - (a) an aircraft not to fly unless there is in force for the aircraft a certificate of airworthiness issued or rendered valid as specified in Article 15(1);
 - (b) the Department to issue a certificate of validation to permit to fly aircraft registered elsewhere than in the Isle of Man as specified in Article 21(1) and (4).
- 2) This exemption is subject to such aircraft:
 - (a) being in receipt of a permit to fly issued by: a member state of the European Economic Area; the USA; Canada; Australia; Brazil; and
 - (b) not flying for the purpose of:
 - (i) commercial air transport; or
 - (ii) aerial work other than aerial work that consists of flights for flying displays, associated practice, test and positioning flights or the exhibition or demonstration of the aircraft.

Exemption 07/2017: Permit to fly without certificate of airworthiness

- 1) The Department of Economic Development in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015 (the Order) hereby exempts any aircraft classified by Light Aircraft Association Limited (LAA) as a “Series”, “Series modified” or “Variant” type and operated under the auspices of the LAA from the provisions of Article 15(2)(e) of the Order when such an aircraft is flying for the purposes of enabling it:

- (a) To be flight tested to qualify in part for the issue, renewal, validation or revalidation of a Permit to Fly.
 - (b) To carry out a flight test for the purposes of performing a functional check, test or in flight adjustment associated with the approval of a modification or repair, or
 - (c) To proceed, by the most direct route available, to a place at which a flight test is to take place, or from a place at which a flight test has taken place, for the purpose specified in subparagraph (a) or (b).
- 2) This Exemption is granted subject to the following conditions:
- (a) The aircraft must be registered in the United Kingdom.
 - (b) Before the flight a Permit Flight Release Certificate (PFRC) or Certificate of Clearance (CoC) must have been issued by an appropriately authorised member of the LAA engineering staff in accordance with procedures approved by the LAA.
 - (c) The period of validity stated on the PFRC must not exceed 30 days; the period of validity stated on a CoC must not exceed 3 months.
 - (d) The design standard of the aircraft must not be altered during the period of validity of the PFRC or CoC.
 - (e) Following any maintenance, a Permit Maintenance Release must be issued in accordance with Chapter A3-7 of BCAR Section A (CAP 553) issued by the UK Civil Aviation Authority by an Inspector appropriately authorised by the LAA.
 - (f) Only minimum crew required for the safe operation of the aircraft (which may consist of a pilot and, if required, a flight test engineer/observer) may be carried in the aircraft.
 - (g) The aircraft must be flown in accordance with the flight limitations and conditions prescribed by the LAA.
 - (h) When carrying out a flight test the aircraft must be flown in accordance with a flight test schedule approved by the LAA.

16. Issue and renewal of certificates of airworthiness

- 1) Subject to paragraph (2), the Department must issue for an aircraft registered in the Isle of Man a certificate of airworthiness if it is satisfied that the aircraft is fit to fly having regard to —
 - (a) the design, construction, workmanship and materials of the aircraft (including in particular any engines fitted in the aircraft), and of any equipment carried in the aircraft that it considers necessary for the airworthiness of the aircraft; and
 - (b) the results of flying trials and such other tests of the aircraft as it may require.

- 2) If the Department has issued a certificate of airworthiness for an aircraft that, in its opinion, is a prototype aircraft or a modification of a prototype aircraft, it may dispense with flying trials in the case of any other aircraft if it is satisfied that the other aircraft conforms to such prototype or modification.
- 3) A certificate of airworthiness must —
 - (a) specify the category “Private”; and
 - (b) be issued subject to the condition that the aircraft may not be flown except for the purposes (which may not include commercial air transport [¹²]) specified in the certificate.
- 4) The Department may issue a certificate of airworthiness subject to such other conditions relating to the airworthiness of the aircraft as it thinks fit.
- 5) The Department may issue a certificate of validation.
- 6) Nothing in this Order obliges the Department to accept an application for the issue of a certificate of airworthiness or certificate of validation or for the variation or renewal of such a certificate if the application is not supported by a report from a person approved under article 158 as the Department may specify, either generally or in a particular case or class of case.
- 7) In this article, a certificate of validation means a certificate rendering valid for the purposes of this Order a certificate of airworthiness issued for an aircraft registered elsewhere than in the Isle of Man under the law of a country other than the Isle of Man.

17. Certificate of airworthiness ceasing to be in force and issue of airworthiness directives

- 1) Subject to paragraph (3), a certificate of airworthiness or a certificate of validation issued for an aircraft registered in the Isle of Man ceases to be in force if —
 - (a) the aircraft or a part of it or such of its equipment as is necessary for its airworthiness has been overhauled, repaired, replaced, modified or maintained;
 - (b) maintenance or an inspection of the aircraft or of equipment necessary for its airworthiness is required by a maintenance programme approved by the Department for the aircraft under article 22;
 - (c) maintenance of the aircraft or of equipment necessary for its airworthiness has been made mandatory by a directive issued by the Department;
 - (d) an inspection for the purpose of ascertaining whether the aircraft remains airworthy has been made mandatory by a directive issued by the Department; or
 - (e) any modification of the aircraft or of any equipment is necessary for its airworthiness has been made mandatory by a directive issued by the Department for the purpose of ensuring that the aircraft remains airworthy.

¹² Omitted by Exemption [2023/007](#)

- 2) A certificate of airworthiness or a certificate of validation that has ceased to be in force under paragraph (1) becomes valid again on the issue of a certificate of release to service under this Order relating to the overhaul, repair, replacement, modification, maintenance or inspection.
- 3) A certificate of airworthiness that would not be in force by reason of paragraph (1) remains in force if the aircraft is flying in the circumstances specified in article 24(3) or 25.
- 4) In this article, a certificate of validation has the same meaning as in article 16(7).

Exemption 2020/102: Certificate of release to service – specified maintenance procedures

- 1) The Department for Enterprise, in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015 (“the Order”), exempts, subject to the conditions in paragraph 2, aircraft registered in the Isle of Man from the requirement specified in Article 17(1)(a) of the Order which requires that a certificate of airworthiness ceases to be in force if the aircraft or a part of it or such of its equipment as is necessary for its airworthiness.
- 2) This conditions referred to in paragraph 1 are:
 - (a) The exemption is only applicable to aircraft operated in accordance with an approved Minimum Equipment List (MEL); and limited to the following maintenance (M) procedures listed in the MEL:
 - (i) pulling and collaring circuit breakers;
 - (ii) tests conducted from the flight deck utilising Built-in Test Equipment (BITE);
 - (iii) installing placards.
 - (b) The operator must ensure that the approved MEL clearly references this enablement:
 - (i) in the preamble and definitions list; and,
 - (ii) against the pertinent maintenance procedures.

18. Issue of national permits to fly

- 1) Subject to paragraph (2), the Department must issue for an aircraft registered in the Isle of Man a national permit to fly if it is satisfied that the aircraft is fit to fly having regard to the airworthiness of the aircraft and the conditions to be attached to the permit.
- 2) The Department must refuse to issue a national permit to fly for an aircraft registered in the Isle of Man if it appears to the Department that the aircraft is eligible for, and ought to fly under and in accordance with, a certificate of airworthiness.
- 3) The Department may issue a national permit to fly subject to such conditions relating to the airworthiness, operation or maintenance of the aircraft as it thinks fit.
- 4) Nothing in this Order requires the Department to accept an application for the issue, variation or renewal of a national permit to fly if the application is not supported by a report from a person approved under article 158 as the Department may specify, either generally or in a particular case or class of cases.

19. National permits to fly ceasing to be in force and issue of airworthiness directives for permit aircraft

- 1) A national permit to fly ceases to be in force if—
 - (a) the Department has issued a directive that requires—
 - (i) an inspection to be carried out for the purpose of ascertaining whether the aircraft remains airworthy; or
 - (ii) modification or maintenance of the aircraft or any of its equipment necessary for its airworthiness for the purpose of ensuring that the aircraft remains airworthy; or
 - (b) completion of an inspection, modification or maintenance of the aircraft is required as a condition of the permit to fly.
- 2) A national permit to fly that has ceased to be in force under paragraph (1) comes into force again as soon as—
 - (a) any such inspection, modification or maintenance has been satisfactorily completed; and
 - (b) in the case of an inspection, any consequential repair, replacement or modification has been satisfactorily carried out.
- 3) A national permit to fly ceases to be in force—
 - (a) if any condition (other than a condition of the permit requiring an inspection, modification or maintenance) is not complied with;
 - (b) if the aircraft, engines or propellers, or such of its equipment as is necessary for its airworthiness are modified or repaired, unless the repair or modification has been approved by the Department or by a person approved by the Department for that purpose.
- 4) A national permit to fly is not in force unless the permit includes a current certificate of validity issued by the Department or by a person approved by the Department for that purpose.
- 5) In this article a certificate of validity means a certificate that certifies that a national permit to fly remains valid for the period specified in the certificate and a certificate of validity is current during that period.

20. Limitations of national permits to fly

- 1) Subject to paragraph (3), an aircraft flying in accordance with a national permit to fly must not fly for the purpose of—
 - (a) commercial air transport; or
 - (b) aerial work other than aerial work that consists of flights for flying displays, associated practice, test and positioning flights or the exhibition or demonstration of the aircraft.

- 2) A person may not be carried during flights for flying displays or demonstration flying (except for the minimum required flight crew), unless the prior permission of the Department has been obtained.
- 3) An aircraft flying in accordance with a national permit to fly may fly for aerial work that consists of instruction or testing in a club environment if it does so with the permission of the Department.
- 4) A placard must be affixed to an aircraft flying in accordance with a national permit to fly in full view of the occupants that must be worded as follows—

“Occupant warning
This aircraft has not been certificated to
an International Requirement”
- 5) An aircraft flying in accordance with a national permit to fly may only be flown by day and in accordance with the Visual Flight Rules unless the prior permission of the Department has been obtained.
- 6) In paragraph (5) “day” means the time from half an hour before sunrise until half an hour after sunset, with sunset and sunrise being determined at surface level.

21. Issue and validity of certificates of validation of permits to fly or equivalent documents

- 1) In this article, a certificate of validation means a certificate authorising an aircraft registered elsewhere than in the Isle of Man to fly in or over the Isle of Man.
- 2) The Department must issue a certificate of validation if it is satisfied that the aircraft has a permit to fly or equivalent document issued or validated by the competent authority of the country in which the aircraft is registered and the authority applies standards that are substantially equivalent to those required for the issue of a permit to fly by the Department.
- 3) An aircraft flying in accordance with a certificate of validation must not fly for the purpose of —
 - (a) commercial air transport; or
 - (b) aerial work other than aerial work that consists of flights for flying displays, associated practice, test and positioning flights or the exhibition or demonstration of the aircraft.
- 4) The Department may issue a certificate of validation subject to such conditions relating to the airworthiness, operation or maintenance of the aircraft as it thinks fit.

Exemption 2023/045: Flight with UK national permit to fly

- 1) The Department for Enterprise (“the Department”) in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015 (“the 2015 Order”) hereby exempts aircraft registered in the United Kingdom in respect of which a National Permit to Fly issued or validated by the United Kingdom competent authority, is for the time being in force, from the provisions of Article 15(1) and Article 21(2) of the 2015 Order, subject to the following conditions:
 - (a) this exemption shall only have effect for a flight within the Isle of Man;
 - (b) the aircraft shall not fly for the purpose of public transport or aerial work, other than aerial work which consists of flights for the purpose of flying displays, associated practice, test and positioning flights or the exhibition or demonstration of the aircraft;
 - (c) no person shall be carried during flights for the purpose of flying displays or demonstration flying except the minimum flight crew, unless the prior permission of the Department has been obtained;
 - (d) a placard shall be fixed to the aircraft in accordance with Article 20(4) of the 2015 Order;
 - (e) the aircraft shall only be flown by day and in accordance with the Visual Flight Rules unless the prior permission of the Department has been obtained;
 - (f) the conditions relating to the airworthiness, operation or maintenance of the aircraft imposed under Article 40(3) of the United Kingdom Air Navigation Order 2016 ; and
 - (g) this exemption does not exclude from a prohibition or restriction of flight imposed by Regulations within the Isle of Man.
- 2) For the purposes of sub-paragraph 1.(e), aircraft which have:
 - (a) followed the Light Aircraft Association (‘LAA’) procedure for the approval of LAA permit aircraft for operation in instrument meteorological conditions, under the instrument flight rules, or at night as laid out in LAA document TL 2.27 Issue 3 dated 27 June 2022;
 - (b) met the standards set out in LAA document TL 2.28 Issue 3 dated 27 June 2022; and
 - (c) subsequently had the day/VFR limitation removed by the LAA;are deemed to have obtained the permission of the Department.

Exemption 2021/076: Glider towing with permit-to-fly aircraft

- 1) The Department for Enterprise, in exercise of its powers under article 156 of the Air Navigation (Isle of Man) Order 2015 (“the 2015 Order”), exempts any aircraft registered elsewhere than in the Isle of Man and flying in accordance with a national permit to fly or equivalent document from the requirement at Article 21(2) of the 2015 Order to hold a certificate of validation and the prohibition at Article 21(3)(b) of the 2015 Order that it must not fly for the purpose of aerial work.
- 2) This exemption only applies to an aircraft being used for the purpose of towing gliders whilst owned or operated under arrangements entered into by Andreas Gliding Club, a club affiliated to the British Gliding Association.
- 3) On a flight subject to this exemption:
 - (a) the aircraft shall have a current national permit to fly or equivalent document issued or validated by the competent authority of the country in which the aircraft is registered;
 - (b) the pilot of the aircraft and any person carried in the aircraft, or in any glider towed by the aircraft, must be members of:
 - (i) the club which owns or operates the aircraft; or
 - (ii) a related club.
 - (c) the only valuable consideration given or promised in respect of the flight or the purpose of the flight must be in respect of and no greater than the direct costs of the flight and/or an appropriate contribution to the annual costs, and given by one or more members of:
 - (i) the club which owns or operates the aircraft; or
 - (ii) a related club.
- 4) In this exemption, a “related club” means a club affiliated to the British Gliding Association which has entered into an arrangement with the club which owns or operates an aircraft which is the subject of this exemption.

Exemption 04/2020: Exemption to permit to flight in Isle of Man by UK registered aircraft in respect of which a national permit to fly is in force

- 1) The Department for Enterprise (“the Department”) in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015 (“the 2015 Order”) hereby exempts from the provisions of Article 15(1) and Article 21(2) of the 2015 Order aircraft registered in the United Kingdom in respect of which a National Permit to Fly issued or validated by the United Kingdom competent authority, is for the time being in force, subject to the following conditions:
 - (a) this exemption shall only have effect for a flight within the Isle of Man;
 - (b) the aircraft shall not fly for the purpose of public transport or aerial work, other than aerial work which consists of flights for the purpose of flying displays, associated practice, test and positioning flights or the exhibition or demonstration of the aircraft;

- (c) no person shall be carried during flights for the purpose of flying displays or demonstration flying except the minimum flight crew, unless the prior permission of the Department has been obtained;
- (d) a placard shall be fixed to the aircraft in accordance with Article 20(4) of the 2015 Order;
- (e) the aircraft shall only be flown by day and in accordance with the Visual Flight Rules unless the prior permission of the Department has been obtained;
- (f) the conditions relating to the airworthiness, operation or maintenance of the aircraft imposed under Article 40(3) of the United Kingdom Air Navigation Order 2016; and
- (g) this exemption does not exclude from a prohibition or restriction of flight imposed by Regulations within the Isle of Man.

Exemption 15/2018: Certificates of airworthiness and validation of permits to fly

- 1) The Department of Economic Development, in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015 exempts from the requirement for:
 - (a) an aircraft not to fly unless there is in force for the aircraft a certificate of airworthiness issued or rendered valid as specified in Article 15(1);
 - (b) the Department to issue a certificate of validation to permit to fly aircraft registered elsewhere than in the Isle of Man as specified in Article 21(1) and (4).
- 2) This exemption is subject to such aircraft:
 - (a) being in receipt of a permit to fly issued by: a member state of the European Economic Area; the USA; Canada; Australia; Brazil; and
 - (b) not flying for the purpose of:
 - (i) commercial air transport; or
 - (ii) aerial work other than aerial work that consists of flights for flying displays, associated practice, test and positioning flights or the exhibition or demonstration of the aircraft.

22. Requirement for an approved maintenance programme

- 1) An aircraft registered in the Isle of Man for which a certificate of airworthiness is in force must not fly unless the aircraft (including its engines), together with its equipment and radio station, is maintained in accordance with a maintenance programme approved by the Department for that aircraft.
- 2) The design and application of the maintenance programme must observe Human Factors principles as specified in any guidance material published by the Department.

- 3) The operator of an aircraft registered in the Isle of Man and which has a maximum total mass authorised in excess of 5,700 kg must ensure that the information resulting from the maintenance and operational experience with respect to its continuing airworthiness is transmitted to the organisation responsible for the type design of the aircraft.

23. Technical log

[omitted¹³]

24. Requirement for a certificate of release to service for aircraft

- 1) This article applies to an aircraft registered in the Isle of Man that has a certificate of airworthiness.
- 2) Subject to paragraph (3) and article 25, if an aircraft or a part of it or such of its equipment as is necessary for its airworthiness has been overhauled, repaired, replaced, modified, maintained, or has been inspected as provided in article 17(1)(b) or (d), it must not be flown unless there is in force for it a certificate of release to service issued under and in accordance with this Order.
- 3) If a repair or replacement of a part of an aircraft or its equipment is carried out when the aircraft is at a place where it is not reasonably practicable—
 - (a) for the repair or replacement to be carried out in such a manner that a certificate of release to service under this Order can be issued; or
 - (b) for such a certificate to be issued while the aircraft is at that place, it may fly to a place that satisfies each of the criteria in paragraph (5).
- 4) If the aircraft flies in the circumstances referred to in paragraph (3), the commander of the aircraft must cause written information about the flight, and the reasons for making it, to be given to the Department within 10 days.
- 5) A place satisfies the criteria in this paragraph if it is—
 - (a) the nearest place at which a certificate of release to service under this Order can be issued;
 - (b) a place to which the aircraft can, in the reasonable opinion of the commander, safely fly by a route for which it is properly equipped; and
 - (c) a place to which it is reasonable to fly having regard to any hazards to the liberty or health of any person on board.
- 6) Subject to paragraph (8), equipment provided in compliance with Schedule 3 (except equipment specified in paragraph 4 of the Schedule) must not be installed or placed on board for use in an aircraft after being overhauled, repaired, modified or inspected.
- 7) Subject to paragraph (8), radio communication and radio navigation equipment provided for use in an aircraft or in a survival craft carried in an aircraft, whether or not the equipment is

¹³ Article omitted by SI 2016 No 155

provided in compliance with Schedule 4 or any other provision of this Order or any applied regulations, must not be installed or placed on board for use in an aircraft after being overhauled, repaired, modified or inspected.

- 8) Equipment specified in paragraphs (6) and (7) may be installed or placed on board for use in an aircraft if there is in force for the equipment, at the time when it is installed or placed on board, a certificate of release to service issued under this Order.

Exemption 16/2019: Maintenance check flights

- 1) The Department for Enterprise (“the Department”), in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015 (“the Order), subject to the conditions set out in paragraph 2, exempts any aircraft registered in the Isle of Man from the requirements of:
 - (a) Article 15(1) of the Order in that it must not fly unless there is in force for the aircraft a certificate of airworthiness; and,
 - (b) Article 24(2) of the Order in that it must not be flown unless there is in force for it a certificate of release to service.
- 2) The conditions specified in paragraph 1 are that the aircraft must only be flown for the purpose of a Maintenance Check Flight where the Aircraft Maintenance Manual (or Approved Maintenance Program) identifies a requirement for the adequate functioning of an aircraft system to be tested prior to the issuance of a certificate of release to service and where such testing cannot be completed on the ground.

25. Circumstances where a certificate of release to service is not required

- 1) A certificate of release to service is not required to be in force for a private aircraft to which article 24 applies that has a maximum total mass authorised of not more than 2730 kg if it flies in the circumstances specified in paragraph (2).
- 2) Those circumstances are—
 - (a) the only repairs or replacements for which a certificate of release to service is not in force are of such a description as may be prescribed;
 - (b) such repairs or replacements have been carried out personally by the holder of a pilot’s licence granted or rendered valid under this Order who is the owner or operator of the aircraft;
 - (c) the person carrying out the repairs or replacements keeps in the aircraft log book kept for the aircraft under article 29 a record that identifies the repairs or replacements and signs and dates the entries; and
 - (d) any equipment or parts used in carrying out the repairs or replacements are of a type approved by the Department, either generally or in relation to a class of aircraft or the particular aircraft.

26. Contents of a certificate of release to service

- 1) If an aircraft or a part of the aircraft or its equipment has been overhauled, repaired, replaced, modified or maintained, a certificate of release to service issued under this Order must—
 - (a) identify the overhaul, repair, replacement, modification or maintenance to which the certificate relates;
 - (b) include detailed information about the work done;
 - (c) certify that the specified work has been completed with material of a type approved by the Department, either generally or in relation to a class of aircraft or the particular aircraft;
 - (d) in the case of an overhaul, removal or replacement, certify that the specified work conforms with the continuing airworthiness instructions issued by the relevant type certificate holder; and
 - (e) certify that—
 - (i) the specified work has been completed in a manner approved by the Department, either generally or in relation to a class of aircraft or the particular aircraft; or
 - (ii) in the case of a repair or modification that has been classified as minor by a person authorised to do so by the Department and approved by that person, it has been completed in accordance with the approval.
- 2) A certificate of release to service issued under this Order in relation to an inspection required in accordance with article 17(1)(b) or (d) must certify that the aircraft or the part of it or its equipment that has been required to be inspected—
 - (a) has been inspected in accordance with the requirements; and
 - (b) that any consequential repair, replacement or modification has been satisfactorily carried out.
- 3) In this article, a “minor repair or modification” means one that has no appreciable effect on the mass, balance, structural strength, reliability, operational characteristics, noise, fuel venting, exhaust emission or other characteristics affecting the airworthiness of the aircraft, part or equipment.

27. Who may issue a certificate of release to service

A certificate of release to service issued under this Order may be issued only by a person, whether an individual or an incorporated person, who is —

- (a) the holder of an aircraft maintenance engineer’s licence —
 - (i) granted under this Order, being a licence that entitles the holder to issue the certificate; or

- (ii) granted under the law of a country other than the Isle of Man and rendered valid under this Order, being a licence that entitles the holder to issue the certificate in accordance with the privileges endorsed on the licence;
- (b) approved by the Department as being competent to issue the certification and who is acting in accordance with the approval;
- (c) in a particular case, authorised by the Department to issue the certificate and who is acting in accordance with the approval;
- (d) in relation only to the adjustment and compensation of direct reading magnetic compasses, the holder of an Airline Transport Pilot's Licence (Aeroplanes) or a Flight Navigator's Licence rendered valid under this Order;
- (e) approved in accordance with Part 145 and who is acting in accordance with the approval; or
- (f) listed in the maintenance organisation manual of a maintenance organisation approved under Part M Subpart F as a member of the certifying staff of the organisation and who is acting in accordance with the scope of the person's approval as stated in the manual.

Approval 2021/009: Persons listed to issue a certificate of release

- 1) In addition to those organisations listed under Article 27 (a) to (f) of the Air Navigation (Isle of Man) Order 2015 ("the Order"), the Department for Enterprise in exercise of its powers under Article 27(b) of the Order, furthermore approves the following persons listed to issue a certificate of release to service for an aircraft registered in the Isle of Man:
 - (a) a person who is acting in their duties as an employee of an organisation that holds:
 1. a Title 14 Code of Federal Regulations (CFR) Part 145 certification;

or,

 2. an EASA Part 145 approval issued by the UK CAA prior to 1 January 2021;

or,

 3. a UK CAA Part 145 approval;

or,
 - (b) a person listed in the maintenance organisation manual of a maintenance organisation that holds:
 1. an EASA Part M Subpart F or Part CAO approval issued by the UK CAA prior to 1 January 2021;

or,

 2. a UK CAA Part M Subpart F or Part CAO approval;

or,

 3. an EASA Part CAO approval.

28. Validation of maintenance engineers' licences etc.

- 1) The Department may, subject to any conditions as it thinks fit, issue a certificate of validation of—
 - (a) an aircraft maintenance engineer's licence granted in accordance with the laws and procedures of a Contracting State;
 - (b) an approval given in accordance with Part 145 or Part M Subpart F; or
 - (c) an aircraft maintenance licence granted by a State that is in conformity with Annex 1 to the Chicago Convention¹⁴.
- 2) Subject to paragraph (3) the holder of a licence that is valid by virtue of paragraph (1) may be either an individual or an incorporated body.
- 3) If the holder is an individual, the individual must not exercise the privileges of such a licence if he or she knows or suspects that his or her physical or mental condition renders the individual unfit to exercise such privileges.

29. Aircraft, engine and propeller log books

- 1) In addition to any other log book required to be kept by or under this Order, the following log books must be kept for an aircraft registered in the Isle of Man —
 - (a) an aircraft log book;
 - (b) a separate log book for each engine fitted in the aircraft; and
 - (c) a separate log book for each variable pitch propeller fitted to the aircraft.
- 2) The log books must include the information specified in Schedule 5.
- 3) With the exception of an entry of the type referred to in paragraph 3(d)(ii) or 4(d)(ii) of Schedule 5 each entry in the log book —
 - (a) must be made as soon as practicable, but in no event more than 30 days, after the occurrence to which it relates;
 - (b) must be made on each occasion that any overhaul, repair, replacement, modification, maintenance or inspection is undertaken on the engine or propeller.
- 4) A document that is incorporated by reference in a log book is to be taken, for the purposes of this Order, to be part of the log book.
- 5) The operator of an aircraft for which log books are required to be kept must keep them or cause them to be kept in accordance with this article.
- 6) Subject to article 90 a log book must be preserved by the operator of the aircraft for at least two years after the aircraft, the engine or the variable pitch propeller has been destroyed or has been permanently withdrawn from use.

¹⁴ Annex 1 is published by the International Civil Aviation Organisation ISBN 978-92-9231-810-9.

30. Aircraft mass schedule

- 1) This article applies to a flying machine or a glider for which a certificate of airworthiness issued by the Department or rendered valid under this Order is in force.
- 2) An aircraft to which this article applies must be weighed, and the position of its centre of gravity determined, at such times and in such manner as the Department may require.
- 3) When the aircraft is weighed its operator must prepare a mass schedule showing —
 - (a) either the basic mass, or such other mass as may be approved by the Department for that aircraft; and
 - (b) either the position of the centre of gravity at its basic mass or such other position of the centre of gravity as may be approved by the Department for that aircraft.
- 4) Subject to article 90, the mass schedule must be preserved by the operator of the aircraft for at least six months after the next occasion on which the aircraft is weighed for the purposes of this article.
- 5) In this article “basic mass” means the empty mass of the aircraft established in accordance with the type certification basis of the aircraft.

31. Access and inspection for airworthiness purposes

- 1) The Department may cause such inspections, investigations, tests, experiments and flight trials to be made as it deems necessary for the purposes of this Part.
- 2) A person authorised to do so by the Department may at any reasonable time inspect a part of, or material intended to be incorporated in or used in the manufacture of any part of an aircraft or its equipment or a document relating to the aircraft and may for that purpose go onto an aerodrome or enter an aircraft factory.

PART 4 – Equipment of aircraft

32. Equipment of aircraft

- 1) An aircraft must not be flown unless it is so equipped as to comply with the law of the country in which it is registered and as to enable lights and markings to be displayed and signals to be made all in accordance with this Order and any applied regulations.
- 2) Subject to paragraph (7), an aircraft registered in the Isle of Man must (in addition to any other equipment required by this Order or any applied regulations) carry the equipment specified in paragraph 5 of Schedule 3 in the circumstances described in the second column of the Table in paragraph 4 of that Schedule.
- 3) The equipment carried must—
 - (a) comply with the provisions of Schedule 3;
 - (b) except for the equipment specified in paragraph 3 of that Schedule, be of a type approved by the Department either generally or in relation to a class of aircraft or in relation to that aircraft; and
 - (c) be installed in a manner approved by the Department.
- 4) In any particular case the Department may direct that an aircraft registered in the Isle of Man must carry such additional or special equipment or supplies as the Department may specify for the purpose of facilitating the navigation of the aircraft, the carrying out of search and rescue operations or the survival of persons carried in the aircraft.
- 5) This paragraph applies to navigational equipment capable of establishing the aircraft's position in relation to its position at some earlier time by computing and applying the resultant of the acceleration and gravitational forces acting on it.
- 6) Navigational equipment to which paragraph (5) applies that is carried in an aircraft registered in the Isle of Man (whether or not in compliance with this Order or any regulations made under this Order) must—
 - (a) be of a type approved by the Department, either generally or in relation to a class of aircraft or in relation to that aircraft; and
 - (b) be installed in a manner approved by the Department.
- 7) This article does not apply in relation to radio communication and radio navigation equipment except such equipment specified in Schedule 3.

Approval & Exemption 2024/009: Approval of aircraft equipment

- 1) In exercise of its powers under articles 32(3), 32(6) and 34(5) of the Air Navigation (Isle of Man) Order 2015 (“the Order”), the Department for Enterprise (“the Department”) approves the following types of aircraft equipment and its manner of installation into an aircraft registered in the Isle of Man:
 - (a) equipment listed in the aircraft's Instructions for Continuing Airworthiness issued or referenced by the TC or STC holder; or

- (b) equipment captured by modification data specified by the TC or STC holder or design organisation and/or those approved under the regulations of the state of design, EASA – Technical Visa, or Part 21 design data; or
 - (c) equipment subject to a ‘minor’ modification approved issued by the Department.
- 2) The Department, in exercise of its powers under article 156 of the Order, subject to the conditions at paragraph 3, exempts aircraft registered in the Isle of Man from the following requirements that the specified equipment must be of a type approved by the Department either generally or in relation to a class of aircraft or in relation to that aircraft; and, be installed in a manner approved by the Department:
- (a) article 32(3) of the Order, pertaining to the equipment specified in paragraph 5 of Schedule 3 of the Order;
 - (b) article 32(6) of the Order, pertaining to the navigational equipment specified by article 32(5); and
 - (c) article 34(5) of the Order, pertaining to all radio communication and radio navigation equipment installed in the aircraft.
- 3) The conditions specified at paragraph 2 are that the equipment is not used by the flight crew to control the flight path or is not installed in the aircraft, and
- (a) does not affect the airworthiness of the aircraft, even in the case of failures or malfunction; and
 - (b) if used by a flight crew member, is:
 - i. readily operable or accessible from the station where the flight crew member that needs to use it is seated; and
 - ii. so arranged as to permit the flight crew member to see any indications readily from their station, with the minimum practicable deviation from the position and line of vision which they normally assume when looking forward along the flight path; and
 - (c) if it is emergency equipment, being easily accessible for immediate use.

General Exemption 2024/019: Flight Data Recorder Equipage

- 1) The Department for Enterprise (“the Department”), in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015[1] (“the Order”), exempts aircraft registered in the Isle of Man from the requirement of Article 32(2) of the Order to carry the equipment required by paragraphs 4 and 5 of Schedule 3 of the Order as specified in paragraph 2.
- 2) The aircraft and associated equipment exempt by paragraph 1 are:
- (a) Aircraft for which the individual certificate of airworthiness was first issued on or before 31 December 1988 are exempt from the requirement to carry a flight data recorder as specified by Scale P.
 - (b) Aircraft for which the individual certificate of airworthiness was first issued on or before 31 December 1986 are exempt from the requirement to carry either a four channel cockpit voice recorder or a flight data recorder as specified by Scale S(1).

32A. Survival equipment

- 1) The pilot in command of an aircraft that is registered in the Isle of Man must be satisfied on reasonable grounds before take-off that the aircraft carries such additional equipment as the pilot in command reasonably considers necessary to facilitate the survival of the persons carried in the aircraft.
- 2) In complying with paragraph (1) the pilot in command must have regard to the circumstances of the intended flight, including, in particular, the likelihood of ditching and the availability of search and rescue facilities.

33. Carriage and use of equipment

- 1) The equipment carried in compliance with article 32 must be installed or stowed and kept stowed, maintained and adjusted, so as to be readily accessible and capable of being used by the person for whose use it is intended.
- 2) The position of equipment provided for emergency use must be indicated by clear markings in or on the aircraft.
- 3) All equipment installed or carried in an aircraft, whether or not in compliance with article 32, must be installed or stowed and maintained and adjusted so as not to be a source of danger in itself or to impair the airworthiness of the aircraft or the proper functioning of any equipment or services necessary for the safety of the aircraft.

34. Radio communication and radio navigation equipment of aircraft

- 1) An aircraft must not be flown unless it is equipped with radio communication and radio navigation equipment that —
 - (a) complies with the law of the country in which the aircraft is registered or the State of the operator; and
 - (b) enables communications to be made and the aircraft to be navigated, in accordance with —
 - (i) the provisions of this Order;
 - (ii) any applied regulations.
- 2) Without prejudice to paragraph (1) but subject to paragraph (5), an aircraft must be equipped with radio communication and radio navigation equipment in accordance with Schedule 4.
- 3) In any particular case the Department may direct that an aircraft registered in the Isle of Man carries such additional or special radio communication or radio navigation equipment as the Department may specify for the purpose of facilitating the navigation of the aircraft, the carrying out of search and rescue operations or the survival of the persons carried in the aircraft.

- 4) Subject to article 35 and to any prescribed exceptions, the radio communication and radio navigation equipment provided in compliance with this article in an aircraft registered in the Isle of Man must always be maintained in serviceable condition.
- 5) All radio communication and radio navigation equipment installed in an aircraft registered in the Isle of Man or carried on such an aircraft for use in connection with the aircraft (whether or not in compliance with this Order or any applied regulations must—
 - (a) be of a type approved by the Department in relation to the purpose for which it is to be used; and
 - (b) except in the case of a glider that is permitted by article 3(2) to fly unregistered, be installed in a manner approved by the Department.
- 6) Neither the radio communication and radio navigation equipment referred to in paragraph (5) nor the manner in which it is installed may be modified except with the approval of the Department.

Approval & Exemption 2024/009: Approval of aircraft equipment

- 1) In exercise of its powers under articles 32(3), 32(6) and 34(5) of the Air Navigation (Isle of Man) Order 2015 (“the Order”), the Department for Enterprise (“the Department”) approves the following types of aircraft equipment and its manner of installation into an aircraft registered in the Isle of Man:
 - (a) equipment listed in the aircraft’s Instructions for Continuing Airworthiness issued or referenced by the TC or STC holder; or
 - (b) equipment captured by modification data specified by the TC or STC holder or design organisation and/or those approved under the regulations of the state of design, EASA – Technical Visa, or Part 21 design data; or
 - (c) equipment subject to a ‘minor’ modification approved issued by the Department.
- 2) The Department, in exercise of its powers under article 156 of the Order, subject to the conditions at paragraph 3, exempts aircraft registered in the Isle of Man from the following requirements that the specified equipment must be of a type approved by the Department either generally or in relation to a class of aircraft or in relation to that aircraft; and, be installed in a manner approved by the Department:
 - (a) article 32(3) of the Order, pertaining to the equipment specified in paragraph 5 of Schedule 3 of the Order;
 - (b) article 32(6) of the Order, pertaining to the navigational equipment specified by article 32(5); and
 - (c) article 34(5) of the Order, pertaining to all radio communication and radio navigation equipment installed in the aircraft.
- 3) The conditions specified at paragraph 2 are that the equipment is not used by the flight crew to control the flight path or is not installed in the aircraft, and
 - (a) does not affect the airworthiness of the aircraft, even in the case of failures or malfunction; and
 - (b) if used by a flight crew member, is:
 - i. readily operable or accessible from the station where the flight crew member that needs to use it is seated; and
 - ii. so arranged as to permit the flight crew member to see any indications readily from their station, with the minimum practicable deviation from the position and line of vision which they normally assume when looking forward along the flight path; and
 - (c) if it is emergency equipment, being easily accessible for immediate use.

35. Minimum equipment requirements

- 1) This article applies to an aircraft registered in the Isle of Man.
- 2) The Department may permit an aircraft or class of aircraft to which this article applies to commence a flight in specified circumstances even though a specified item of equipment that must by or under this Order be carried in the circumstances of the intended flight is not carried or is not in a fit condition for use.

- 3) An aircraft must not commence a private flight if any of the equipment that must by or under this Order be carried in the circumstances of the intended flight is not carried or is not in a fit condition for use unless the aircraft does so under and in accordance with the terms of a permission granted under paragraph (2) to the operator.

Permission 2023/109: Minimum equipment requirements

- 1) The Department for Enterprise (“the Department”), in exercise of its powers under Article 35(2) of the Air Navigation (Isle of Man) Order 2015 (“the Order”), permits, subject to the condition at paragraph 2, an aircraft registered in the Isle of Man to commence a flight even though a specified item of equipment that must by or under the Order be carried in the circumstances of the intended flight is not carried or is not in a fit condition for use.
- 2) This permission is subject to the specified item of equipment being able to be deferred in accordance with a minimum equipment list for the aircraft that has been approved by the Department and listed on the aircraft’s Operations Specification Certificate.

PART 5 – Crew required to be carried

36. Required flight crew of aircraft

An aircraft must not fly unless it carries a flight crew of the number and description required by the law of the country in which it is registered.

37. Flight crew required by aircraft registered in the Isle of Man

- 1) This article applies to an aircraft registered in the Isle of Man flying on any flight.
- 2) An aircraft to which this article applies must carry a flight crew adequate in number and description to ensure the safety of the aircraft.
- 3) An aircraft—
 - (a) that has a flight manual, must carry a flight crew of at least the number and description specified in that flight manual;
 - (b) that does not now have a flight manual but has done in the past, must carry a flight crew of at least the number and description specified in that flight manual.
- 4) An aircraft that is required by article 34 to be equipped with radio communication equipment must carry a flight radiotelephony operator as a member of the flight crew.

38. Power to direct additional crew to be carried

The Department may, in the interests of safety, direct the operator of any aircraft registered in the Isle of Man that all or any aircraft operated by him or her, when flying in circumstances specified in the direction, must carry, in addition to the crew required to be carried by this Part, such additional persons as members of the flight crew or the cabin crew as it may specify in the direction.

PART 6 – Flight Crew licensing – requirement for licence

39. Requirement for appropriate licence to act as member of flight crew of aircraft registered in Isle of Man

- 1) Subject to the exceptions set out in Part 2 of Schedule 6, a person must not act as a member of the flight crew of an aircraft registered in the Isle of Man without holding an appropriate licence rendered valid under this Order.
- 2) An appropriate licence for the purposes of this Part means a licence which entitles the holder to perform the functions being undertaken in relation to the aircraft concerned on the particular flight.

40. Requirement for appropriate licence to act as member of flight crew of aircraft registered elsewhere than in the Isle of Man

A person must not act as a member of the flight crew that must by or under this Order be carried in an aircraft registered in a country other than the Isle of Man unless —

- (a) in the case of an aircraft flying for the purpose of commercial air transport or aerial work, that person is the holder of an appropriate licence granted or rendered valid under the law of the country in which the aircraft is registered or the State of the operator; or
- (b) in the case of an aircraft on a private flight, that person is the holder of an appropriate licence granted or rendered valid under the law of the country in which the aircraft is registered or under this Order, and the Department does not give a direction to the contrary.

Exemption 2022/024: Appropriate licence to act as member of flight crew of aircraft registered elsewhere than the Isle of Man

- 1) The Department for Enterprise ('the Department'), pursuant to Article 156 of the Air Navigation (Isle of Man) Order 2015 ("the Order"), exempts any member of the flight crew of an aircraft registered in a country other than the Isle of Man from the requirement specified by Article 40 of that they must hold an appropriate licence granted or rendered valid under the law of the country in which the aircraft is registered. This exemption is subject to the conditions below:
 - (a) The exemption is only valid for aircraft registered in the United States of America.
 - (b) Flight crew members shall have a valid licence issued by the United Kingdom which entitles the holder to perform the functions being undertaken in relation to the aircraft concerned on the particular flight.

41. Permission required where licence does not meet relevant minimum standards

- 1) This article applies to a licence endorsed to the effect that its holder does not satisfy in full the relevant minimum standards established under the Chicago Convention.
- 2) The holder of such a licence that has been rendered valid under this Order must not act as a member of the flight crew of an aircraft registered in the Isle of Man in or over the territory of a Contracting State, except in accordance with a permission granted by the competent authority of that State.
- 3) The holder of a licence that has been granted or rendered valid under the law of a Contracting State must not act as a member of the flight crew of an aircraft in or over the Isle of Man except in accordance with a permission granted by the Department, whether or not the licence is rendered valid under this Order.

Permission 2023/112: Permission required where licence does not meet relevant standards

- 1) Article 39 of the Air Navigation (Isle of Man) Order 2015 (“the Order”), specifies that a person must not act as a member of the flight crew in an aircraft registered in the Isle of Man without holding an **appropriate licence** rendered valid under the Order.
- 2) Article 40 of the Order specifies that a person must not act as a member of the flight crew in an aircraft registered in a country other than the Isle of Man unless in the case of an aircraft on a private flight, that person is the holder of an **appropriate licence** granted or rendered valid under the law of the country in which the aircraft is registered, and the Department does not give a direction to the contrary.
- 3) The Order specifies that an ‘**appropriate licence**’ means a licence which entitles the holder to perform the functions being undertaken in relation to the aircraft concerned on the particular flight.
- 4) Article 41 of the Order specifies that the holder of a licence granted or rendered valid under the law of a Contracting State that is endorsed to the effect that its holder does not satisfy in full the relevant minimum standards established under the Chicago Convention, must not act as a member of the flight crew of an aircraft in or over the Isle of Man **except in accordance with a permission** granted by the Department.
- 5) Although the following licences do not satisfy in full the relevant minimum standards established under the Chicago Convention, the Department, considers these licences to be an **appropriate licence** for the purposes of acting as a member of the flight crew of an aircraft registered in the Isle of Man, or for a private flight of an aircraft (regardless of registration) within the Isle of Man:
 - (a) UK issued National Private Pilot’s Licence (Aeroplanes) (NPPL(A)) and National Private Pilot’s Licence (Helicopters) (NPPL(H));
 - (b) UK issued Part FCL Light Aircraft Pilot Licence (LAPL);

- (c) EASA issued Part FCL LAPL; or
- (d) those UK flight crew or pilot licences:
 - i. held by a person who has made a Pilot Medical Declaration (PMD); or
 - ii. that include the Instrument Meteorological Conditions (IMC) or Instrument Rating (Restricted) (IR(R)) national ratings.

PERMISSION

- 1) In exercise of its powers under Articles 41(3) of the Order, the Department permits, the holder of the following licences to act as a member of the flight crew of an aircraft in or over the Isle of Man:
- (a) UK issued NPPL (A) and NPPL (H);
 - (b) UK issued Part FCL LAPL;
 - (c) EASA issued Part FCL LAPL; or
 - (a) those UK flight crew or pilot licences:
 - i. held by a person who has made a PMD; or
 - ii. that include the IMC or IR(R) national ratings.

PART 7 – Flight crew licensing – validation of licences and maintenance of privileges

42. Validation of licences

- 1) The Department may, subject to such conditions as it thinks fit, issue a certificate of validation rendering valid for the purposes of this Order a flight crew licence of a category specified in Part 1 of Schedule 6 granted under the law of any country.
- 2) The applicant must furnish such evidence and undergo or produce current certification in respect of such examinations and tests (including in particular medical examinations) and undertake such courses of training as the Department may require for the purpose of a validation under this article.
- 3) Subject to article 144, a certificate of validation under this article—
 - (a) remains in force, if a period is indicated in it, for that period and may be re-validated by the Department from time to time upon such terms and subject to the satisfaction of such requirements as it thinks fit; or
 - (b) if no period is indicated in the certificate, remain in force for the lifetime of the holder.
- 4) The Department may by a certificate of validation under this article render valid a rating or qualification in a licence, subject to such conditions as it thinks fit, upon being satisfied that the applicant is qualified as aforesaid to act in the capacity to which the rating or qualification relates, and such rating or qualification is to be taken to form part of the licence.

43. Requirement for a medical certificate

- 1) This article applies to a licence rendered valid under article 42, other than a United Kingdom National Private Pilot's Licence (Aeroplanes) or a Flight Radiotelephony Operator's Licence.
- 2) The holder of a licence to which this article applies is not entitled to perform any of the functions to which the licence relates unless the licence includes a valid medical certificate.
- 3) A medical certificate forms part of the licence.

44. Licence holder not to act a member of flight crew when unfit

A person must not act as a member of the flight crew of an aircraft registered in the Isle of Man if the person knows or suspects that his or her physical or mental condition renders him or her temporarily or permanently unfit to perform such functions or to act in such capacity.

45. Instruction in flying

- 1) This article applies to instruction in flying given to a person flying or about to fly a flying machine or glider for the purpose of becoming qualified for—
 - (a) the grant of a pilot's licence; or
 - (b) the inclusion or variation of a rating or qualification in a pilot's licence.

- 2) A person must not give any instruction in flying to which this article applies unless—
 - (a) he or she holds a licence, which is granted or otherwise valid by virtue of this Order, entitling the person to act as the pilot in command of the aircraft for the purpose in paragraph (1) and in the circumstances under which the instruction is to be given; and
 - (b) the licence includes an instructor's rating entitling the holder to give the instruction.

PART 8 – Duties of commander

46. Pre-flight action by commander of aircraft

- 1) This article applies to the commander of any aircraft.
- 2) A commander must, before taking off on a private flight, an aerial work flight or a commercial air transport flight, take all reasonable steps so as to be satisfied of the matters specified in paragraph (3).
- 3) Those matters are that—
 - (a) the flight can safely be made, taking into account the latest information available as to the route and aerodrome to be used, the weather reports and forecasts available and any alternative course of action that can be adopted in case the flight cannot be completed as planned;
 - (b) either—
 - (i) the equipment that must by or under this Order be carried in the circumstances of the intended flight is carried and is in a fit condition for use; or
 - (ii) the flight may commence under and in accordance with the terms of a permission granted to the operator under article 35(2);
 - (c) the aircraft is in every way fit for the intended flight;
 - (d) the load carried by the aircraft is of such mass, and is so distributed and secured, that it may safely be carried on the intended flight;
 - (e) in the case of a flying machine or airship—
 - (i) sufficient fuel, oil and engine coolant (if required) are carried for the intended flight, and that a safe margin has been allowed for contingencies; and
 - (ii) in the case of a commercial air transport flight, the instructions in the operations manual relating to fuel, oil and engine coolant have been complied with;
 - (f) in the case of an airship or balloon, sufficient ballast is carried for the intended flight;
 - (g) any pre-flight check system established by the operator and set out in the operations manual or elsewhere has been complied with by each member of the crew of the aircraft; and
 - (h) in the case of a balloon, the balloon will be able to land clear of any congested area.

47. Commander to be satisfied that flight can be safely completed

The commander of a flying machine must, before take-off, take all reasonable steps so as to be satisfied that it is capable of safely taking off, reaching and maintaining a safe height and making a safe landing at the place of intended destination having regard to—

- (a) the performance of the flying machine in the conditions to be expected on the intended flight; and
- (b) any obstructions at the places of departure and intended destination and on the intended route.

48. Passenger briefing by commander

- 1) The commander of an aircraft registered in the Isle of Man must take all reasonable steps to ensure that before take-off on a flight, all passengers are made familiar with the position and method of use of—
 - (a) emergency exits;
 - (b) safety belts (with diagonal shoulder strap where required to be carried);
 - (c) safety harnesses (if required to be carried);
 - (d) oxygen equipment, lifejackets and the floor path lighting system (where required to be carried); and
 - (e) all other devices required by or under this Order and intended for use by passengers individually in the case of an emergency occurring to the aircraft.
- 2) The commander of an aircraft registered in the Isle of Man must also take all reasonable steps to ensure that in an emergency during a flight, all passengers are instructed in the emergency action that they should take.

49. Commander to ensure demonstration of lifejackets

- 1) This article applies to a flight for the transport of passengers by an aircraft registered in the Isle of Man.
- 2) Subject to paragraph (5), in the case of a flight in an aircraft that is not a seaplane and on which it is intended to reach a point more than 30 minutes flying time from the nearest land, the commander must take all reasonable steps to ensure that before take-off all passengers are given a demonstration of the method of use of the lifejackets required by or under this Order for the use of passengers.
- 3) Subject to paragraph (5) and if the circumstances described in paragraph (4) apply, in the case of an aircraft that is not a seaplane, the commander must take all reasonable steps to ensure that before take-off all passengers are given a demonstration of the method of use of the lifejackets required by or under this Order for the use of passengers.
- 4) The circumstances referred to in paragraph (3) are that—
 - (a) it is intended to proceed beyond gliding distance from land; or
 - (b) in the event of an emergency occurring during the take-off or during the landing at the intended destination or any likely alternate destination it is reasonably possible that the aircraft would be forced to land onto water.

- 5) If the requirement to give a demonstration required by paragraph (2) or (3) arises only because it is reasonably possible that the aircraft would be forced to land onto water at one or more of the likely alternate destinations the demonstration need not be given until after the decision has been taken to divert to such a destination.
- 6) In the case of an aircraft that is a seaplane, the commander must take all reasonable steps to ensure that before take-off all passengers are given a demonstration of the method of use of the lifejackets required by or under this Order for the use of passengers.
- 7) In this article, flying time is calculated by reference to the speed specified in the relevant certificate of airworthiness or flight manual as the speed for compliance with regulations governing flights over water while flying in still air.

50. Commander to ensure crew, passengers, and baggage secure

- 1) This article applies to a flight for the transport of passengers by an aircraft registered in the Isle of Man.
- 2) Before the aircraft takes off and before it lands, the commander must take all reasonable steps to ensure that —
 - (a) the crew of the aircraft are properly secured in their seats; and
 - (b) any cabin crew are properly secured in seats that are in a passenger compartment and that are so situated that the cabin crew can readily assist passengers.
- 3) During the period and in the circumstances described in paragraph (4), the commander must take all reasonable steps to ensure that—
 - (a) all passengers of two years of age or more are properly secured in their seats by safety belts (with diagonal shoulder strap, if required to be carried) or safety harnesses;
 - (b) all passengers under the age of two years are properly secured by means of a child restraint device; and
 - (c) (i) those items of baggage in the passenger compartment that the commander reasonably considers ought by virtue of their size, weight or nature to be properly secured are properly secured; and
(ii) in the case of an aircraft capable of seating more than 30 passengers, such baggage is either stowed in the passenger compartment stowage spaces approved by the Department for the purpose or carried in accordance with the terms of a permission granted by the Department.
- (4) The period and circumstances referred to in paragraph (3) are —
 - (a) after the embarkation of its passengers for the purpose of taking off, from the moment when the aircraft first moves until after it has taken off;
 - (b) before it lands, until it comes to rest for the purpose of the disembarkation of its passengers; and

- (c) whenever, by reason of turbulent air or an emergency occurring during the flight, the commander considers it necessary to take the steps specified in paragraph (3).

51. Commander to ensure demonstration of use of oxygen

- 1) Subject to paragraph (2), this article applies to an aircraft registered in the Isle of Man.
- 2) This article does not apply in a case where a pressure greater than 700 hectopascals is maintained in all passenger and crew compartments throughout the flight.
- 3) The commander of an aircraft to which this article applies must take all reasonable steps to ensure that—
 - (a) before the aircraft reaches flight level 130 the method of use of the oxygen provided in the aircraft in compliance with the requirements of article 32 and Schedule 3 is demonstrated to all passengers;
 - (b) when flying above flight level 130 all passengers are recommended to use oxygen;
 - (c) during any period when the aircraft is flying above flight level 100 up to and including flight level 130, oxygen is used by all the flight crew of the aircraft for that part of the flight at those altitudes that is of more than 30 minutes duration; and
 - (d) during any period when the aircraft is flying above flight level 130 oxygen is used by all the flight crew of the aircraft.

51A. Refuelling with passengers on board

The commander of an aircraft registered in the Isle of Man must ensure that prior to the aircraft being refuelled whilst passengers are embarking, on board or disembarking—

- (a) qualified personnel are readily available to initiate and direct the evacuation of the aircraft;
- (b) passengers are instructed to ensure that any seat belts or harnesses are unfastened; and
- (c) two-way communication is maintained between the ground crew supervising the refuelling and the qualified personnel on board the aircraft.

51B. Requirement for notification of accident

- 1) This article applies if an aircraft registered in the Isle of Man is involved in an accident resulting in—
 - (a) serious injury or death; or
 - (b) substantial damage to the aircraft or other property.
- 2) The pilot in command of the aircraft must notify the nearest appropriate authority by the quickest available means.

- 3) If the pilot in command is unable to comply with the requirement in paragraph (2), the operator of the aircraft must do so.

52. Pilot to remain at controls and be secured in seat

- 1) This article applies to a flying machine or glider registered in the Isle of Man.
- 2) The commander of an aircraft to which this article applies must cause one pilot to remain at the controls at all times while it is in flight.
- 3) If the aircraft is required by or under this Order to carry two pilots, the commander must cause both pilots to remain at the controls during take-off and landing.
- 4) Subject to paragraph (5), each pilot at the controls of the aircraft must be secured in his or her seat by either a safety belt with or without one diagonal shoulder strap, or a safety harness.
- 5) During take-off and landing a safety harness must be worn if it is required by article 32 and Schedule 3 to be provided.
- 6) An operator must not permit a helicopter rotor to be turned under power for the purpose of making a flight unless there is a person at the controls who is entitled in accordance with article 39 to act as pilot in command of the helicopter.

52A. Pilot in command – responsibility for journey log

- 1) This article applies to an aircraft—
 - (a) registered in the Isle of Man;
 - (b) in respect of which a certificate of airworthiness is in force; and
 - (c) that is used for international air navigation.
- 2) The operator of the aircraft must ensure that a journey log is kept for the aircraft.
- 3) Except as provided by paragraph (4), the pilot in command of a flight of the aircraft must at the end of the flight enter in the journey log—
 - (a) details of the aircraft's nationality and registration;
 - (b) the date of the flight;
 - (c) the names of the crew members and their duty assignments;
 - (d) the departure and arrival points and times of the flight;
 - (e) the purpose of the flight; and
 - (f) any observations regarding the flight,and sign the log.
- 4) If an aircraft undertakes two or more consecutive flights, each of which begins and ends—
 - (a) within a period of 24 hours;
 - (b) at the same aerodrome; and

- (c) with the same pilot in command,
the pilot in command may complete the log as required by paragraph (3) at the end of the last of those flights.
- 5) Except as otherwise provided by article 90, the operator of an aircraft must preserve the journey log for the aircraft for at least two years after the aircraft has been destroyed or has been permanently withdrawn from use, or for such shorter period as the Department may permit in a particular case.
- 6) In this article, “journey log” means the document described as “Document H” in Schedule 7 and in the case of an aircraft that has a maximum total mass authorised of 2730kg or less, includes a record acceptable to the Department in lieu of a journey log.

PART 9 – Loading of aircraft

53. Commander's duty concerning the loading of aircraft

- 1) This Part applies to an aircraft registered in the Isle of Man that is being loaded for a flight.
- 2) The commander must not cause or permit it to be loaded except in accordance with this Part.
- 3) In this Part, loading includes the suspension of a load from the aircraft.

54. Requirement to load in accordance with loading instructions

- 1) An aircraft to which this Part applies may only be loaded using instructions as to the distribution and securing of the load (in this Part called “the loading instructions”) that—
 - (a) conform with paragraph (3); and
 - (b) subject to article 56, conform with paragraph (4).
- 2) The commander must not cause or permit the aircraft to be loaded in contravention of the loading instructions.
- 3) Loading instructions conform with this paragraph if—
 - (a) they are given in writing or in a form in which their contents can subsequently be rendered legible;
 - (b) they ensure the load may safely be carried on the flight; and
 - (c) they ensure any conditions of the certificate of airworthiness or flight manual for the aircraft relating to the loading of the aircraft are complied with.
- 4) Loading instructions conform with this paragraph if they—
 - (a) indicate the additional items included in the mass of the aircraft prepared for service;
 - (b) show the position of the centre of gravity of the aircraft at that mass; and
 - (c) indicate the mass of the aircraft prepared for service.
- 5) In sub-paragraph (4)(c), the mass of the aircraft prepared for service means the aggregate of the mass of the aircraft, shown in the mass schedule referred to in article 30, and the mass of such additional items in or on the aircraft as the commander thinks fit to include.

55. Carriage of baggage

- 1) Subject to paragraph (2), the commander of an aircraft registered in the Isle of Man must not cause or permit baggage to be carried in the passenger compartment of the aircraft unless—
 - (a) the baggage can be properly secured; and
 - (b) in the case of an aircraft capable of seating more than 30 passengers, the amount of baggage does not exceed the capacity of the spaces in the passenger compartment approved by the Department for the purpose of stowing baggage.

- 2) Paragraph (1)(b) does not apply to baggage carried in accordance with a permission issued under article 50(3)(c)(ii).

56. Exceptions

The loading instructions need not conform with article 54(4) if—

- (a) the aircraft's maximum total mass authorised is not more than 1150kg;
- (b) the aircraft's maximum total mass authorised is not more than 2730kg and the flight is intended not to exceed 60 minutes in duration and is either—
 - (i) a flight solely for training persons to perform duties in an aircraft; or
 - (ii) a flight intended to begin and end at the same aerodrome; or
- (c) the aircraft is a helicopter that has a maximum total mass authorised of not more than 3000kg, and a total seating capacity of not more than five persons.

PART 10 – Aerodrome Operating Minima

57. Commercial Air Transport, Aerial Work and Large Aircraft

- 1) This article applies to an aircraft—
 - (a) registered in the Isle of Man and which has a maximum total mass authorised exceeding 5,700kg;
 - (b) registered in the Isle of Man and which is equipped with one or more turbojet engines;
 - (c) registered in the Isle of Man and which has a maximum approved passenger seating configuration of more than 9 seats, or
 - (d) registered elsewhere and which is being operated in the Isle of Man for commercial air transport.
- 2) The operator of an aircraft must not permit the aircraft to fly in or over the Isle of Man unless the operator has made available to its flight crew aerodrome operating minima that comply with paragraph (3) in respect of each aerodrome at or from which it is intended the aircraft should land or take off and each alternate aerodrome at or from which the aircraft may be required to land at or take off.
- 3) The aerodrome operating minima to be provided in accordance with paragraph (2) must be no less restrictive than—
 - (a) minima calculated in accordance with the notified method for calculating aerodrome operating minima; or
 - (b) minima that comply with the law of the jurisdiction in which the aircraft is registered, being whichever minima are the more restrictive.
- 4) The pilot in command of an aircraft must not—
 - (a) conduct a Category II, Category IIIA or Category IIIB approach or landing; or
 - (b) take off when the relevant runway visual range is less than 400 metres,except in accordance with the terms of any approval to do so granted under the law of the country in which the aircraft is registered.
- 5) In the case of an aircraft registered in the Isle of Man, the approval referred to in paragraph (4) must be an approval which has been issued by the Department.
- 6) The pilot in command of an aircraft must not cause the aircraft to take off from or to land at an aerodrome in the Isle of Man in contravention of the specified aerodrome operating minima.
- 7) Without prejudice to paragraphs (4) and (6), the pilot in command of an aircraft when causing the aircraft to descend at an aerodrome to a runway for which there is a notified instrument approach, must not cause the aircraft to descend from a height of 1,000 feet or more above the aerodrome to a height of less than 1,000 feet above the aerodrome if the relevant runway visual range for that runway is at the time less than the specified minimum for landing.

- 8) Without prejudice to paragraphs (4) and (6), 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—
 - (a) continue an approach to landing on the runway by flying below the relevant specified decision height; or
 - (b) cause the aircraft to descend below the relevant specified minimum descent height, unless, in either case, the specified visual reference for landing is established and maintained from that height.
- 9) The pilot in command of an aircraft must select a take-off alternate aerodrome and specify it in the flight plan if—
 - (a) the meteorological conditions at the aerodrome of intended departure are below the applicable aerodrome landing minima for that operation; or
 - (b) it would not be possible to return to that aerodrome for any other reason.
- 10) The pilot in command of an aircraft must select the take-off alternate aerodrome so that any available information indicates that at the estimated time of use the conditions will be at or above the applicable aerodrome operating minima for that use and be located—
 - (a) in the case of an aircraft with two engines – within one hour of flight time at a one engine inoperative cruising speed, determined from the aircraft operating manual, calculated in international standard atmospheres and still air conditions using the actual take-off mass; or
 - (b) in the case of an aircraft with three or more engines – within two hours of flight time at an all engines operating cruising speed, determined from the aircraft operating manual, calculated in international standard atmospheres and still air conditions using the actual take-off mass.
- 11) If, according to any available information, an aircraft would be required by ^[15] to be flown in accordance with the Instrument Flight Rules at the aerodrome of intended landing, the pilot in command of the aircraft must select an alternate aerodrome before take-off unless no aerodrome suitable for that purpose is available.
- 12) The pilot in command of an aircraft must not commence a flight to be conducted in accordance with the Instrument Flight Rules to an aerodrome where no suitable alternate aerodrome is available unless—
 - (a) a designated instrument approach procedure is available for the aerodrome of intended landing; and
 - (b) available current meteorological information indicates that visual meteorological conditions will exist at the aerodrome of intended landing from two hours before to two hours after the estimated time of arrival.
- 13) The pilot in command of an aircraft must not continue a flight towards the aerodrome of intended landing unless the latest available information indicates that conditions at the

¹⁵ Words omitted by SI 2021/751 (new provisions in Civil Aviation (Rules of the Air) Order 2021 No 0184)

aerodrome, or at least one alternate aerodrome, will, at the estimated time of arrival, be at or above the specified aerodrome operating minima.

14) In this article—

“aircraft” means an aircraft to which this article applies;

“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;

“designated”, in respect of an instrument approach procedure, means notified, prescribed or otherwise designated by the relevant competent authority.

Exemption 2022/075: Aerodrome operating minima

- 1) The Department for Enterprise, in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015 (“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 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.

General Exemption 2023/030: Search and rescue operations

- 1) The Department for Enterprise (“the Department”), in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015 (“the Order”), subject to the conditions set out in paragraph 2, exempts the commander of any helicopter registered in the UK flying for the purpose of a Search and Rescue (SAR) operational flight and in accordance with the terms of an air operator’s certificate from the requirement to:
 - (a) be operated in accordance with the Aerodrome Operating Minima criteria specified in Articles 57 and 58;
 - (b) comply with regulations prohibiting, restricting or imposing conditions on flying as specified in Article 92.

Conditions

This permission is granted subject to the following conditions:

- 2) Operations shall only be conducted in accordance with procedures specified in the operator’s SAR operations manual.

58. Certain Other Aircraft

- 1) This article applies to an aircraft to which article 57 does not apply —
 - (a) that is registered in the Isle of Man; or
 - (b) that is being operated in the Isle of Man.
- 2) The pilot in command of an aircraft must not —
 - (a) conduct a Category II, Category IIIA or Category IIIB approach or landing, or
 - (b) take off when the relevant runway visual range is less than 400 metres,except in accordance with the terms of any approval to do so granted under the law of the jurisdiction in which the aircraft is registered.
- 3) In the case of an aircraft registered in the Isle of Man, the approval referred to in paragraph (2) must be an approval which has been issued by the Department.
- 4) Without prejudice to paragraph (2), the pilot in command of an aircraft when making a descent at an aerodrome to a runway for which there is a notified instrument approach procedure must not cause the aircraft to descend from a height of 1,000 feet or more above the aerodrome to a height less than 1,000 feet above the aerodrome if the relevant runway visual range for that runway is at the time less than the specified minimum for landing.
- 5) Without prejudice to paragraph (2), the pilot in command of an aircraft when making a descent at an aerodrome to a runway for which there is a notified instrument approach procedure must not—
 - (a) continue an approach to landing on the runway by flying below the relevant specified decision height, or
 - (b) descend below the relevant specified minimum descent height,unless in either case the specified visual reference for landing is established and maintained from that height.
- 6) If, according to any available information, an aircraft would be required by ^[16] to be flown in accordance with the Instrument Flight Rules at the aerodrome of intended landing, the pilot in command of the aircraft must select an alternate aerodrome before take-off unless no aerodrome suitable for that purpose is available.
- 7) In this article—

“aircraft” means an aircraft to which this article applies;

“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.

¹⁶ Words omitted by SI 2021/751 (new provisions in Civil Aviation (Rules of the Air) Order 2021 No 0184)

General Exemption 2023/030: Search and rescue operations

- 1) The Department for Enterprise (“the Department”), in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015 (“the Order), subject to the conditions set out in paragraph 2, exempts the commander of any helicopter registered in the UK flying for the purpose of a Search and Rescue (SAR) operational flight and in accordance with the terms of an air operator’s certificate from the requirement to:
 - (a) be operated in accordance with the Aerodrome Operating Minima criteria specified in Articles 57 and 58;
 - (b) comply with regulations prohibiting, restricting or imposing conditions on flying as specified in Article 92.

Conditions

This permission is granted subject to the following conditions:

- 2) Operations shall only be conducted in accordance with procedures specified in the operator’s SAR operations manual.

PART 11 – Operations – general provisions

59. Operation of radio in aircraft

- 1) A radio station in an aircraft must not be operated, whether or not the aircraft is in flight, except —
 - (a) in accordance with the conditions of the licence issued for that station under the law of the country in which the aircraft is registered or the State of the operator; and
 - (b) by a person duly licensed or otherwise permitted to operate the radio station under that law.
- 2) Subject to paragraphs (3) and (4), whenever an aircraft is in flight in such circumstances that it is required by or under this Order to be equipped with radio communication equipment, a continuous radio watch must be maintained by a member of the flight crew listening to the signals transmitted on the frequency notified or designated for use by the aircraft by a message received from an appropriate aeronautical radio station.
- 3) The radio watch may be discontinued or continued on another frequency if a message from an appropriate aeronautical radio station permits this.
- 4) The radio watch may be kept by a device installed in the aircraft if—
 - (a) the appropriate aeronautical radio station has been informed to that effect and has raised no objection; and
 - (b) that station is notified, or in the case of a station situated in a country other than the Isle of Man, otherwise designated as transmitting a signal suitable for that purpose.
- 5) Whenever an aircraft is in flight in such circumstances that it is required by or under this Order to be equipped with radio communication or radio navigation equipment, a member of the flight crew must operate that equipment in such a manner as the appropriate air traffic control unit may instruct or as may be notified in relation to the airspace in which the aircraft is flying.
- 6) The radio station in an aircraft must not be operated so as to cause interference that impairs the efficiency of aeronautical telecommunications or navigational services, and in particular emissions must not be made except—
 - (a) emissions of the class and frequency for the time being in use, in accordance with general international aeronautical practice, in the airspace in which the aircraft is flying;
 - (b) distress, urgency and safety messages and signals, in accordance with general international aeronautical practice;
 - (c) messages and signals relating to the flight of the aircraft, in accordance with general international aeronautical practice; and
 - (d) such public correspondence messages as may be permitted by or under the aircraft radio station licence referred to in paragraph (1).

60. Operation of airborne collision avoidance system

On a flight on which an airborne collision avoidance system is required to be carried in an aeroplane by article 34 and Schedule 4, the system must be operated in accordance with procedures that are suitable having regard to the purposes of the equipment.

61. Training in operation of airborne collision avoidance system

- 1) Before commencing an ACAS equipped flight, the commander must be satisfied on reasonable grounds that every member of the flight crew has had the training specified in paragraph (3).
- 2) A person must not act as a member of the flight crew on an ACAS equipped flight in an aeroplane unless the person has had the training specified in paragraph (3).
- 3) The training referred to in paragraphs (1) and (2) is—
 - (a) suitable training in the operation of the airborne collision avoidance system in the aeroplane; and
 - (b) suitable training in the use of the procedures referred to in article 60.
- 4) In this article “an ACAS equipped flight” means a flight on which an airborne collision avoidance system is required to be carried by article 34 and Schedule 4.

62. Method of carriage of persons

- 1) A person must not—
 - (a) subject to paragraph (2), be in or on any part of an aircraft in flight that is not a part designed for the accommodation of persons and in particular a person must not be on the wings or undercarriage of an aircraft;
 - (b) be in or on any object, other than a glider or flying machine, towed by or attached to an aircraft in flight.
- 2) A person may have temporary access to—
 - (a) a part of an aircraft for the purpose of taking action necessary for the safety of the aircraft or of any person, animal or goods in the aircraft; and
 - (b) a part of an aircraft in which cargo or stores are carried, which part is designed to enable a person to have access to it while the aircraft is in flight.

63. Marking of break-in areas

[omitted¹⁷]

¹⁷ Article omitted by SI 2022/172 and SI 2022/324; replaced by the Civil Aviation (Aircraft Registration and Marking) Order 2022

64. Flights over a foreign country

- 1) The operator and the commander of an aircraft registered in the Isle of Man (or, if the operator's principal place of business or permanent residence is in the Isle of Man, any other aircraft) that is being flown over a foreign country, must not allow the aircraft to be used for a purpose that is prejudicial to the security, public order or public health of, or to the safety of air navigation in relation to, that country.
- 2) A person does not contravene paragraph (1) if the person neither knew nor suspected that the aircraft was being or was to be used for a purpose referred to in the paragraph.
- 3) Subject to paragraph (4), the operator and the commander of an aircraft registered in the Isle of Man (or, if the operator's principal place of business or permanent residence is in the Isle of Man, any other aircraft) that is being flown over a foreign country must comply with any directions given by the appropriate aeronautical authorities of the country whenever—
 - (a) the flight has not been duly authorised; or
 - (b) there are reasonable grounds for the appropriate aeronautical authorities to believe that the aircraft is being or will be used for a purpose that is prejudicial to the security, public order or public health of, or to the safety of air navigation in relation to, the country.
- 4) A direction under paragraph (3) need not be complied with if to do so would endanger the lives of persons on board or the safety of the aircraft.
- 5) A person does not contravene paragraph (3) if the person neither knew nor suspected that directions were being given by the appropriate aeronautical authorities.
- 6) The requirement in paragraph (3) is without prejudice to any other requirement to comply with directions of an aeronautical authority.
- 7) In this article "appropriate aeronautical authorities" includes a person, whether a member of a country's military or civil authorities, authorised under the law of the foreign country to issue directions to aircraft flying over that country.

PART 12 – Height keeping and navigation

65. Minimum navigation performance

- 1) An aircraft registered in the Isle of Man must not fly in North Atlantic Minimum Navigation Performance Specification airspace unless it is equipped with navigation systems that enable the aircraft to maintain the prescribed navigation performance capability.
- 2) The equipment required by paragraph (1) must—
 - (a) be approved by the Department;
 - (b) be installed in a manner approved by the Department;
 - (c) be maintained in a manner approved by the Department; and
 - (d) while the aircraft is flying in that airspace, be operated in accordance with procedures approved by the Department.

66. Height keeping performance – aircraft registered in the Isle of Man

- 1) Unless otherwise authorised by the appropriate air traffic control unit, an aircraft registered in the Isle of Man must not fly in Reduced Vertical Separation Minimum airspace unless it is equipped with height keeping systems that enable the aircraft to maintain the required height keeping performance capability.
- 2) The equipment required by paragraph (1) must—
 - (a) be approved by the Department;
 - (b) be installed in a manner approved by the Department;
 - (c) be maintained in a manner approved by the Department; and
 - (d) while the aircraft is flying in that airspace, be operated in accordance with procedures approved by the Department.

67. Area navigation and required navigation performance capabilities — aircraft registered in the Isle of Man

- 1) Subject to paragraph (3) an aircraft registered in the Isle of Man must not fly in Required Navigation Performance airspace unless it is equipped with area navigation equipment that enables the aircraft to maintain the navigation performance capability notified, prescribed or otherwise designated for that airspace.
- 2) The equipment required by paragraph (1) must—
 - (a) be approved by the Department;
 - (b) be installed in a manner approved by the Department;
 - (c) be maintained in a manner approved by the Department; and
 - (d) while the aircraft is flying in that airspace, be operated in accordance with procedures approved by the Department.

- 3) An aircraft need not comply with the requirements of this article if—
 - (a) the appropriate air traffic control unit, having been made aware of the lack of compliance, authorises the flight; and
 - (b) the aircraft complies with any instructions the air traffic control unit may give.

67A Use of oxygen

- 1) This article applies to an aircraft—
 - (a) registered in the Isle of Man;
 - (b) that is pressurised; and
 - (c) that is intended to operate above an altitude where the atmospheric pressure is less than 376 hPa.
- 2) The operator of the aircraft must ensure that there is available at the flight duty station of the aircraft for each flight crew member a quick-donning type of oxygen mask that will readily supply oxygen upon demand.

67B Loss of pressurisation warning

- 1) This article applies to an aircraft—
 - (a) registered in the Isle of Man;
 - (b) that is pressurised;
 - (c) in relation to which the individual certificate of airworthiness was first issued before 1st January 1990; and
 - (d) that is intended to be operated at flight altitudes at which atmospheric pressure is less than 376 hPa.
- 2) The operator of the aircraft must ensure that it is equipped with a device that provides a positive warning to the flight crew of any dangerous loss of pressurisation of the aircraft.”

PART 13 – Dangerous goods, weapons and munitions of war

68. Carriage of dangerous goods

[omitted¹⁸]

69. Carriage of weapons and of munitions of war – requirement for permission and for commander to be informed

- 1) Subject to article 71, an aircraft must not carry any munition of war unless—
 - (a) the munition of war is carried with the permission of the Department; and
 - (b) the commander of the aircraft is informed in writing by the operator before the flight commences of the type, mass or quantity and location of any munition of war on board or suspended beneath the aircraft and any conditions of the permission of the Department.
- 2) Subject to article 71, it is unlawful for an aircraft to carry any sporting weapon or munition of war in any compartment or apparatus to which passengers have access.

70. Prohibition on carrying on board sporting weapons or munitions of war

- 1) Subject to article 71, it is unlawful for a person to carry or have in his or her possession or take or cause to be taken on board an aircraft, to suspend or cause to be suspended beneath an aircraft or to deliver or cause to be delivered for carriage on an aircraft any sporting weapon or munition of war unless the provisions of paragraph (2) are complied with.
- 2) The provisions referred to in paragraph (1) are that—
 - (a) the sporting weapon or munition of war—
 - (i) is either part of the baggage of a passenger on the aircraft or consigned as cargo;
 - (ii) is carried in a part of the aircraft, or in any apparatus attached to the aircraft inaccessible to passengers; and
 - (iii) in the case of a firearm, is unloaded;
 - (b) information about the sporting weapon or munition of war has been supplied by that passenger or by the consignor to the operator before the flight commences; and
 - (c) the operator consents to the carriage of the sporting weapon or munition of war by the aircraft.

¹⁸ Article omitted by SI 2020/1280; replaced by the Civil Aviation (Safe Transport of Dangerous Goods by Air) 2020

Exemption 18/2016: Carriage of munitions of war by police officers

- 1) The Department of Economic Development (“the Department”), in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015 exempts any aircraft and person from the requirements of Article 70.
- 2) This Exemption only applies in respect of any munition of war, including CS gas, brought onto an aircraft by an Isle of Man Constabulary police officer in the course of his/her duty after the aircraft has landed within the Isle of Man and which is taken off the aircraft before it next commences a flight.

Exemption 19/2016: Carriage as cargo

- 1) The Department of Economic Development (“the Department”), in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015 exempts any person from the provisions of Article 70(2)(a)(i).
- 2) This Exemption is granted subject to the munitions of war and/or sporting weapons being carried in unaccompanied passenger baggage.

71 Exceptions concerning carriage of weapons and munitions of war

Nothing in this Part applies to any sporting weapon or munition of war taken or carried on board an aircraft registered in a country other than the Isle of Man if the sporting weapon or munition of war may under the law of the country in which the aircraft is registered be lawfully taken or carried on board for the purpose of ensuring the safety of the aircraft or of persons on board.

72. Definitions

In this Part—

- (a) “munition of war” means—
 - (i) any weapon or ammunition;
 - (ii) any article containing an explosive, noxious liquid or gas; or
 - (iii) any other thing, that is designed or made for use in warfare or against persons, including parts, whether components or accessories, for such weapon, ammunition or article;
- (b) “sporting weapon” means—
 - (i) any weapon or ammunition;
 - (ii) any article containing an explosive, noxious liquid or gas; or
 - (iii) any other thing, including parts, whether components or accessories, for such weapon, ammunition or article,that is not a munition of war.

PART 14 – Prohibited behaviour

73. Endangering safety of an aircraft

A person must not recklessly or negligently act in a manner likely to endanger an aircraft, or a person in an aircraft.

74. Endangering safety of any person or property

A person must not recklessly or negligently cause or permit an aircraft to endanger a person or any property.

75. Drunkenness in aircraft

- 1) A person must not enter an aircraft when drunk, or be drunk in an aircraft.
- 2) A person must not, when acting as a member of the crew of an aircraft or being carried in an aircraft for the purpose of acting as a member of its crew, be under the influence of drink or a drug to such an extent as to impair his or her capacity so to act.

76. Smoking in aircraft

- 1) Notices indicating when smoking is prohibited must be exhibited in an aircraft registered in the Isle of Man so as to be visible from each passenger seat.
- 2) A person must not smoke in any compartment of an aircraft registered in the Isle of Man at a time when smoking is prohibited in that compartment by a notice to that effect exhibited by or on behalf of the commander of the aircraft.

77. Authority of commander of an aircraft

A person in an aircraft must obey all lawful commands that the commander of the aircraft may give for the purpose of securing the safety of the aircraft and of persons or property carried in the aircraft, or the safety, efficiency or regularity of air navigation.

78. Acting in a disruptive manner

A person must not while in an aircraft—

- (a) use threatening, abusive or insulting words towards a member of the crew of the aircraft;
- (b) behave in a threatening, abusive, insulting or disorderly manner towards a member of the crew of the aircraft; or
- (c) intentionally interfere with the performance by a member of the crew of the aircraft of the crew member's duties.



79. Stowaways

A person must not secrete himself or herself for the purpose of being carried in an aircraft without the consent of the operator or the commander or of any other person entitled to give consent to the person being carried in the aircraft.

PART 15 – Fatigue of crew and protection of crew from cosmic radiation

80. Application and interpretation of Part 15

In this Part—

- (a) “flight time” means all time spent by a person as a member of the crew in—
 - (i) a civil aircraft whether or not registered in the Isle of Man (other than such an aircraft that has a maximum total mass authorised of not more than 1600kg and that is not flying for the purpose of commercial air transport, public transport or aerial work); or
 - (ii) a military aircraft (other than a military aircraft that has a maximum total mass authorised of not more than 1600kg and that is flying on a military air experience flight), while it is in flight;
- (b) “day” means a continuous period of 24 hours beginning at midnight Co-ordinated Universal Time;
- (c) a helicopter is deemed to be in flight from the moment the helicopter first moves under its own power for the purpose of taking off until the rotors are next stopped; and
- (d) a military air experience flight is a flight by a military aircraft operated under the auspices of the Royal Air Force Air Cadet Organisation for the purpose of providing air experience to its cadets.

81. Fatigue of crew – responsibilities of crew

- 1) A person must not act as a member of the crew of an aircraft registered in the Isle of Man if the person know or suspect that he or she is suffering from or, having regard to the circumstances of the flight to be undertaken, is likely to suffer from, such fatigue as may endanger the safety of the aircraft or of its occupants.
- 2) A person must not act as a member of the flight crew of an aircraft to which this article applies without first ensuring that the operator of the aircraft is aware of the person’s flight times during the period of 28 days preceding the flight.

82. Flight times – responsibilities of flight crew

- 1) Subject to paragraphs (2) and (3), a person must not act as a member of the flight crew of an aircraft registered in the Isle of Man if, at the beginning of the flight, the aggregate of all that person’s previous flight times—
 - (a) during the period of 28 consecutive days expiring at the end of the day on which the flight begins exceeds 100 hours; or
 - (b) during the period of twelve months expiring at the end of the previous month exceeds 900 hours.

- 2) This article does not apply to a flight that is a private flight in an aircraft that has a maximum total mass authorised of not more than 1600 kg.
- 3) A person may act as a member of the flight crew on a private or aerial work flight where the operator does not hold a national air operator's certificate if, at the time when the flight begins, the aggregate of all the flight times of the member of the flight crew concerned since last being medically examined and found fit is not more than 25 hours.

83. Protection of air crew from cosmic radiation

- 1) A relevant undertaking must take appropriate measures to —
 - (a) assess the exposure to cosmic radiation when in flight of those air crew who are liable to be subject to cosmic radiation in excess of 1 milliSievert per year;
 - (b) take into account the assessed exposure when organising work schedules with a view to reducing the doses of highly exposed air crew; and
 - (c) inform the workers concerned of the health risks their work involves.
- 2) A relevant undertaking must ensure that in relation to a pregnant air crew member, the conditions of exposure to cosmic radiation when she is in flight are such that the equivalent dose to the foetus will be as low as reasonably achievable and is unlikely to exceed 1 milliSievert during the remainder of the pregnancy.
- 3) Nothing in paragraph (2) requires the undertaking concerned to take any action in relation to an air crew member until she has notified the undertaking in writing that she is pregnant.
- 4) The definition in article 167 of “crew” does not apply for the purposes of this article.
- 5) In this article—
 - (a) “air crew” has the same meaning as in article 42 of Council Directive 96/29/Euratom of 13th May 1996 laying down basic safety standards for the protection of the health of workers and the general public against the dangers arising from ionising radiation¹⁹;
 - (b) “undertaking” includes a natural or legal person and “relevant undertaking” means an undertaking established in the Isle of Man that operates aircraft;
 - (c) “highly exposed air crew” and “milliSievert” have the same respective meanings as in article 42 of Council Directive 96/29/Euratom; and
 - (d) “year” means any period of twelve months.

¹⁹ O.J. No. L 159, 29.6.96, p.1.

PART 16 – Documents and records

84. Documents to be carried

- 1) Subject to paragraph (2), an aircraft registered in the Isle of Man must, when in flight, carry documents in accordance with Schedule 7.
- 2) If a flight is intended to begin and end at the same aerodrome and does not include passage over the territory of a country other than the Isle of Man, the documents may be kept at the aerodrome instead of being carried in the aircraft.

85. Keeping and production of records of exposure to cosmic radiation

- 1) A relevant undertaking must keep a record for the period and in the manner prescribed of the exposure to cosmic radiation of air crew assessed under article 83 and the names of the air crew concerned.
- 2) A relevant undertaking must, within a reasonable period after being requested to do so by an authorised person, cause to be produced to the person the record required to be kept under paragraph (1).
- 3) A relevant undertaking must, within a reasonable period after being requested to do so by a person for whom a record is required to be kept under paragraph (1), supply a copy of that record to the person.
- 4) In this article “air crew” and “undertaking” have the same meaning as in article 83(5).

86. Use of flight recording systems

- 1) On a flight on which a flight data recorder, a cockpit voice recorder or a combined cockpit voice recorder/flight data recorder is required by paragraph 4(3), (4), or (5) of the Table in Schedule 3 to be carried in an aeroplane, the recorder must always be in use from the beginning of the take-off run to the end of the landing run.
- 2) On a flight on which a cockpit voice recorder, a flight data recorder or a combined cockpit voice recorder/flight data recorder is required by paragraph 4(12) of the Table in Schedule 3 to be carried in a helicopter, the recorder must always be in use from the time the rotors first turn for the purpose of taking off until the rotors are next stopped.

87. Preservation of records of aeroplane flight data recorder

- 1) Subject to article 90, the operator of an aeroplane must at all times—
 - (a) preserve the last 25 hours of recording made by a flight data recorder that must by or under this Order be carried in an aeroplane; and
 - (b) preserve a record of at least one representative flight made within the last 12 months.

- 2) The representative flight referred to in paragraph (1)(b) must include a take-off, climb, cruise, descent, approach to landing and landing.
- 3) The record required by paragraph (1)(b) must include a means of identifying the flight to which it relates.
- 4) The operator of an aeroplane must preserve the records required by this article for such period as the Department may direct.

88. Production of documents and records

- 1) The operator of an aircraft registered in the Isle of Man must, within a reasonable time after being requested to do so by an authorised person, cause to be produced to the person any of the documents or records specified in paragraph (2) that have been requested by the person.
- 2) The documents and records are—
 - (a) the documents referred to in Schedule 7 as Documents A, B, D, G and H;
 - (b) the aircraft log book, engine log books and variable pitch propeller log books required under this Order to be kept;
 - (c) the mass schedule, if any, required to be preserved under article 30(4);
 - (d) the record made by a flight data recorder required to be carried by or under this Order.
- 3) The holder of a licence granted or rendered valid under this Order or of a medical certificate required under article 43(2) must, within a reasonable time after being requested to do so by an authorised person, cause the licence to be produced to the person.

89. Power to inspect and copy documents and records

An authorised person may inspect and copy any certificate, licence, log book, document or record that the person has the power to require to be produced under this Order.

90. Preservation of documents, etc.

- 1) A person who is required by this Order to preserve a document or record by reason of being the operator of an aircraft is in this article called “the first operator”.
- 2) Subject to paragraph (3), if the first operator ceases to be the operator of an aircraft that operator must continue to preserve the document or record until paragraph (4) has been complied with.
- 3) If the first operator dies the duty to preserve the document or record falls on the first operator’s personal representative.
- 4) If another person becomes the operator of the aircraft, the first operator or the first operator’s personal representative must deliver to that other person on demand—
 - (a) the certificates of maintenance review and release to service;
 - (b) the log books;

- (c) the mass schedule; and
 - (d) any record made by a flight data recorder and preserved in accordance with article 87, that is in force or required to be preserved for the aircraft.
- 5) If an engine or variable pitch propeller is removed from an aircraft and installed in another aircraft operated by another person, the first operator of the aircraft or the first operator's personal representative must deliver to that other person on demand the log book relating to the engine or propeller.
- 6) It is the duty of the other person referred to in paragraphs (4) and (5) to deal with the documents or records delivered under those provisions as if the person were the first operator.

PART 17 – Aircraft in flight

91. Rules of the Air

[omitted²⁰]

92. Power to prohibit or restrict flying

- 1) If the Department decides that it is necessary in the public interest to restrict or prohibit flying by reason of—
 - (a) the intended gathering or movement of a large number of persons;
 - (b) the intended holding of an aircraft race or contest or of a flying display; or
 - (c) national defence or any other reason affecting the public interest,the Department may make regulations prohibiting, restricting or imposing conditions on flights by aircraft specified in paragraph (2) flying in the circumstances specified in paragraph (2).
- (2) The aircraft and circumstances are—
 - (a) aircraft, whether or not they are registered in the Isle of Man, in airspace over the Isle of Man or in the neighbourhood of an offshore installation; and
 - (b) aircraft that are registered in the Isle of Man, in any other airspace, being airspace for which the Isle of Man has, under international arrangements, undertaken to provide navigation services for aircraft.
- (3) Regulations made under this article may apply either generally or in relation to any class of aircraft.
- (4) It is an offence to contravene, permit the contravention of or fail to comply with regulations made under this article.
- (5) If the commander of an aircraft becomes aware that the aircraft is flying in contravention of any regulations that have been made for a reason referred to in paragraph (1)(c), the commander must, unless otherwise instructed under paragraph (6), cause the aircraft to leave the area to which the regulations relate by flying to the least possible extent over the area and the aircraft must not begin to descend while over such an area.
- (6) The commander of an aircraft flying either within an area for which regulations have been made for a reason referred to in paragraph (1)(c) or within airspace notified as a Danger Area must immediately comply with instructions given by radio by the appropriate air traffic control unit or by, or on behalf of, the person responsible for safety within the relevant airspace.

²⁰ Article omitted by SI 2021/751 (new provisions in Civil Aviation (Rules of the Air) Order 2021 No 0184)

General Exemption 2023/030: Search and rescue operations

- 1) The Department for Enterprise (“the Department”), in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015 (“the Order”), subject to the conditions set out in paragraph 2, exempts the commander of any helicopter registered in the UK flying for the purpose of a Search and Rescue (SAR) operational flight and in accordance with the terms of an air operator’s certificate from the requirement to:
 - (a) be operated in accordance with the Aerodrome Operating Minima criteria specified in Articles 57 and 58;
 - (b) comply with regulations prohibiting, restricting or imposing conditions on flying as specified in Article 92.

Conditions

This permission is granted subject to the following conditions:

- 2) Operations shall only be conducted in accordance with procedures specified in the operator’s SAR operations manual.

93. Flying displays

- 1) Subject to paragraphs (15), (16) and (18), a person may not act as the organiser of a flying display (in this article referred to as “the flying display director”) without first obtaining the permission of the Department for the flying display.
- 2) Subject to paragraphs (16) and (18), the commander of an aircraft who is intending to participate in a flying display must take all reasonable steps to be satisfied, before participating, that —
 - (a) the flying display director has been granted an appropriate permission under paragraph (6);
 - (b) the intended flight can comply with any relevant conditions subject to which that permission may have been granted; and
 - (c) the pilot has been granted an appropriate pilot display authorisation.
- 3) Subject to paragraphs (16) and (18), the commander of an aircraft who is participating in a flying display for which a permission has been granted must comply with any conditions subject to which that permission may have been granted.
- 4) Subject to paragraphs (16) and (18), the pilot of an aircraft participating in a flying display must hold an appropriate pilot display authorisation and comply with any conditions subject to which the authorisation may have been given.
- 5) Subject to paragraphs (16) and (18), the flying display director must not permit a person to act as pilot of an aircraft that participates in a flying display unless the person holds an appropriate pilot display authorisation.

- 6) The Department must grant a permission required by paragraph (1) if it is satisfied that the applicant is fit and competent to organise safely the proposed flying display, having regard in particular to the applicant's —
 - (a) previous conduct and experience; and
 - (b) organisation, staffing and other arrangements.
- 7) The Department may grant such a permission subject to such conditions, which may include conditions concerning military aircraft, as the Department thinks fit.
- 8) The Department must, for the purposes of this article, grant a pilot display authorisation authorising the holder to act as pilot of an aircraft taking part in a flying display if it is satisfied that the applicant is—
 - (a) a fit person to hold the authorisation; and
 - (b) qualified by having the knowledge, experience, competence, skill and physical and mental fitness to fly in accordance with the authorisation.
- 9) For the purposes of paragraph (8) the applicant must supply such evidence and undergo such examinations and tests as the Department may require.
- 10) The Department may authorise a person to conduct such examinations or tests for the purposes of this article as it may specify.
- 11) Subject to article 144, a pilot display authorisation granted in accordance with this article remains in force for the period indicated in it.
- 12) Subject to paragraph (13), for the purposes of this article, an appropriate pilot display authorisation means an authorisation that is valid and appropriate to the intended flight and that has been—
 - (a) granted by the Department under paragraph (8); or
 - (b) granted by the competent authority of a JAA Full Member State.
- 13) A pilot display authorisation granted by the competent authority of a JAA Full Member State is not an appropriate pilot display authorisation for the purposes of this article if the Department has given a direction to that effect.
- 14) A direction may be issued under paragraph (13) either for a particular authorisation, a specified category of authorisation or generally.
- 15) Paragraph (1) does not apply to—
 - (a) a flying display that takes place at an aerodrome in the occupation of the Ministry of Defence or of a visiting force or any other premises in the occupation or under the control of the Ministry of Defence; or
 - (b) a flying display at which the only participating aircraft are military aircraft.
- 16) Paragraphs (1), (2), (3), (4) and (5) do not apply to a flying display at which the only participating aircraft are balloons.

- 17) Subject to paragraph (18), the flying display director must not permit military aircraft to participate in a flying display unless the director complies with any conditions concerning military aircraft subject to which the permission for the flying display may have been granted.
- 18) Nothing in this article applies to an aircraft race or contest or to an aircraft taking part in an aircraft race or contest or to the commander or pilot whether or not the race or contest is held in association with a flying display.

94. Balloons

- 1) This article applies to and in relation to balloons within the Isle of Man.
- 2) A balloon in captive or tethered flight must not be flown within 60 metres of a vessel, vehicle or structure except with the permission of the person in charge of the vessel, vehicle or structure.
- 3) Except with the permission of the Department—
 - (a) a balloon in captive flight must not be flown within the aerodrome traffic zone of a notified aerodrome during the notified operating hours of the aerodrome; and
 - (b) a balloon in captive or tethered flight must not be flown at a height measured to the top of the balloon of more than 60 metres above ground level.
- 4) Except with the permission of the Department, an uncontrollable balloon in captive or released flight must not be flown in airspace notified for the purposes of this paragraph.
- 5) Except during the day and in Visual Meteorological Conditions, a controllable balloon must not be flown in free controlled flight—
 - (a) within airspace notified for the purposes of this paragraph; or
 - (b) within the aerodrome traffic zone of a notified aerodrome during the notified operating hours of the aerodrome.
- 6) Except with the permission of the appropriate air traffic control unit, a controllable balloon must not be flown in tethered flight—
 - (a) within airspace notified for the purposes of this paragraph; or
 - (b) within the aerodrome traffic zone of a notified aerodrome.
- 7) When in captive flight, a balloon must be securely moored and must not be left unattended unless it is fitted with a device that ensures its automatic deflation if it breaks free of its moorings.
- 8) A person must not cause or permit—
 - (a) a group of small balloons of more than 1000 in number to be simultaneously released at a single site wholly or partly within the aerodrome traffic zone of a notified aerodrome during the notified operating hours of the aerodrome unless that person has given to the Department at least 28 days previous notice in writing of the release;
 - (b) a group of small balloons of more than 2000 but not more than 10,000 in number to be simultaneously released at a single site—

- (i) within airspace notified for the purposes of this sub-paragraph; or
 - (ii) within the aerodrome traffic zone of a notified aerodrome during the notified operating hours of the aerodrome, except with the permission of the Department; and
 - (c) a group of small balloons greater than 10,000 in number to be simultaneously released at a single site except with the permission of the Department.
- 9) In this article—
- (a) “day” means the time from half an hour before sunrise until half an hour after sunset (both times exclusive), sunset and sunrise being determined at surface level; and
 - (b) “simultaneously released at a single site” means the release of a specified number of balloons during a period of not more than 15 minutes from within an area not more than 1 km square.

95. Gliders, kites and parascending parachutes

- 1) This article applies to gliders, kites and parascending parachutes within the Isle of Man.
- 2) Except with the permission of the Department—
 - (a) a glider or parascending parachute must not be launched by winch and cable or by ground tow to a height of more than 60 metres above ground level;
 - (b) a kite must not be flown at a height of more than 30 metres above ground level within the aerodrome traffic zone of a notified aerodrome during the notified operating hours of the aerodrome;
 - (c) a kite must not be flown at a height of more than 60 metres above ground level; and
 - (d) a parascending parachute must not be launched by winch and cable or by ground tow within the aerodrome traffic zone of a notified aerodrome during the notified operating hours of the aerodrome.

95A. Dropping of persons and the granting of parachuting permissions

- 1) Subject to paragraphs (9) to (11), a person must not drop, be dropped or be permitted to drop to the surface or jump from an aircraft flying over the Isle of Man except in accordance with the terms of a parachuting permission granted by the Department under this article.
- 2) A person must not drop, be dropped or be permitted to drop from an aircraft in flight so as to endanger persons or property.
- 3) The Department may grant a parachuting permission if it is satisfied that the applicant is a fit person to hold the permission and is competent to conduct parachuting safely, having regard in particular to the applicant’s—
 - (a) previous conduct and experience; and
 - (b) equipment, organisation, staffing and other arrangements.
- 4) An aircraft must not be used for the purpose of dropping persons unless—

- (a) there is a certificate of airworthiness issued or rendered valid for that aircraft under the law of the country in which the aircraft is registered;
 - (b) that certificate or the flight manual for the aircraft includes an express provision that it may be used for that purpose; and
 - (c) the aircraft is operated in accordance with a written permission granted by the Department under this article.
- 5) Every applicant for and holder of a parachuting permission must make available to the Department if requested a parachuting manual.
- 6) The holder of a parachuting permission must make such amendments or additions to its parachuting manual as the Department may require.
- 7) The holder of a parachuting permission must make its parachuting manual available to every employee or person who is engaged or may engage in parachuting activities conducted by the holder.
- 8) The manual must contain all such information and instructions as may be necessary to enable such employees or persons to perform their duties.
- 9) Nothing in this article applies to the descent of persons by parachute from an aircraft in an emergency.
- 10) Nothing in this article prohibits the lowering of any person in an emergency or for the purpose of saving life.
- 11) Nothing in this article prohibits the lowering of any person from a helicopter to the surface if there is a certificate of airworthiness issued or rendered valid for the helicopter under the law of the country in which it is registered and that certificate or the flight manual for the helicopter includes an express provision that it may be used for that purpose.
- 12) In this article 'dropping' includes projecting and lowering.

96. Airships

- 1) This article applies to airships within the Isle of Man.
- 2) An airship with a capacity of more than 3000 cubic metres must not be moored other than on a notified aerodrome except with the permission of the Department.
- 3) An airship with a capacity of 3000 cubic metres or less must not be moored within 2 km of a congested area or within the aerodrome traffic zone of a notified aerodrome unless—
 - (a) it is moored on a notified aerodrome; or
 - (b) it has the permission of the Department.
- 4) An airship when moored in the open must be securely moored and must not be left unattended.

97. Small unmanned aircraft

[omitted²¹]

98. Small unmanned surveillance aircraft

[omitted²²]

99. Rockets

- 1) Subject to paragraph (2), this article applies to—
 - (a) small rockets of which the total impulse of the motor or combination of motors exceeds 160 Newton-seconds; and
 - (b) large rockets.
- 2) This article does not apply to—
 - (a) an activity to which the Outer Space Act 1986²³ applies; or
 - (b) a military rocket.
- 3) A person may not launch a small rocket unless the conditions in paragraph (4), and any of the conditions in paragraphs (5), (6) and (7) that are applicable, are satisfied.
- 4) The person launching the rocket must be satisfied on reasonable grounds that—
 - (a) the flight can be safely made; and
 - (b) the airspace within which the flight will take place is, and will throughout the flight remain, clear of any obstructions including any aircraft in flight.
- 5) The person launching the rocket on a flight within controlled airspace has obtained the permission of the appropriate air traffic control unit for aircraft flying in that airspace.
- 6) The person launching the rocket on a flight within an aerodrome traffic zone of an aerodrome during its notified operating hours—
 - (a) has obtained the permission of the air traffic control unit at the aerodrome; or
 - (b) if there is no air traffic control unit, has obtained from the aerodrome flight information service unit at that aerodrome information to enable the flight within the zone to be conducted safely; or
 - (c) if there is no air traffic control unit and no aerodrome flight information service unit, has obtained information from the air/ground communications service unit at the aerodrome to enable the flight to be conducted safely.
- 7) A flight for aerial work purposes must not be carried out except under and in accordance with a permission granted by the Department to the person launching the rocket.

²¹ Article omitted by SI 2020/1280; replaced by the Civil Aviation (Small Unmanned Aircraft) Order 2020

²² Article omitted by SI 2020/1280; replaced by the Civil Aviation (Small Unmanned Aircraft) Order 2020

²³ 1986 c.38



- 8) A flight by a large rocket must not be carried out except under and in accordance with a permission granted by the Department to the person launching the rocket.

PART 17A – Large and turbojet aircraft

99A. Application of Part

- 1) This Part applies to an aircraft that is registered in the Isle of Man and that has any of the following characteristics—
 - (a) a maximum total mass authorised exceeding 5,700 kg;
 - (b) one or more turbojet engines;
 - (c) a seating configuration of more than 9 passenger seats.
- 2) Accordingly a reference in this Part to an aircraft is a reference to an aircraft to which this Part applies.
- 3) The provisions of this Part are in addition to any other provisions of this Order that may apply to an aircraft to which this Part applies.

99B. Operator to provide a company operations manual

- 1) The operator of an aircraft must prepare and ensure that a company operations manual is in force in respect of the aircraft.
- 2) The manual must include—
 - (a) a table of contents; and
 - (b) if the manual has been amended, an amendment control page with a list of the pages in relation to which there have been amendments.
- 3) In addition the manual must include details of—
 - (a) the duties, responsibilities and succession of the management and operating personnel of the operator;
 - (b) the aircraft operator's safety management system;
 - (c) the aircraft's operational control system;
 - (d) if applicable, details of the aircraft's minimum equipment list procedures;
 - (e) the flight preparation procedures in respect of the aircraft including procedures for briefing passengers;
 - (f) how cabin baggage must be stowed and secured when the aircraft is taking-off or landing;
 - (g) how operational flight planning in respect of the aircraft must be carried out;
 - (h) normal flight operations including fuel procedures and requirements;
 - (i) the standard operating procedures in respect of the aircraft together with its performance information as shown in its operating manual;
 - (j) any weather limitations in respect of the aircraft, the use of alternate aerodromes and aerodrome operating minima;

- (k) a fatigue risk management programme;
- (l) any noise abatement procedures to be adopted in respect of the aircraft;
- (m) the emergency operations applicable to the aircraft;
- (n) how any accident or other incident in respect of the aircraft is to be dealt with and recorded;
- (o) the qualifications, including proficiency in the use of the English language, and training that each member of the crew of the aircraft must have or must have undertaken;
- (p) the records that must be kept in respect of the aircraft and who must keep them;
- (q) the aircraft's maintenance control system;
- (r) any applicable security procedures in respect of the aircraft;
- (s) the performance operating limitations of the aircraft;
- (t) if applicable, the use and protection of the flight data recorder records and cockpit voice recorder records of the aircraft;
- (u) how the electronic navigation data management systems of the aircraft are to be used and monitored;
- (v) how dangerous goods on the aircraft are to be handled; and
- (w) the use of the aircraft's head-up displays or enhanced vision systems.

Exemption/Permission 2021/075: Transitional aircraft

- 1) Subject to the conditions listed at paragraph 3 a-c, the Department for Enterprise ("the Department"), in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015 ("the Order") exempts operators of "transitional aircraft" (as defined at paragraph 4) from the following requirements of the Order:
 - (a) Article 99B – that the operator of an aircraft must prepare and ensure that a company operations manual (COM) is in force in respect of the aircraft.
 - (b) Article 99E – that the operator of an aircraft must establish and implement a fatigue risk management programme and include the programme in the COM in respect of the aircraft.
 - (c) Article 99M – that the operator of an aircraft of a type that has a master minimum equipment list (MMEL) established must prepare and ensure that a minimum equipment list (MEL) for the aircraft is approved by the Department and to include the details of the MEL procedures in the COM.
- 2) Subject to the conditions at paragraph 3b and c, the Department, pursuant to Article 35(2) of the Order, permits transitional aircraft registered in the Isle of Man to commence a flight in specified

circumstances, even though a specified item of equipment that must be or under the Order be carried in the circumstances of the intended flight is not carried or is not in a fit condition for use.

3) The conditions are:

- (a) The aircraft shall only flown for the purposes of a maintenance check flight, demonstration flight or ferry flight.
- (b) Maintenance check flights and ferry flights shall not carry passengers or cargo except with the permission of the Department.
- (c) Demonstration flights shall not carry cargo except with the permission of the Department.
- (d) The operator of the aircraft shall use the MMEL approved by the national aviation authority which approved the Type Certificate of the aircraft to defer defects, whilst complying with the conditions and limitations contained within the MMEL.
- (e) A copy of Schedule 3 (Aircraft Equipment) and Schedule 4 (Radio Communication and Radio Navigation Equipment of Aircraft) of the Order shall be carried and used in conjunction with the MMEL when deferring defects relating to operational and emergency equipment.

4) For the purposes of this document:

- (a) “Transitional aircraft” means an aircraft which is awaiting a commercial lease or sale.
- (b) “Maintenance check flight” means a flight of an aircraft with an airworthiness certificate or with a permit to fly which is carried out for troubleshooting purposes or to check the functioning of one or more systems, parts or appliances after maintenance, if the functioning of the systems, parts or appliances cannot be established during ground checks and which is carried out in any of the following situations:
 - (i) as required by the aircraft maintenance manual or any other maintenance data issued by a design approval holder being responsible for the continuing airworthiness of the aircraft;
 - (ii) after maintenance, as required by the operator or proposed by the organisation responsible for the continuing airworthiness of the aircraft;
 - (iii) as requested by the maintenance organisation for verification of a successful defect rectification;
 - (iv) to assist with fault isolation or troubleshooting;
- (c) “Demonstration flight” means a flight for the purpose of demonstrating an aircraft's capabilities or characteristics to a prospective customer, potential lessee, or their agent.

- (d) “Ferry flight” means a flight to a location necessary to enable the refurbishment, maintenance, delivery, entry into storage, demonstration, or inspection of the aircraft.

99C. Checklists to be used

- 1) The operator of an aircraft must ensure that checklists are used by the flight crew of the aircraft prior to, during and after all phases of its operations, and in emergencies, all as detailed in the aircraft’s operations manual.
- 2) The operator must ensure that the design and utilisation of checklists takes into account human factors.
- 3) The commander of the aircraft must ensure that the checklists are fully complied with.

99D. Minimum flight altitude

The operator of an aircraft must specify, for flights that are to be conducted in accordance with the instrument flight rules, the method of establishing terrain clearance altitudes.

99E. Fatigue risk management programme

- 1) The operator of an aircraft must establish and implement a fatigue risk management programme that ensures that personnel involved in the operation and maintenance of aircraft do not carry out their duties when fatigued.
- 2) The operator must include the programme in the company operations manual in respect of the aircraft.

Exemption/Permission 2021/075: Transitional aircraft

- 1) Subject to the conditions listed at paragraph 3 a-c, the Department for Enterprise (“the Department”), in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015 (“the Order”) exempts operators of “transitional aircraft” (as defined at paragraph 4) from the following requirements of the Order:
 - (a) Article 99B – that the operator of an aircraft must prepare and ensure that a company operations manual (COM) is in force in respect of the aircraft.
 - (b) Article 99E – that the operator of an aircraft must establish and implement a fatigue risk management programme and include the programme in the COM in respect of the aircraft.
 - (c) Article 99M – that the operator of an aircraft of a type that has a master minimum equipment list (MMEL) established must prepare and ensure that a minimum equipment

list (MEL) for the aircraft is approved by the Department and to include the details of the MEL procedures in the COM.

- 2) Subject to the conditions at paragraph 3b and c, the Department, pursuant to Article 35(2) of the Order, permits transitional aircraft registered in the Isle of Man to commence a flight in specified circumstances, even though a specified item of equipment that must by or under the Order be carried in the circumstances of the intended flight is not carried or is not in a fit condition for use.
- 3) The conditions are:
 - (a) The aircraft shall only flown for the purposes of a maintenance check flight, demonstration flight or ferry flight.
 - (b) Maintenance check flights and ferry flights shall not carry passengers or cargo except with the permission of the Department.
 - (c) Demonstration flights shall not carry cargo except with the permission of the Department.
 - (d) The operator of the aircraft shall use the MMEL approved by the national aviation authority which approved the Type Certificate of the aircraft to defer defects, whilst complying with the conditions and limitations contained within the MMEL.
 - (e) A copy of Schedule 3 (Aircraft Equipment) and Schedule 4 (Radio Communication and Radio Navigation Equipment of Aircraft) of the Order shall be carried and used in conjunction with the MMEL when deferring defects relating to operational and emergency equipment.
- 4) For the purposes of this document:
 - (a) “Transitional aircraft” means an aircraft which is awaiting a commercial lease or sale.
 - (b) “Maintenance check flight” means a flight of an aircraft with an airworthiness certificate or with a permit to fly which is carried out for troubleshooting purposes or to check the functioning of one or more systems, parts or appliances after maintenance, if the functioning of the systems, parts or appliances cannot be established during ground checks and which is carried out in any of the following situations:
 - (i) as required by the aircraft maintenance manual or any other maintenance data issued by a design approval holder being responsible for the continuing airworthiness of the aircraft;
 - (ii) after maintenance, as required by the operator or proposed by the organisation responsible for the continuing airworthiness of the aircraft;
 - (iii) as requested by the maintenance organisation for verification of a successful defect rectification;

- (iv) to assist with fault isolation or troubleshooting;
- (c) “Demonstration flight” means a flight for the purpose of demonstrating an aircraft's capabilities or characteristics to a prospective customer, potential lessee, or their agent.
- (d) “Ferry flight” means a flight to a location necessary to enable the refurbishment, maintenance, delivery, entry into storage, demonstration, or inspection of the aircraft.

99F. Operator’s maintenance responsibilities

The operator of an aircraft must—

- (a) ensure, in accordance with procedures acceptable to the Department, that—
 - (i) the aircraft is maintained to an airworthy condition;
 - (ii) the operational and emergency equipment necessary for an intended flight is serviceable; and
 - (iii) the certificate of airworthiness of the aeroplane remains valid;
- (b) not operate the aircraft unless it is maintained and released to service under a system acceptable to the Department;
- (c) ensure that if the maintenance release is not issued by an approved maintenance organisation in accordance with paragraph 8.7 of Part 1 of Annex 6 to the Convention on International Civil Aviation, the person signing the maintenance release—
 - (i) is licensed in accordance with Annex 1 to the Convention on International Civil Aviation;
 - (ii) is a person whose licence has been validated by the Department; or,
 - (iii) in a particular case, is an individual authorised by the Department; and
- (d) ensure that the maintenance of the aircraft is performed in accordance with a maintenance programme approved by the Department.

99G. Operator’s responsibilities for training

The operator of an aircraft must ensure that maintenance personnel in respect of the aircraft receive initial and continuation training as required by and acceptable to the Department, being training appropriate to their assigned tasks and responsibilities.

99H. Designation of pilot in command

The operator of an aircraft must designate a pilot to act as pilot in command for each flight the aircraft makes.

99I. Maintenance control manual

- 1) The operator of an aircraft must ensure that a reference to an operator's maintenance control manual developed in accordance with industry codes of practice is included in the company operations manual.
- 2) The manual must contain information about—
 - (a) the operator's maintenance responsibilities;
 - (b) the means of recording names and positions of maintenance personnel;
 - (c) the maintenance programme;
 - (d) the methods used for the completion and retention of maintenance records;
 - (e) the procedures for ensuring that appropriate information, including any amendment to the maintenance programme, is disseminated to others;
 - (f) the procedures for implementing action required following the receipt of mandatory continuing airworthiness information;
 - (g) a system of analysis and continued monitoring of the performance and efficiency of the maintenance programme in order to correct identified deficiencies;
 - (h) the aircraft types and models to which the manual applies;
 - (i) procedures for ensuring that any unserviceability affecting an aircraft's airworthiness is recorded and rectified; and
 - (j) the procedures for advising the Department of significant in-service occurrences.
- 3) The manual may be issued in parts.
- 4) The design of the manual must take account of human factors.

99J. Safeguarding of flight and voice recorder records

- 1) This article applies to an aircraft that has been involved in an accident or incident.
- 2) The owner of the aircraft, or if it is leased its lessee, must in so far as is possible to do so—
 - (a) preserve the related flight data recorder records and cockpit voice recorder records of the aircraft and, if necessary the associated flight recorders and voice recorders; and
 - (b) retain them in safe custody pending their disposal as determined in accordance with ICAO Annex 13.

99K. Requirement for cabin crew

- 1) The operator of an aircraft must—
 - (a) based on the aircraft's seating capacity or the number of passengers carried by it, determine the number of cabin crew required to effect a safe and expeditious evacuation of the aircraft; and

- (b) determine and assign the functions to be performed by each member of the cabin crew in an emergency or a situation requiring an emergency evacuation of the aircraft.
- 2) The operator of an aircraft must ensure that a training programme is established and is completed by each person before being assigned as a member of the cabin crew on the aircraft.
- 3) The operator must ensure that the syllabus for the training programme is referenced in the company operations manual and includes training in human factors.

99L. Use of boom microphones

Flight crew members required to be on flight deck duty on a flight in an aircraft must communicate through boom microphones when the aircraft is below the transition level or transition altitude.

99M. Requirement for a minimum equipment list

The operator of an aircraft of a type that has a master minimum equipment list established must—

- (a) prepare and ensure that a minimum equipment list for the aircraft is approved by the Department; and
- (b) include the details of the minimum equipment list procedures in the company operations manual.

Exemption/Permission 2021/075: Transitional aircraft

- 1) Subject to the conditions listed at paragraph 3 a-c, the Department for Enterprise (“the Department”), in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015 (“the Order”) exempts operators of “transitional aircraft” (as defined at paragraph 4) from the following requirements of the Order:
 - (a) Article 99B – that the operator of an aircraft must prepare and ensure that a company operations manual (COM) is in force in respect of the aircraft.
 - (b) Article 99E – that the operator of an aircraft must establish and implement a fatigue risk management programme and include the programme in the COM in respect of the aircraft.
 - (c) Article 99M – that the operator of an aircraft of a type that has a master minimum equipment list (MMEL) established must prepare and ensure that a minimum equipment list (MEL) for the aircraft is approved by the Department and to include the details of the MEL procedures in the COM.
- 2) Subject to the conditions at paragraph 3b and c, the Department, pursuant to Article 35(2) of the Order, permits transitional aircraft registered in the Isle of Man to commence a flight in specified

circumstances, even though a specified item of equipment that must by or under the Order be carried in the circumstances of the intended flight is not carried or is not in a fit condition for use.

3) The conditions are:

- (a) The aircraft shall only flown for the purposes of a maintenance check flight, demonstration flight or ferry flight.
- (b) Maintenance check flights and ferry flights shall not carry passengers or cargo except with the permission of the Department.
- (c) Demonstration flights shall not carry cargo except with the permission of the Department.
- (d) The operator of the aircraft shall use the MMEL approved by the national aviation authority which approved the Type Certificate of the aircraft to defer defects, whilst complying with the conditions and limitations contained within the MMEL.
- (e) A copy of Schedule 3 (Aircraft Equipment) and Schedule 4 (Radio Communication and Radio Navigation Equipment of Aircraft) of the Order shall be carried and used in conjunction with the MMEL when deferring defects relating to operational and emergency equipment.

4) For the purposes of this document:

- (a) “Transitional aircraft” means an aircraft which is awaiting a commercial lease or sale.
- (b) “Maintenance check flight” means a flight of an aircraft with an airworthiness certificate or with a permit to fly which is carried out for troubleshooting purposes or to check the functioning of one or more systems, parts or appliances after maintenance, if the functioning of the systems, parts or appliances cannot be established during ground checks and which is carried out in any of the following situations:
 - (i) as required by the aircraft maintenance manual or any other maintenance data issued by a design approval holder being responsible for the continuing airworthiness of the aircraft;
 - (ii) after maintenance, as required by the operator or proposed by the organisation responsible for the continuing airworthiness of the aircraft;
 - (iii) as requested by the maintenance organisation for verification of a successful defect rectification;
 - (iv) to assist with fault isolation or troubleshooting;
- (c) “Demonstration flight” means a flight for the purpose of demonstrating an aircraft's capabilities or characteristics to a prospective customer, potential lessee, or their agent.

- (d) “Ferry flight” means a flight to a location necessary to enable the refurbishment, maintenance, delivery, entry into storage, demonstration, or inspection of the aircraft.



PART 18 – Air traffic services

[omitted²⁴]

PART 19 – Licensing of air traffic controllers

[omitted²⁵]

PART 20 – Air traffic service equipment

[omitted²⁶]

PART 21 – Aerodromes, aeronautical lights and dangerous lights

[omitted²⁷]

²⁴ Part omitted by SI 2020/1280; replaced by the Civil Aviation (Air Traffic Services) Order 2020

²⁵ Part omitted by SI 2020/1280; replaced by the Civil Aviation (Air Traffic Services) Order 2020

²⁶ Part omitted by SI 2020/1280; replaced by the Civil Aviation (Air Traffic Services) Order 2020

²⁷ Part omitted by SI 2022/172 and SI 2022/324; replaced by the Civil Aviation (Aerodromes) Order 2022

PART 22 – Lights and lighting

135. Aeronautical lights

- 1) Except with the permission of the Department and in accordance with any conditions subject to which the permission may be granted, a person must not establish, maintain or alter the character of —
 - (a) an aeronautical beacon within the Isle of Man; or
 - (b) an aeronautical ground light (other than an aeronautical beacon) at a licensed aerodrome, or that forms part of the lighting system for use by aircraft taking off from or landing at such an aerodrome.
- 2) In the case of an aeronautical beacon that is or may be visible from the waters within an area of a general lighthouse authority, the Department must not give its permission for the purpose of this article except with the consent of that authority.
- 3) A person must not intentionally or negligently damage or interfere with an aeronautical ground light established by or with the permission of the Department.

136. Lighting of en-route obstacles

- 1) The person in charge of an en-route obstacle must ensure that it is fitted with medium intensity steady red lights positioned as close as possible to the top of the obstacle and at intermediate levels spaced so far as practicable equally between the top lights and ground level with an interval of not more than 52 metres.
- 2) The person in charge of an en-route obstacle must, subject to paragraph (3), ensure that by night the lights required to be fitted by this article are displayed.
- 3) In the event of the failure of a light that is required by this article to be displayed by night, the person in charge must repair or replace the light as soon as reasonably practicable.
- 4) At each level on the obstacle where lights are required to be fitted, sufficient lights must be fitted and arranged so as to show when displayed in all directions.
- 5) In any particular case the Department may direct that an en-route obstacle must be fitted with and must display such additional lights in such positions and at such times as the Department may specify.
- 6) This article does not apply to an en-route obstacle for which the Department has granted a permission to the person in charge permitting the person not to fit and display lights in accordance with this article.
- 7) Permission under paragraph (6) may be granted for a particular obstacle or group of obstacles or generally.
- 8) In this article, an “en-route obstacle” means a building, structure or erection, the height of which is 150 metres or more above ground level, but it does not include a building, structure or erection that is in the vicinity of a licensed aerodrome.

137. Lights liable to endanger

- 1) A person must not exhibit in the Isle of Man a light that —
 - (a) by reason of its glare is liable to endanger aircraft taking off from or landing at an aerodrome; or
 - (b) by reason of its liability to be mistaken for an aeronautical ground light is liable to endanger aircraft.
- 2) If a light that appears to the Department to be a light described in paragraph (1) is exhibited, the Department may direct the person who is the occupier of the place where the light is exhibited or who has charge of the light, to take such steps within a reasonable time as are specified in the direction —
 - (a) to extinguish or screen the light; and
 - (b) to prevent in the future the exhibition of any other light that may similarly endanger aircraft.
- 3) The direction may be served either personally or by post, or by affixing it in some conspicuous place near to the light to which it relates.
- 4) In the case of a light that is or may be visible from waters within the area of a general lighthouse authority, the power of the Department under this article must not be exercised except with the consent of that authority.

138. Lights that dazzle or distract

A person must not in the Isle of Man direct or shine a light at an aircraft in flight so as to dazzle or distract the pilot of the aircraft.

PART 23 – Commercial air transport and aerial work by foreign registered aircraft

139. Restriction on carriage for valuable consideration in aircraft registered in a foreign country

- 1) An aircraft registered in a foreign country must not take on board or discharge a passengers or cargo in the Isle of Man where valuable consideration is given or promised for the carriage of the person or cargo unless it complies with paragraph (2) or is exempt from this paragraph under paragraph (3).
- 2) This paragraph is complied with if the operator or the charterer of the aircraft or the Government of the country in which the aircraft is registered has been granted permission by the Department under this article and any conditions subject to which the a permission may be subject are complied with.
- 3) An aircraft is exempt from the requirement to comply with paragraph (1) if it is exercising the privileges of an Air Operators Certificate issued by the United Kingdom CAA.
- 4) An operator or a charterer of an aircraft that is required to comply with paragraph (2) may not hold itself out as a person who may offer to take on board or discharge a passenger or cargo in the Isle of Man for valuable consideration except in accordance with—
 - (a) a permission granted under this article; and
 - (b) any conditions to which such a permission may be subject.
- 5) Paragraph (4) does not apply to a person who reasonably believes that they will hold such a permission by the time the relevant flight is made.

Permission 2021/013: Restriction on carriage for valuable consideration in aircraft registered in a foreign country

- 1) The Department for Enterprise (“the Department”), in exercise of its powers under Article 139 (2) of the Air Navigation (Isle of Man) Order 2015 permits flights of aircraft listed at paragraph 2 to take on board or discharge passengers or cargo in the Isle of Man where valuable consideration is given or promised for the carriage of the person or cargo, subject to the conditions at paragraph 3.
- 2) Flights shall be undertaken in accordance with an air operator’s certificate (AOC) issued by any of the following:
 - (a) a European Economic Area State;
 - (b) an Overseas Territory or Crown Dependency of the UK; or
 - (c) Switzerland.
- 3) This Permission is subject to the following conditions:

- (a) aircraft must not be leased from another aircraft operator unless specifically authorised by the Department.
- (b) neither the State of Operator nor the aircraft operator shall be subject to a ban or any operating restriction under the UK Air Safety List established under Regulation (EC) No 2111/2005 as retained in UK law as a result of the European Union (Withdrawal) Act 2018.

140. Filing and approval of tariffs

- 1) If a permission granted under article 139(2) contains a tariff provision and the Department so requires, the operator or charterer of the aircraft concerned must file with the Department the tariff that it proposes to apply on flights to which the said permission relates and the Department must consider the proposed tariff and may approve or disapprove it.
- 2) In this article, “tariff provision”—
 - (a) means a condition as to any of the following matters—
 - (i) the price to be charged for the carriage of a passenger, baggage or cargo on flights to which a permission granted under article 139(2) relates;
 - (ii) any additional goods, services or other benefits to be provided in connection with such carriage;
 - (iii) the prices, if any, to be charged for any such additional goods, services or benefits; and
 - (iv) the commission, or rates of commission, to be paid in relation to the carriage of a passenger, baggage or cargo; and
 - (b) includes any condition as to the applicability of any such price, the provision of any such goods, services or benefits or the payment of any such commission or of commission at any such rate.

141. Restriction on aerial photography, aerial survey and aerial work in aircraft registered elsewhere than in the Isle of Man

[omitted²⁸]

²⁸ Article omitted by SI 2022/172 and SI 2022/324



PART 24 – Mandatory reporting

[omitted²⁹]

²⁹ Part omitted by SI 2020/1280; replaced by the Civil Aviation (Occurrence Reporting) Order 2020

PART 25 – Powers and penalties

144. Revocation, suspension and variation of certificates, licences and other documents

- 1) Subject to paragraph (5), the Department may provisionally suspend or vary a certificate, licence, approval, permission, exemption, authorisation or other document issued, granted, rendered valid or having effect under this Order, pending inquiry into or consideration of the case.
- 2) The Department may, on sufficient ground being shown to its satisfaction after due inquiry, revoke, suspend or vary any such certificate, licence, approval, permission, exemption, authorisation or other document.
- 3) The holder or a person having the possession or custody of a certificate, licence, approval, permission, exemption or other document that has been revoked, suspended or varied under this Order must surrender it to the Department within a reasonable time after being required to do so by the Department.
- 4) The breach of a condition subject to which a certificate, licence, approval, permission, exemption or other document has been issued, granted, rendered valid or which has effect under this Order, in the absence of provision to the contrary in the document, renders the document invalid during the continuance of the breach.
- 5) A flight manual, performance schedule or other document incorporated by reference in a certificate of airworthiness may be varied on sufficient ground being shown to the satisfaction of the Department, whether or not after due inquiry.

145. Revocation, suspension and variation of permissions, etc. granted under article 139^[30]

- 1) The permits to which this article applies are permissions granted by the Department under article 139 ^[31] and any approvals or authorisations of, or consents to, any matter that the Department has granted, or is to be taken to have granted, in pursuance of a permission that it has so granted.
- 2) Subject to the provisions of this article, the Department may revoke, suspend or vary a permit to which this article applies.
- 3) Subject to paragraph (4), the Department may exercise the powers under paragraph (2) only after notifying the permit holder of the intention to do so and after due consideration of the case.
- 4) If, by reason of the urgency of the matter, it appears to the Department to be necessary to do so, the Department may provisionally suspend or vary a permit to which this article applies without complying with the requirements of paragraph (3) but the Department must in any such case comply with those requirements as soon as is reasonably practicable and must then, in the light of due consideration of the case, either—
 - (a) revoke the provisional suspension or variation of the permit; or

³⁰ Words omitted by SI 2022/172 and SI 2022/324

³¹ Words omitted by SI 2022/172 and SI 2022/324

- (b) substitute a definitive revocation, suspension or variation, that, if a definitive suspension, may be for the same or a different period as the provisional suspension (if any) or, if a definitive variation, may be in the same or different terms as the provisional variation (if any).
- 5) The powers vested in the Department by paragraphs (2) and (4) may be exercised when in the judgement of the Department and whether or not by reason of anything done or omitted to be done by the permit holder or otherwise connected with the permit holder, it is necessary or expedient that the permit holder should not enjoy, or should no longer enjoy, the rights conferred by a permit to which this article applies or should enjoy them subject to such limitations or qualifications as the Department may determine.
- 6) In particular, and without limitation, the Department may exercise the powers under paragraphs (2) and (4) if it appears that—
- (a) the permit holder has committed a breach of a condition to which it is subject;
- (b) an agreement between Her Majesty's Government in the United Kingdom and the Government of any other country in pursuance of which or in reliance on which the permit was granted is no longer in force or that that other Government has committed a breach of the agreement;
- (c) the permit holder, or a Government of another country that is a party to an agreement referred to in sub-paragraph (b), or the aeronautical authorities of the country concerned, has—
- (i) acted in a manner that is inconsistent with or prejudicial to the operation in good faith, according to its object and purpose, of any such agreement; or
- (ii) engaged in unfair, discriminatory or restrictive practices to the prejudice of the holder of an Air Transport Licence granted under section 65 of the Civil Aviation Act 1982³² or the holder of a route licence granted under that section as applied by section 69A of that Act in the operation of air services to or from points in the country concerned; or
- (d) the permit holder, having been granted the permit as a person designated by the Government of a country other than the United Kingdom for the purposes of an agreement referred to in sub-paragraph (b), is no longer so designated or that permit holder's conduct, or circumstances which have arisen in relation to the permit holder, make it necessary or expedient to disregard or qualify the consequences of being so designated.
- 7) The holder of a permit or a person having the possession or custody of a permit that has been revoked, suspended or varied under this article must surrender it to the Department within a reasonable time of being required by it to do so.
- 8) The breach of a condition subject to which a permit to which this article applies has been granted renders the permit invalid during the continuance of the breach.

³² 1982 c. 16.

146. Prohibitions in relation to documents and records

- 1) A person must not with intent to deceive—
 - (a) use a certificate, licence, approval, permission, exemption or other document issued or required by or under this Order that has been forged, altered, revoked or suspended, or to which the person is not entitled;
 - (b) lend a certificate, licence, approval, permission, exemption or other document issued or having effect or required by or under this Order to, or allow it to be used by, any other person; or
 - (c) make a false representation for the purpose of procuring for a person the grant, issue, renewal or variation of any such certificate, licence, approval, permission, exemption or other document.
- 2) In paragraph (1) a reference to a certificate, licence, approval, permission, exemption or other document includes a copy or purported copy.
- 3) A person must not intentionally damage, alter or render illegible —
 - (a) a log book or other record required to be maintained by or under this Order.
 - (b) an entry made in such a log book or record.
- 4) A person must not —
 - (a) knowingly make, or procure or assist in the making of, a false entry in or material omission from a log book or record referred to in paragraph (3); or
 - (b) destroy any such log book or record during the period for which it is required under this Order to be preserved.
- 5) All entries made in writing in a log book or record referred to in paragraph (3) must be made in ink or indelible pencil.
- 6) A person must not knowingly make in a load sheet an entry that is incorrect in a material particular or make a material omission from such a load sheet.
- 7) A person must not purport to issue a certificate for the purposes of this Order or any applied regulations unless authorised to do so by the relevant legislation.
- 8) A person must not issue a certificate referred to in paragraph (7) unless satisfied that all statements in the certificate are correct.

147. Department's power to prevent aircraft flying

- 1) If it appears to the Department or an authorised person that an aircraft is intended or likely to be flown in any of the circumstances specified in paragraph (2), the Department or the authorised person may give a direction in accordance with paragraph (3).
- 2) The circumstances referred to in paragraph (1) are —

- (a) if any provision of article 3, ^[33], 11, 15, 37, 39, 64, ^[34], 69, 70, 75(2), 84, 86, or 139 ^[35] would be contravened in relation to the flight;
 - (b) if the flight would be in contravention of any other provision of this Order or of any applied regulations, and be a cause of danger to a person or property whether or not in the aircraft; or
 - (c) if the aircraft is in a condition unfit for the flight, whether or not the flight would otherwise be in contravention of a provision of this Order or of any such regulations.
- 3) If paragraph (1) applies the Department or the authorised person may direct the operator or the commander of the aircraft not to permit the aircraft to make the particular flight or any other flight of such description as may be specified in the direction, until the direction has been revoked by the Department or by an authorised person.
- 4) If the Department or an authorised person has directed under paragraph (3), the Department or an authorised person may take such steps as are necessary to detain the aircraft.
- 5) For the purposes of this article the Department or an authorised person may enter an aerodrome and may enter and inspect an aircraft.

148. Power to prevent third-country aircraft taking off

If it appears to an authorised person that a third-country aircraft —

- (a) has a safety deficiency and does not comply with international safety standards;
- (b) would obviously be hazardous to flight safety; and
- (c) is intended or is likely to be flown without completion by the operator of the appropriate corrective action,

the authorised person must give to the person appearing to be in command of the aircraft a direction in writing not to permit the aircraft to take off until further notice and take such steps as may be necessary to detain the aircraft.

149. Notifying competent authority of the detention of a third-country aircraft

If an authorised person detains a third-country aircraft the person must immediately inform the competent authority of the State of the operator of the detention and, where necessary, of the State in which the aircraft is registered.

150. Revocation of article 148 direction when validity of certificate of airworthiness affected

If an aircraft has been prohibited from taking off pursuant to article 148 and—

³³ Entry omitted by SI 2022/172 and SI 2022/324

³⁴ Entry omitted by SI 2020/1280

³⁵ Words replaced by SI 2022/172 and SI 2022/324

- (a) the safety deficiency affects the validity of the certificate of airworthiness of the aircraft; and
- (b) the Department has granted the operator of the aircraft an exemption from the requirement that the aircraft must have a valid certificate of airworthiness,

an authorised person must not revoke a direction issued pursuant to article 148 without first being satisfied that the operator has obtained permission for the flight from all States over which it is intended to fly the aircraft.

151. Directions to operators of aircraft to make data available

- 1) The Department may give a direction to a person who is an operator of an aircraft referred to in paragraph (2) requiring the operator to take the action referred to in paragraph (3).
- 2) The aircraft is one that (alone or in combination with one or more other aircraft operated by the operator) is flown for the carriage of passengers from the Isle of Man (directly or via another country) to a country that is outside the European Economic Area and is specified in the direction.
- 3) The action is the making available electronically of data in respect of all passengers and crew on the aircraft or expected to be on the aircraft.
- 4) A direction may be given in respect of—
 - (a) all aircraft;
 - (b) any aircraft; or
 - (c) any class of aircraft, of which (at the time when the direction is given or at any subsequent time) the person is the operator and that is or are specified in the direction.
- 5) A direction must specify—
 - (a) the competent authorities of the country to whom the data are to be made available electronically; and
 - (b) the types of data to which the direction relates.
- 6) A direction only has effect in relation to data that are collected and contained in the operator's automated reservation system or departure control system.

152. Right of access to aerodromes and other places

The Department and an authorised person each has the right of access at all reasonable times—

- (a) to an aerodrome for the purpose of inspecting the aerodrome;
- (b) to an aerodrome for the purpose of inspecting an aircraft on the aerodrome or a document that it or the authorised person has power to demand under this Order, or for the purpose of detaining an aircraft under the provisions of this Order;

- (c) to an place where an aircraft has landed, for the purpose of inspecting the aircraft or a document that it or the authorised person has power to demand under this Order and for the purpose of detaining the aircraft under the provisions of this Order;
- (d) to a building or place from which an air traffic control service is being provided or where air traffic service equipment requiring approval under [³⁶the Civil Aviation (Air Traffic Services) Order 2020 (SD 2020/0136)] is situated for the purpose of inspecting—
 - (i) equipment used or intended to be used in connection with the provision of a service to an aircraft in flight or on the ground; or
 - (ii) a document or record that it or the authorised person has power to demand under this Order.

153. Obstruction of persons

A person must not intentionally obstruct or impede a person who is exercising a power or performing a duty under this Order.

154. Directions and directives

- 1) A person who without reasonable excuse fails to comply with a direction or directive given to the person under a provision of this Order is to be taken for the purposes of article 155 to have contravened the provision.
- 2) If a provision of this Order or any applied regulations gives to a person the power to direct, the person to whom such a power is given also has the power to revoke or vary any such direction or directive.

155. Offences and penalties

- 1) Subject to paragraph (2), if a provision of this Order or of any applied regulations is contravened in relation to an aircraft, the operator of the aircraft and the commander are (without prejudice to the liability of any other person for the contravention) to be taken for the purposes of the following provisions of this article to have contravened the provision.
- 2) A person will not be taken to have contravened a provision specified in paragraph (1) if the person proves that the contravention occurred without the person's consent or connivance and that the person exercised all due diligence to prevent the contravention.
- 3) If it is proved that an act or omission of a person that would otherwise have been a contravention by the person of a provision specified in paragraph (1) was due to any cause not avoidable by the exercise of reasonable care by the person, the act or omission is to be taken not to be a contravention by the person of the provision.
- 4) If a person is charged with contravening a provision of this Order or under applied regulations by reason of the person having been a member of the flight crew of an aircraft on

³⁶ Words substituted by SI 2020/1280

a flight for the purpose of commercial air transport or aerial work, the flight is to be treated (without prejudice to the liability of any other person under this Order or under applied regulations) as not having been for that purpose if the person proves that he or she neither knew nor suspected that the flight was for that purpose.

- 5) A person who contravenes a provision specified in Part 1 of Schedule 11 is guilty of an offence and liable on summary conviction to a fine not exceeding £1,000.
- 6) A person who contravenes a provision specified in Part 2 of Schedule 11 is guilty of an offence and liable on summary conviction to a fine not exceeding £2,500.
- 7) A person who contravenes a provision specified in Part 3 of Schedule 11 is guilty of an offence and liable on summary conviction to a fine not exceeding £5,000 and on conviction on information to a fine or custody for a term not exceeding two years or both.
- 8) A person who contravenes a provision specified in Part 4 of Schedule 11 is guilty of an offence and liable on summary conviction to a fine not exceeding £5,000 and on conviction on information to a fine or custody for a term not exceeding five years or both.
- 9) In this article “custody” has the same meaning as in the Custody Act 1995 (an Act of Tynwald³⁷).

156. Exemption from Order

The Department may exempt from any of the provisions of this Order (other than articles 64, 85, 139, 140, [³⁸] 145 and 157) or any regulations referred to in article 155, an aircraft or person or class of aircraft or person, subject to such conditions as it thinks fit.

157. Appeal to High Court

- 1) Subject to paragraph (3), an appeal lies to the High Court of Justice of the Isle of Man from a decision of the Department under article 21 or 42.
- 2) If the court is satisfied that on the evidence submitted to the Department the decision was wrong, the court may reverse the decision and the Department must give effect to the court’s determination.
- 3) An appeal does not lie from a decision of the Department that a person is not qualified to hold a licence rendered valid by reason of a deficiency in the person’s knowledge, experience, competence, skill or physical or mental fitness.
- 4) The Department is to be a respondent to any appeal under this article.
- 5) For the purposes of a provision relating to the time within which an appeal may be brought, the Department’s decision is to be taken to have been taken on the date on which the Department supplied a statement of its reasons for the decision to the applicant for the licence or the holder or former holder of it.

³⁷ 1995 c. 1 (Isle of Man).

³⁸ Words omitted by SI 2022/172 and SI 2022/324

158. Approval of persons to supply reports

In relation to any of its functions under any of the provisions of this Order the Department may approve a person as qualified to supply reports to it and may accept such reports.

159. Certificates, authorisations, approvals and permissions

Wherever in this Order there is provision for the issue or grant of a certificate, authorisation, approval or permission by the Department, unless otherwise provided, such a certificate, authorisation, approval or permission—

- (a) must be in writing;
- (b) may be issued or granted subject to such conditions as the Department thinks fit; and
- (c) may be issued or granted, subject to article 144, for such periods as the Department thinks fit.

PART 26 – Application of the Order

160. Extra-territorial effect of the Order

- 1) Except where the context otherwise requires, the provisions of this Order, in so far as they apply (whether by express reference or otherwise) —
 - (a) to aircraft registered in the Isle of Man, apply to such aircraft wherever they may be; and
 - (b) to such other aircraft when they are within the Isle of Man.
- 2) Except where the context otherwise requires, the provisions of this Order in so far as they prohibit, require or regulate (whether by express reference or otherwise) the doing of anything —
 - (a) by persons in, or by any of the crew of, an aircraft registered in the Isle of Man, apply to such persons and crew, wherever they may be;
 - (b) in relation to an aircraft registered in the Isle of Man by other persons, where such persons are Commonwealth citizens, British protected persons or citizens of the Republic of Ireland, apply to them wherever they may be.
- 3) Nothing in this article is to be construed as extending to make a person guilty of an offence in a case in which it is provided by section 3(1) of the British Nationality Act 1948³⁹ that the person will not be guilty of an offence.

161. Application of Order to certain aircraft registered elsewhere

- 1) The Department may direct that such of the provisions of this Order and of any regulations having effect under this Order as may be specified in the direction have effect as if reference in those provisions to aircraft registered in the Isle of Man included references to the aircraft specified in the direction.
- 2) A direction under paragraph (1) may only specify an aircraft registered elsewhere than in the Isle of Man but for the time being under the management of a person who, or of persons each of whom, is qualified to hold a legal or beneficial interest by way of ownership in an aircraft registered in the Isle of Man.

162. Application of Order to the Crown

- 1) Subject to the provisions of this article, the provisions of this Order apply to or in relation to aircraft belonging to or exclusively employed in the service of Her Majesty as they apply to or in relation to other aircraft.
- 2) For the purposes of such application, the authority for the time being responsible on behalf of Her Majesty for the management of the aircraft is to be taken to be the operator of the

³⁹ 1948 c.56. Section 3(1) was amended by section 314(2) of and paragraph 22 of Schedule 13 to the Merchant Shipping Act 1995 (c.21).

aircraft and, in the case of an aircraft belonging to Her Majesty, to be the owner of the interest of Her Majesty in the aircraft.

- 3) Nothing in this article renders liable to any penalty an authority responsible on behalf of Her Majesty for the management of an aircraft.

163. Application of the Order to visiting forces

- 1) This article applies to the naval, military and air force authorities and members of a visiting force and any international headquarters and the members and property held or used for the purpose of such a force or headquarters.
- 2) Except as otherwise expressly provided in this Order, every body and person and any property to which this article applies is exempt from the provisions of this Order and of any applied regulations to the same extent as if it formed part of the forces of Her Majesty raised in the Isle of Man and for the time being serving there.

164. Application of the Order to military aircraft

- 1) Except as otherwise provided by paragraph (2), and articles 91(2) and 93(7), nothing in this Order applies to or in relation to a military aircraft.
- 2) If a military aircraft is flown by a civilian pilot and is not commanded by a person who is acting in the course of that person's duty as a member of any of Her Majesty's naval, military or air forces or as a member of a visiting force or international headquarters, the provisions specified in paragraph (3) apply to the flight.
- 3) The provisions referred to in paragraph (2) are articles 73, 74 and 75 and in addition article 91 (so far as applicable) applies unless the aircraft is flown in compliance with Military Flying Regulations (Joint Service Publication 550) or Flying Orders to Contractors (Aviation Publication 67) issued by the Secretary of State.

165. Exceptions from application of provisions of the Order for certain classes of aircraft

- 1) This article applies to—
 - (a) a small balloon;
 - (b) a kite weighing not more than 2 kg; and
 - (c) a parachute including a parascending parachute.
- 2) Except as provided by paragraph (3), nothing in this Order applies to or in relation to an aircraft to which this article applies.
- 3) Articles 74, 93, 94, 95, 147 except 147(2)(a) and 167 apply to or in relation to an aircraft to which this article applies.

General Exemption 2023/010: Small Unmanned Aircraft

- 1) The Department for Enterprise ('the Department'), in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015 ("the 2015 Order"), hereby exempts the person in charge of a small unmanned aircraft having a mass of **not less than 250 grams** from all provisions of the 2015 order.
- 2) The Department, also in exercise of its powers under Article 156 of the 2015 Order, exempts the person in charge of a small unmanned aircraft having a mass of **less than 250 grams** from the provisions of the 2015 order, with the exception of the Articles detailed at paragraph 3.
- 3) The Articles of the 2015 order referred to in paragraph 2 are:
 - (a) 73: Endangering safety of an aircraft;
 - (b) 74: Endangering safety of any person or property.

166. Saving

- 1) Nothing in this Order confers a right to land in a place as against the owner of the land or any other persons interested in the land.
- 2) Nothing in this Order obliges the Department to accept an application from the holder of a current certificate, licence, approval, permission, exemption or other document, being an application for the renewal of the document, or for the grant of another document in continuation of or in substitution for the current document, if the application is made more than 60 days before the current document is due to expire.

PART 27 – Interpretation

167. Interpretation

1) In this Order —

“Aerial work” has the meaning given by article 171;

“Aerial work aircraft” means an aircraft (other than a commercial air transport aircraft) flying, or intended by the operator to fly, for the purpose of aerial work;

“Aerial work flight” means a flight for the purpose of aerial work;

“Aerobatic manoeuvres” includes loops, spins, rolls, bunts, stall turns, inverted flying and any other similar manoeuvre;

“Aerodrome” —

(a) means an area of land or water designed, equipped, set apart or commonly used for affording facilities for the landing and departure of aircraft; and

(b) includes an area or space, whether on the ground, on the roof of a building or elsewhere, that is designed, equipped or set apart for affording facilities for the landing and departure of aircraft capable of descending or climbing vertically, but does not include an area the use of which for affording facilities for the landing and departure of aircraft has been abandoned and has not been resumed;

“Aerodrome control service” means an air traffic control service for any aircraft—

(a) that is on the manoeuvring area or apron of the aerodrome for which the service is being provided;

(b) that is flying in, or in the vicinity of, the aerodrome traffic zone of that aerodrome by visual reference to the surface; or

(c) that has been transferred from approach control in accordance with procedures approved by the Department;

“Aerodrome operating minima” in respect of the operation of an aircraft at an aerodrome means the cloud ceiling and runway visual range for take-off, and the decision height or minimum descent height, runway visual range and visual reference for landing that are the minimum for the operation of the aircraft at the aerodrome;

“Aerodrome traffic zone” has the meaning assigned to that expression by article 170;

“Aeronautical beacon” means an aeronautical ground light that is visible either continuously or intermittently to designate a particular point on the surface of the earth;

“Aeronautical ground light” means a light specifically provided as an aid to air navigation, other than a light displayed on an aircraft;

“Aeronautical radio station” means a radio station on the surface that transmits or receives signals for the purpose of assisting aircraft;

“Aeroplane” means a power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces that remain fixed under given conditions of flight;

“Airborne collision avoidance system (ACAS)” means an aircraft system based on secondary surveillance radar (SSR) transponder signals which operate independently of ground-based equipment to provide advice to the pilot on potential conflicting aircraft that are equipped with SSR transponders;

“Aircraft” means a machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth’s surface;

“Aircraft rating” includes a type rating and a class rating;

“Air/ground communications service” means a service provided from an aerodrome to give information to pilots of aircraft flying in the vicinity of the aerodrome by means of radio signals and “air/ground communications service unit” is to be construed accordingly;

“Air traffic control service” means a service provided for the purpose of preventing collisions between aircraft and, on the manoeuvring area, between aircraft and obstructions, and expediting and maintaining an orderly flow of air traffic;

“Air traffic control unit” means a person appointed by a person maintaining an aerodrome or place to provide an air traffic control service;

[⁴⁰**“Air traffic service equipment”** means ground based equipment, including an aeronautical radio station, used or intended to be used in connection with the provision of an air traffic service to an aircraft in flight or on the ground but excluding any public electronic communications network;]

“Airworthy” means the status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation;

“Alternate aerodrome” means an aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing;

“Annual costs”, in respect of the operation of an aircraft, means the best estimate reasonably practicable at the time of a particular flight for the year commencing on the first day of January preceding the date of the flight, of the costs of keeping and maintaining and the indirect costs of operating the aircraft, such costs in either case excluding direct costs and being those actually and necessarily incurred without a view to profit;

“Annual flying hours” means the best estimate reasonably practicable at the time of a particular flight by an aircraft of the hours flown or to be flown by the aircraft for the year commencing on the first day of January preceding the date of the flight;

“Applied regulations” means regulations made or having effect as if made under the Civil Aviation Act 1982⁴¹ or the Air Navigation Order 2016⁴² and applied to the Isle of Man;

“Applied to the Isle of Man” means applied to the Isle of Man under the Airports and Civil Aviation Act 1987 (an Act of Tynwald)⁴³;

⁴⁰ Definition substituted by SI 2020/1280

⁴¹ 1982 c. 16.

⁴² S.I.2016/765, to which there are amendments not relevant to this provision.

⁴³ 1987 c.10 (Isle of Man).

“Approach control service” means an air traffic control service for an aircraft that is not receiving an aerodrome control service but which is flying in, or in the vicinity of the aerodrome traffic zone of the aerodrome for which the service is being provided, whether or not the aircraft is flying by visual reference to the surface;

“Approach to landing” means that portion of the flight of an aircraft when approaching to land in which it is descending below a height of 1000 feet above the relevant specified decision height or minimum descent height;

“Appropriate aeronautical radio station” means, in respect of an aircraft, an aeronautical radio station serving the area in which the aircraft is for the time being;

“Appropriate air traffic control unit” means, in respect of an aircraft, as the context requires—

- (a) the air traffic control unit serving the area in which the aircraft currently is; or
- (b) the air traffic control unit serving the area that the aircraft intends to enter and with which unit the aircraft is required to communicate before entering the area;

“Apron” means the part of an aerodrome provided for the stationing of aircraft for the embarkation and disembarkation of passengers, for loading and unloading of cargo and for parking;

“Area navigation equipment” means equipment carried on board an aircraft that enables the aircraft to navigate on a desired flight path within the coverage of appropriate ground based navigation aids or within the limits of the on-board equipment or a combination of the two;

“Authorised person” means—

- (a) a constable; or
- (b) a person authorised by the Department (whether by name or by class or description) either generally or in relation to a particular case or class of case;

[⁴⁴**“Basic Regulation”** means Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91⁴⁵];

“Beneficial interest” includes interests arising under contract and other equitable interests;

“British protected person” has the same meaning as in section 50 of the British Nationality Act 1981⁴⁶;

“CAA” means the Civil Aviation Authority of the United Kingdom;

⁴⁴ Words inserted by SI 2022/172 and SI 2022/324

⁴⁵ OJL 212, 22.8.2018, p. 1-122.

⁴⁶ 1981 c.61.

“Cabin crew” in respect of an aircraft means those persons on a commercial air transport flight carried for the purpose of performing duties to be assigned by the operator or the commander of the aircraft in the interests of the safety of passengers but who do not act as a member of the flight crew;

“Captive balloon” means a balloon which when in flight is attached by a restraining device to the surface;

“Captive flight” means flight by an uncontrollable balloon during which it is attached to the surface by a restraining device;

“Cargo” includes mail and animals;

“Category I approach and landing” means a landing following a precision approach using an Instrument Landing System or Microwave Landing System with—

- (a) a decision height of 200 feet; and
- (b) a runway visual range of not less than 550 metres;

“Category II approach and landing” means a landing following a precision approach using an Instrument Landing System or Microwave Landing System with—

- (a) a decision height below 200 feet but not less than 100 feet; and
- (b) a runway visual range of not less than 300 metres;

“Category IIIA approach and landing” means a landing following a precision approach using an Instrument Landing System or Microwave Landing System with—

- (a) a decision height lower than 100 feet; and
- (b) a runway visual range of not less than 200 metres;

“Category IIIB approach and landing” means a landing following a precision approach using an Instrument Landing System or Microwave Landing System with—

- (a) a decision height lower than 50 feet or no decision height; and
- (b) a runway visual range of less than 200 metres but not less than 75 metres;

“Certificate of airworthiness” includes in the case of a national certificate of airworthiness any flight manual, performance schedule or other document, whatever its title, incorporated by reference in the certificate relating to the certificate of airworthiness;

“Certificate of release to service issued under this Order” means a certificate issued in accordance with article 26 by a person specified in article 27;

“Certificate of validity” has the meaning given by article 19(5);

“Class A airspace”, “Class B airspace”, “Class C airspace”, “Class D airspace” and “Class E airspace” mean airspace respectively notified as such;

“Class rating” means a rating that entitles the holder of a pilot licence to act as pilot of an aircraft of a specified class that does not require a type rating;

“Cloud ceiling”, in respect of an aerodrome, means the vertical distance from the elevation of the aerodrome to the lowest part of a cloud visible from the aerodrome that is sufficient to obscure more than one-half of the sky so visible;

“Combined vision system” means a system for displaying images from a combination of an enhanced vision system and a synthetic vision system;

“Commander”, in respect of an aircraft, means the member of the flight crew designated as commander of the aircraft by the operator, or, failing such a person, the person who is for the time being the pilot in command of the aircraft;

“Commercial air transport” means a flight that is carrying passengers, cargo or mail for remuneration or hire where the principal purpose for their carriage is to transport them, and where a seat on the flight or the right to have cargo or mail carried is available to any member of the public, and includes a flight that carries passengers for remuneration or hire that begins and ends at the same aerodrome;

“Commercial air transport aeroplane” means an aeroplane flying, or intended by the operator of the aeroplane to fly, for the purpose of commercial air transport;

“Commonwealth” means the United Kingdom, the Channel Islands, the Isle of Man, the countries mentioned in Schedule 3 to the British Nationality Act 1981 and all other territories forming part of Her Majesty’s dominions or in which Her Majesty has jurisdiction and

“Commonwealth citizen” is to be construed accordingly;

“Company operations manual” means the manual prepared by an operator in accordance with article 99B;

“Conditional sale agreement” has the same meaning as in section 189 of the Consumer Credit Act 1974⁴⁷;

“Congested area” in relation to a city, town or settlement means an area that is substantially used for residential, industrial, commercial or recreational purposes;

“Contracting State” means a State (including the United Kingdom) that is party to the Chicago Convention;

“Controlled airspace” means airspace that has been notified as Class A, Class B, Class C, Class D or Class E airspace;

“Controllable balloon” means a balloon that is not a small balloon and that is capable of free controlled flight;

“Control area” means controlled airspace that has been further notified as a control area and that extends upwards from a notified altitude or flight level;

“Control zone” means controlled airspace that has been further notified as a control zone and that extends upwards from the surface;

“Country” includes a territory;

“Crew” means persons carried in an aircraft who are —

- (a) members of the flight crew;
- (b) persons carried on the flight deck who are appointed by the operator of the aircraft to give or to supervise the training, experience, practice and periodical

⁴⁷ 1974 c.39.

tests required for the flight crew in accordance with the law of the country in which the aircraft is registered or the State of the operator; or

- (c) members of the cabin crew;

“Decision height”, in respect of the operation of an aircraft at an aerodrome, means the height in a precision approach at which a missed approach must be initiated if the required visual reference to continue the approach has not been established;

“Declared distance” has the meaning that has been notified;

“the Department” means the Department for Enterprise of the Isle of Man Government⁴⁸;

“Direct costs” means the costs actually and necessarily incurred in connection with a flight without a view to profit but excluding any remuneration payable to the pilot for services as such;

“Director” has the same meaning as in section 250 of the Companies Act 2006⁴⁹;

“Disidentification” means removing from reports submitted all personal details pertaining to the reporter and technical details that might lead to the identity of the reporter or of third parties being inferred from the information;

“EASA” means the European [Union⁵⁰] Aviation Safety Agency established under the Basic [51] Regulation;

“Enhanced vision system” means a system to display electronic real-time images of the external scene achieved through the use of image sensors;

“Flight” and **“to fly”** have the meanings given by article 168;

“Flight check” means a check carried out by an aircraft in flight of the accuracy and reliability of signals transmitted by an aeronautical radio station;

“Flight crew” in relation to an aircraft means those members of the crew of the aircraft who respectively undertake to act as pilot, flight navigator, flight engineer and flight radiotelephony operator of the aircraft;

“Flight information service” means—

- (a) in the case of an aerodrome—
- (i) the giving of information by means of radio signals to aircraft flying in or intending to fly within the aerodrome traffic zone of the aerodrome; and
 - (ii) the grant or refusal of a permission under [point SERA.8015 in section 8 of the Annex to SERA or under paragraphs 10(1)(b) or 11(2) of Schedule 1 to the Civil Aviation (Rules of the Air) Order 2021⁵²]; and

⁴⁸ Words replaced by SI 2022/172 and SI 2022/324

⁴⁹ 2006 c.46.

⁵⁰ Word inserted by SI 2022/172 and SI 2022/324

⁵¹ Word omitted by SI 2022/172 and SI 2022/324

⁵² Words substituted by SI 2021/751 (new provisions in Civil Aviation (Rules of the Air) Order 2021 No. 0184)

- (b) in the case of an area control centre, the giving of information by means of radio signals to aircraft,

and **“aerodrome flight information service”** is to be construed accordingly;

“Flight information service unit” means a person appointed by the Department or by any other person maintaining an aerodrome or area control centre to provide a flight information service and **“aerodrome flight information service unit”** is to be construed accordingly;

“Flight level” means one of a series of levels of equal atmospheric pressure, separated by notified intervals and each expressed as the number of hundreds of feet that would be indicated at that level on a pressure altimeter calibrated in accordance with the International Standard Atmosphere and set to 1013.2 hectopascals;

“Flight manual” means a document provided for an aircraft stating the limitations within which the aircraft is considered airworthy as defined by the appropriate airworthiness requirements and additional instructions and information necessary for the safe operation of the aircraft;

“Flight recording system” means a system comprising either a flight data recorder or a cockpit voice recorder or both;

“Flight visibility” means the visibility forward from the flight deck of an aircraft in flight;

“Flying display” means any flying activity deliberately performed for the purpose of providing an exhibition or entertainment at an advertised event open to the public;

“Flying machine” means an aeroplane, a powered lift tilt rotor aircraft, a SLMG, a helicopter or a gyroplane;

“Free balloon” means a balloon that when in flight is not attached by a form of restraining device to the surface;

“Free controlled flight” means flight during which—

- (a) a balloon is not attached to the surface by a form of restraining device (other than a tether of not more than five metres in length that may be used as part of the take-off procedure); and
- (b) the height of the balloon is controllable by means of a device attached to the balloon and operated by the commander of the balloon or by remote control;

“General lighthouse authority” has the same meaning as in section 193 of the Merchant Shipping Act 1995⁵³;

“Glider” means—

- (a) a non-power-driven, heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces that remain fixed under given conditions of flight;
- (b) a self-sustaining glider; and

⁵³ 1995 c.21. section 193 was amended by section 29(1) of and paragraph 6(a) of Schedule 6 to the Merchant Shipping and Maritime Security Act 1997 (c.28) and section 314(3) of and paragraph 9(1) of Schedule 14 to the Merchant Shipping Act 1995 (c.21).

(c) a self-propelled hang-glider;

“Government aerodrome” means an aerodrome in the Isle of Man that is in the occupation of a Government Department;

“Head-up display” means a display system that presents flight information into the pilot’s forward external field of view;

“Hire-purchase agreement” has the same meaning as in section 189 of the Consumer Credit Act 1974⁵⁴;

“Holding” means, in the case of an aircraft approaching an aerodrome to land, a manoeuvre in the air that keeps the aircraft within a specified volume of airspace;

“Instructor’s rating” means a flying instructor’s rating, an assistant flying instructor’s rating, a flight instructor rating (aeroplane), a flight instructor rating (helicopter), a type rating instructor rating (multi-pilot aeroplane), a type rating instructor rating (helicopter), a class rating instructor rating (single pilot aeroplane), an instrument rating instructor rating (aeroplane) or an instrument rating instructor rating (helicopter);

“Instrument approach procedure” means a series of predetermined manoeuvres by reference to flight instruments, with specified protection from obstacles, from a specified point to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or other obstacle clearance criteria apply;

“Instrument flight procedure” means—

- (a) a standard instrument arrival;
- (b) an instrument approach procedure;
- (c) a standard instrument departure; or
- (d) a planned departure route;

“Instrument Flight Rules” means Instrument Flight Rules prescribed by [section 5 of the Annex to SERA⁵⁵];

“Instrument Landing System” means a ground-based radio system designed to transmit radio signals at very high frequency and ultra high frequency that allow the pilot of an aircraft to accurately determine the aircraft’s position relative to a defined approach path whilst carrying out an approach to land;

“Instrument Meteorological Conditions” means weather precluding flight in compliance with the Visual Flight Rules;

“International air navigation” means a flight that includes passage over the territory of a country other than the Isle of Man but does not include passage over the United Kingdom, any of the Channel Islands, or any other relevant overseas territory to which there is power to extend the Civil Aviation Act 1982 under section 108(1) of that Act⁵⁶;

⁵⁴ 1974 c.39.

⁵⁵ Words substituted by SI 2021/751 (new provisions in Civil Aviation (Rules of the Air) Order 2021 No. 0184)

⁵⁶ 1982 c.16. Section 108(1) was amended by section 83(1) of and paragraph 8(2) of Schedule 4 to the Airports Act 1986 (c.31).

“International headquarters” means an international headquarters designated by Order in Council under section 1 of the International Headquarters and Defence Organisations Act 1964⁵⁷;

“International safety standards” means the safety standards contained in the Chicago Convention as in force from time to time;

“JAA” means the body that was known as the Joint Aviation Authorities, until its dissolution on 30th June 2009, which was previously an associated body of the European Civil Aviation Conference;

“JAA Full Member State” means a State that was a full member of the JAA on 30th June 2009;

“JAA licence” means a flight crew licence granted under JAR-FCL 1 or 2 by the competent authority of a JAA Full Member State in accordance with a procedure that had been assessed as satisfactory following an inspection by a licensing medical standardisation team of the JAA;

“JAR-FCL 1” means, unless otherwise specified, the Joint Aviation Requirement of the JAA bearing that title including Amendment 5 adopted by the JAA on 1st March 2006;

“JAR-FCL 2” means the Joint Aviation Requirement of the JAA bearing that title including Amendment 3 adopted by the JAA on 1st September 2003;

“Kg” means kilogramme or kilogrammes as the context requires;

“Km” means kilometre or kilometres as the context requires;

“To land” in relation to aircraft includes alighting on the water;

“Large rocket” means a rocket of which the total impulse of the motor or combination of motors is more than 10,240 Newton-seconds;

“Let-down” means, in the case of an aircraft approaching an aerodrome to land, a defined procedure designed to enable an aircraft to descend safely to a point at which it can continue the approach visually;

“Licence” includes in relation to a flight crew licence any certificate of competency or certificate of validity or revalidation issued with the licence or required to be held in connection with the licence by the law of the country in which the licence is granted;

“Licensed aerodrome” means an aerodrome licensed under article 211 of the Air Navigation Order 2009⁵⁸ as applied to the Isle of Man;

“Lifejacket” includes a device designed to support a person individually in or on the water;

“Log book” includes in the case of an aircraft log book, engine log book or variable pitch propeller log book, or personal flying log book, a record kept either in a book, or by any other means approved by the Department in the particular case;

“Maintenance” means in relation to an aircraft any one or combination of overhaul, repair, inspection, replacement, modification or defect rectification of an aircraft or component, with the exception of pre-flight inspection;

⁵⁷ 1964 c.5.

⁵⁸ S.I. 2009/3015, to which there are amendments not relevant to this provision.

“Maintenance release” means a document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner, either in accordance with the approved data and the procedures described in the maintenance organisation’s procedures manual or under an equivalent system;

“Manoeuvring area” means the part of an aerodrome provided for the take-off and landing of aircraft and for the movement of aircraft on the surface, excluding the apron and any part of the aerodrome provided for the maintenance of aircraft;

“Maximum approved passenger seating configuration” means the maximum number of passengers that may be carried in the aircraft under and in accordance with its certificate of airworthiness, its flight manual and this Order;

“Maximum total mass authorised” means in relation to an aircraft the maximum total mass of the aircraft and its contents at which the aircraft may take off anywhere in the world, in the most favourable circumstances in accordance with the certificate of airworthiness in force for the aircraft;

“Medium intensity steady red light” means a red light that complies with the characteristics described for a medium intensity Type C light as specified in Volume 1 (Aerodrome Design and Operations) of Annex 14 (Fourth Edition July 2004) to the Chicago Convention⁵⁹;

“Member State” means a State that is a member of the European Union;

“Meteorological information” means a meteorological report, analysis, forecast, and any other statement relating to existing or expected meteorological conditions;

[omitted⁶⁰]

“Microwave Landing System” means a ground-based radio system designed to transmit radio signals at super high frequency that allow the pilot of an aircraft to accurately determine the aircraft’s position within a defined volume of airspace whilst carrying out an approach to land;

“Military aircraft” means—

- (a) the naval, military or air force aircraft of any country;
- (b) an aircraft being constructed for the naval, military or air force of any country under a contract entered into by the Secretary of State; and
- (c) an aircraft for which there is in force a certificate issued by the Secretary of State that the aircraft is to be treated for the purposes of this Order as a military aircraft;

“Military rocket” means—

- (a) a rocket being constructed for the naval, military or air force of any country under a contract entered into by the Secretary of State; and

⁵⁹ Annex 14 is published by the International Civil Aviation Organisation ISBN 978-92-9249-281-6.

⁶⁰ Definition omitted by SI 2022/172 and SI2022/324

- (b) a rocket for which there is in force a certificate issued by the Secretary of State that the rocket is to be treated for the purposes of this Order as a military rocket;

“Minimum descent height” in relation to the operation of an aircraft at an aerodrome means the height in a non-precision approach below which descent may not be made without the required visual reference;

“National certificate of airworthiness” means a certificate of airworthiness issued under article 16;

“National permit to fly” means a permit to fly issued under article 18;

“Nautical mile” means the International Nautical Mile, that is to say, a distance of 1852 metres;

“Night” means the time from half an hour after sunset until half an hour before sunrise (both times inclusive), sunset and sunrise being determined at surface level;

[⁶¹**“Non-Part 21 aircraft”** means an aircraft which would not be required by the Basic Regulation to hold a certificate of airworthiness or a restricted certificate of airworthiness under subpart H of Part 21 or a permit to fly under subpart P of Part 21;]

“Non-precision approach” means an instrument approach using non-visual aids for guidance in azimuth or elevation but which is not a precision approach;

“North Atlantic Minimum Navigation Performance Specification airspace” means the airspace prescribed as such;

“Notified” means set out with the authority of the CAA in a document published by or under an arrangement entered into with the CAA and entitled “United Kingdom Notam” or “United Kingdom Aeronautical Information Publication” and for the time being in force;

“Notified aerodrome” means an aerodrome that is notified for the purposes of [paragraph 9 of Schedule 1 to the Civil Aviation (Rules of the Air) Order 2021⁶²];

“Notified operating hours” means the times notified for an aerodrome during which [paragraph 9 of Schedule 1 to the Civil Aviation (Rules of the Air) Order 2021⁶³] applies;

“Obstacle limitation surfaces” has the same meaning as in the document entitled “CAP 168 Licensing of aerodromes” published by the CAA in December 2008;

“Occurrence” means an operational interruption, defect, fault or other irregular circumstance that has or may have influenced flight safety and that has not resulted in an accident or serious incident as those terms are defined in regulation 2 of the Civil Aviation (Investigation of Air Accidents and Incidents) Regulations 1996⁶⁴;

⁶¹ Definition inserted by SI 2022/172 and SI 2022/324

⁶² Words substituted by SI 2021/751 (new provisions in Civil Aviation (Rules of the Air) Order 2021 No. 0184)

⁶³ Words substituted by SI 2021/751 (new provisions in Civil Aviation (Rules of the Air) Order 2021 No. 0184)

⁶⁴ S.I. 1996/2798. Regulation 2 was amended by section 78(2)(c) and (d) of the Police (Northern Ireland) Act 2000 (c.32).

“Occurrence Reporting Directive” means Directive 2003/42 of the European Parliament and of the Council of 13th June 2003 on occurrence reporting in civil aviation⁶⁵;

“Operating staff” means the persons employed by an operator of an aircraft, whether or not as members of the crew, to ensure that flights of the aircraft are conducted in a safe manner, and includes an operator who himself performs those functions;

“Operational position” means a position provided and equipped for the purpose of providing a particular type of air traffic control service;

“Operator” has the meaning given by article 169;

“Parascending parachute” means a parachute that is towed by cable in such a manner as to cause it to ascend;

[⁶⁶**“Part 21”** means the Annex so entitled to Commission Regulation (EU) No 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations⁶⁷]

“Part 145” means Annex II so entitled to the EASA Continuing Airworthiness Regulation;

“Part M” means Annex I⁶⁸ so entitled to the EASA Continuing Airworthiness Regulation as amended, and “Part M Subpart F” means Subpart F of Part M;

“Passenger” means a person other than a member of the crew;

“Performance Class 3 operations” means flights where, in the event of the failure of a power unit at any time during the flight, the helicopter will be required to carry out a forced landing;

“Period of duty” means the period between the commencement and end of a shift during which an air traffic controller performs, or could be called on to perform, any of the functions specified in a rating included in the controller’s licence;

“Personal representative” means the person constituted as the executor, administrator, or other representative, of a deceased person;

“Pilot in command” means the pilot designated by the operator or the owner as being in command and charged with the safe conduct of a flight;

“Planned departure route” means a departure route for use by an aircraft flying in accordance with the Instrument Flight Rules that links an aerodrome or a specific runway of an aerodrome with a notified significant point from which the flight may safely continue and that is not wholly contained within controlled airspace;

“Pre-flight inspection” means the inspection carried out before flight to ensure that the aircraft is fit for the intended flight;

⁶⁵ O.J. No. L 167, 4.7.2003, p.23.

⁶⁶ Definition substituted by SI 2022/172 and SI 2022/324

⁶⁷ OJL 224, 21.8.2012, p. 1-85

⁶⁸ Annex I was amended by Commission Regulation (EC) No. 707/2006, O.J. No. L 122, 5.5.2006, p.17 and by Commission Regulation (EC) No. 1056/2008 of 27th October 2008 O.J. No. L283, 28.10.2008, p.5.

“Precision approach” means an instrument approach using an Instrument Landing System, Microwave Landing System or precision approach radar for guidance in both azimuth and elevation;

“Precision approach radar” means radar equipment designed to enable an air traffic controller to determine accurately an aircraft’s position whilst it is carrying out an approach to land so that the air traffic controller can provide instructions and guidance to the pilot to enable the pilot to manoeuvre the aircraft relative to a defined approach path;

“Prescribed” means prescribed by applied regulations;

“Pressurised aircraft” means an aircraft provided with means of maintaining in any compartment a pressure greater than that of the surrounding atmosphere;

“Private aircraft” means an aircraft that is not an aerial work aircraft or a commercial air transport aircraft;

“Private flight” means a flight that is not an aerial work or commercial air transport flight;

“Record” includes (in addition to a record in writing) —

- (a) a disc, tape, sound-track or other device in which sounds or signals are embodied so as to be capable of being reproduced from it (with or without the aid of some other instrument);
- (b) a film, tape or other device in which visual images are embodied so as to be capable of being reproduced from it (with or without the aid of some other instrument);
- (c) a photograph.

“Reduced Vertical Separation Minimum airspace” means any airspace between flight level 290 and flight level 410 inclusive that has been notified, prescribed or otherwise designated by the relevant competent authority as being airspace within which a vertical separation minimum of 1000 feet or 300 metres must be applied;

“Register of Aircraft Mortgages” means the Register of Aircraft Mortgages kept by the Department under the Mortgaging of Aircraft Order 1972⁶⁹ made or having effect as if made under the Civil Aviation Act 1982⁷⁰, as applied to the Isle of Man by the Civil Aviation (Subordinate Legislation)(Application) Order 2006⁷¹ made pursuant to the Airports and Civil Aviation Act 1987⁷² (an Act of Tynwald);

“Relevant overseas territory” means a colony or a country or a place outside Her Majesty’s dominions in which for the time being Her Majesty has jurisdiction;

“Replacement” in respect of a part of an aircraft or its equipment—

- (a) includes the removal and replacement of the part whether or not by the same part, and whether or not any work is done on it; but

⁶⁹ S.I. 1972/1268.

⁷⁰ 1982 c.16.

⁷¹ SD 909/06.

⁷² 1987 c.10 (Isle of Man).

- (b) does not include the removal and replacement of a part that is designed to be removable solely for the purpose of enabling another part to be inspected, repaired, removed or replaced or cargo to be loaded;

“Required Navigation Performance airspace” means airspace that has been notified, prescribed or otherwise designated by the competent authority for the airspace as requiring specified navigation performance capabilities to be met by aircraft flying within it;

“Rocket” means a device that is propelled by ejecting expanding gases generated in its motor from self contained propellant and that is not dependent on the intake of outside substances and includes any part of the device intended to become separated during operation;

“Runway visual range” in respect of a runway means the distance in the direction of take-off or landing over which the runway lights or surface markings may be seen from the touchdown zone as calculated by either human observation or instruments in—

- (a) the vicinity of the touchdown zone; or
- (b) if this is not reasonably practicable, in the vicinity of the midpoint of the runway, and the distance, if any, communicated to the commander of an aircraft by or on behalf of the person in charge of the aerodrome as being the runway visual range must be taken to be the runway visual range for the time being;

“Safety management system” means a systematic approach to managing safety including the necessary organisational structure, accountabilities, policies and procedures;

“Scheduled journey” means one of a series of journeys that are undertaken between the same two places and that together amount to a systematic service;

“Seaplane” has the same meaning as in section 97 of the Civil Aviation Act 1982⁷³;

“Sector” means part of a control area or part of a flight information region or upper region;

“Self-launching motor glider” means an aircraft with the characteristics of a non-power-driven glider that is fitted with one or more power units and that is designed or intended to take off under its own power;

“Self-propelled hang-glider” means an aircraft comprising an aerofoil wing and a mechanical propulsion device that —

- (a) is foot launched;
- (b) has a stall speed or minimum steady flight speed in the landing configuration not exceeding 35 knots calibrated airspeed; and
- (c) has a maximum unladen mass, including full fuel, of 70 kg;

“Self-sustaining glider” means an aircraft with the characteristics of a non-power-driven glider that is fitted with one or more power units capable of sustaining the aircraft in flight but which is not designed or intended to take off under its own power;

⁷³ Section 97 was amended by section 314(1) and (2) of and Schedule 12 and paragraph 64(c) of Schedule 13 to the Merchant Shipping Act 1995 (c.21).

[⁷⁴“**Single-seat deregulated aeroplane**” means a non-Part 21 aircraft, other than an unmanned aircraft, which is designed to carry not more than one person, which has—

(a) a maximum take-off mass not exceeding—

(i) 300kg for a landplane (or 390kg for a landplane of which at least 51% was built by an amateur, or non-profit making association of amateurs (“the association”), for the amateur or the association’s own purposes and without any commercial objective, in respect of which a permit to fly issued by the CAA was in force prior to 1st January 2003);

(ii) 330kg for an amphibian or floatplane; or

(iii) 315kg for a landplane equipped with an airframe mounted total recovery parachute system; and

(b) a stalling speed, or minimum steady flight speed in the landing configuration, at the maximum take-off mass not exceeding 35 knots calibrated airspeed;]

[⁷⁵ “**SERA**” means EU Regulation No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010(4), as applied to the Isle of Man by the Civil Aviation (Rules of the Air) Order 2021;]

“**SLMG**” means a self-launching motor glider;

“**Small balloon**” means a balloon of not more than two metres in any linear dimension at any stage of its flight, including any basket or other equipment attached to the balloon;

“**Small rocket**” means a rocket of which the total impulse of the motor or combination of motors is not more than 10,240 Newton-seconds;

“**Small unmanned aircraft**” means an unmanned aircraft, other than a balloon or a kite, having a mass of not more than 20 kg without its fuel but including any articles or equipment installed in or attached to the aircraft at the commencement of its flight;

“**Small unmanned surveillance aircraft**” means a small unmanned aircraft that is equipped to undertake any form of surveillance or data acquisition;

“**Special VFR flight**” means a flight that is a special VFR flight for the purposes of the [Civil Aviation (Rules of the Air) Order 2021⁷⁶];

“**Standard instrument arrival**” means an arrival route for use by an aircraft flying in accordance with the instrument flight rules that links a notified significant point with a point from which an instrument approach procedure may be commenced;

“**Standard instrument departure**” means a departure route for use by an aircraft flying in accordance with the Instrument Flight Rules that links an aerodrome or a specific runway of

⁷⁴ Definition inserted by SI 2022/172 and SI 2022/324

⁷⁵ Definition inserted by SI 2021/751 (new provisions in Civil Aviation (Rules of the Air) Order 2021 No. 0184)

⁷⁶ Words substituted by SI 2021/751 (new provisions in Civil Aviation (Rules of the Air) Order 2021 No. 0184)

an aerodrome with a notified significant point from which the flight may safely continue and that is wholly contained within controlled airspace;

“State aircraft” means an aircraft carrying out military, customs, police, search and rescue, firefighting, coastguard or similar activities or services;

“State of the operator” means the State in which the operator of an aircraft has its principal place of business or, if it has no such place of business, its permanent residence, in circumstances where —

- (a) that aircraft is registered in another Contracting State;
- (b) the operator is operating that aircraft under an agreement for its lease, charter or interchange or any similar arrangement;
- (c) the State in which the aircraft is registered has, by agreement with the State in which the operator of the aircraft has its principal place of business or, if it has no such place of business, its permanent residence, agreed to transfer to it its functions and duties as State of registry for that aircraft in relation to —
 - (i) in the case of article 15(1), airworthiness,
 - (ii) in the case of article 34(1), aircraft radio equipment, or
 - (iii) in the case of article 59, radio licensing; and
- (d) the agreement has been registered with the Council of the International Civil Aviation Organisation or the existence and scope of the agreement have been directly communicated to the CAA;

“Synthetic vision system” means a system to display data-derived synthetic images of the external scene from the perspective of the flight deck;

“Tethered flight” means flight by a controllable balloon throughout which it is flown within limits imposed by a restraining device that attaches the balloon to the surface;

“Type rating” means a rating that entitles the holder of a pilot licence to act as pilot of an aircraft of the type specified in the rating;

“Uncontrollable balloon” means a balloon that is not a small balloon and that is not capable of free controlled flight;

“Valuable consideration” means a right, interest, profit or benefit, forbearance, detriment, loss or responsibility accruing, given, suffered or undertaken under an agreement that is of more than a nominal nature;

“Visiting force” means any such body, contingent or detachment of the forces of a country as is a visiting force for the purposes of the Visiting Forces Act 1952⁷⁷ —

- (a) that apply to the country by virtue of paragraph (a) of section 1(1) of that Act;
- or

⁷⁷ 1952 c.57. This Act was extended to the Isle of Man by S.I. 1962/170. The Schedule to that Act, as the Act has effect in the Isle of Man, was substituted by paragraph 7 of Schedule 3 to the Sexual Offences Act 1992 (an Act of Tynwald); the substituted Schedule was subsequently amended as it has effect in the Isle of Man by SI 1998/1509.

- (b) that from time to time apply to the country by virtue of paragraph (b) of section 1(1) and of any Order in Council made or hereafter to be made under section 1 designating the country for the purposes of that Act following section 1(2) of that Act;

“Visual Flight Rules” means Visual Flight Rules prescribed by [section 5 of the Annex to SERA⁷⁸];

“Visual Meteorological Conditions” means weather permitting flight in accordance with the Visual Flight Rules;

“With the surface in sight” means with the flight crew being able to see sufficient surface features or surface illumination to enable the flight crew to maintain the aircraft in a desired attitude without reference to a flight instrument and “when the surface is not in sight” is to be construed accordingly.

- (2) References in this Order to—

- (a) a certificate of airworthiness include both a national certificate of airworthiness and an EASA certificate of airworthiness unless otherwise stated;
- (b) an aircraft, aeroplane, powered lift tilt rotor aircraft, SLMG, helicopter, gyroplane, airship, balloon or kite include both EASA and non-EASA examples of the same unless otherwise stated.

- (3) [⁷⁹Aircraft shall be classified in accordance with the Classification of Aircraft in the Schedule to the Civil Aviation (Miscellaneous Provisions) Order 2020 (SD 2020/0134).]

168. Meaning of in flight

- 1) An aircraft is deemed to be in flight—
- (a) in the case of a piloted flying machine, from the moment when, after the embarkation of its crew for the purpose of taking off, it first moves under its own power, until the moment when it next comes to rest after landing;
- (b) in the case of a pilotless flying machine, or a glider, from the moment when it first moves for the purpose of taking off, until the moment when it next comes to rest after landing;
- (c) in the case of an airship, from the moment when it first becomes detached from the surface until the moment when it next becomes attached to the surface or comes to rest on the surface;
- (d) in the case of a free balloon, from the moment when the balloon, including the canopy and basket, becomes separated from the surface until the moment it next comes to rest on the surface; and

⁷⁸ Definition inserted by SI 2021/751 (new provisions in Civil Aviation (Rules of the Air) Order 2021 No. 0184)

⁷⁹ Article replaced by SI 2022/172 and SI 2022/324

- (e) in the case of a captive balloon, from the moment when the balloon, including the canopy and basket, becomes separated from the surface, apart from a restraining device attaching it to the surface, until the moment when it next comes to rest on the surface.
- 2) The expressions “a flight” and “to fly” are to be construed in accordance with paragraph (1).

169. Meaning of operator

References in this Order to the operator of an aircraft are, for the purposes of the application of any provision of this Order in relation to a particular aircraft, references to the person who at the relevant time has the management of the aircraft.

170. Meaning of aerodrome traffic zone

- 1) Subject to paragraphs (3) and (8), the aerodrome traffic zone of a notified aerodrome that is not on an offshore installation and at which the length of the longest runway is notified as 1850 metres or less is that specified in paragraph (2).
- 2) The aerodrome traffic zone at an aerodrome referred to in paragraph (1) is the airspace extending from the surface to a height of 2000 feet above the level of the aerodrome within the area bounded by a circle centred on the notified mid-point of the longest runway and having a radius of two nautical miles.
- 3) Paragraph (4) applies if—
 - (a) the aerodrome traffic zone specified in paragraph (2) would extend less than 1½ nautical miles beyond the end of a runway at the aerodrome; and
 - (b) this paragraph is notified as being applicable.
- 4) The aerodrome traffic zone is that specified in paragraph (5) as though the length of the longest runway at the aerodrome were notified as greater than 1850 metres.
- 5) Subject to paragraph (8), the aerodrome traffic zone of a notified aerodrome that is not on an offshore installation and at which the length of the longest runway is notified as greater than 1850 metres is that specified in paragraph (6).
- 6) The aerodrome traffic zone is the airspace extending from the surface to a height of 2000 feet above the level of the aerodrome within the area bounded by a circle centred on the notified midpoint of the longest runway and having a radius of 2½ nautical miles.
- 7) Subject to paragraph (8), the aerodrome traffic zone of a notified aerodrome that is on an offshore installation is the airspace extending from mean sea level to 2000 feet above mean sea level and within 1½ nautical miles of the offshore installation.
- 8) The aerodrome traffic zone of a notified aerodrome excludes any airspace that is within the aerodrome traffic zone of another aerodrome that is notified for the purposes of this article as being the controlling aerodrome.

171. Meaning of aerial work

- 1) Subject to Part 28, aerial work means a purpose, other than commercial air transport, for which an aircraft is flown if valuable consideration is given or promised for the flight or the purpose of the flight.
- 2) Aerial work consists of instruction or testing in a club environment if it consists of the giving of instruction in flying or the conducting of flying tests for the purposes of this Order in an aircraft owned by, operated by or operated under arrangements entered into by a flying club of which the person giving the instruction or conducting the test and the person receiving the instruction or undergoing the test are both members.

PART 28 – Commercial air transport and aerial work

172. Application of Part

This Part applies to a commercial air transport flight [⁸⁰by an aircraft registered in the Isle of Man prior to the date of the coming into operation of the Civil Aviation (Aircraft Registration and Marking) Order 2022 (SD 2022/0373).]

173. Commercial air transport – special rules for hire of aircraft

- 1) Subject to the provisions of this article and this Part, an aircraft in flight is to be taken to fly for the purpose of commercial air transport for the purposes of Part 3 and Part 4 (other than articles 32(2) and 34(2), if valuable consideration is given or promised for the primary purpose of conferring on a particular person the right to fly the aircraft on the flight.
- 2) Paragraph (1) does not apply to a single-seat aircraft that has a maximum total mass authorised of not more than 910kg otherwise than under a hire-purchase or conditional sale agreement.
- 3) Paragraph (1) does not apply if the only such valuable consideration is paid under a hire purchase or conditional sale agreement.
- 4) Notwithstanding that an aircraft may be flying for the purpose of commercial air transport by reason of paragraph (1), it is not flying for the purpose of the commercial air transport of passengers unless valuable consideration is given or promised for the carriage of the passengers.
- 5) A glider is not flying for the purpose of commercial air transport for the purposes of Part 3 and Part 4 by virtue of paragraph (1) if the valuable consideration given or promised for the primary purpose of conferring on a particular person the right to fly the glider on the flight is given or promised by a member of a flying club and the glider is owned or operated by the flying club.
- 6) Notwithstanding the giving or promising of valuable consideration specified in paragraph (1) for the flight or the purpose of the flight, it is a private flight —
 - (a) subject to sub-paragraph (b), for all purposes other than Part 3 and Part 4; and
 - (b) for the purposes of articles 32(2) and 34(2).

174. Commercial air transport – special rule for associations of persons

- 1) A transaction is effected in accordance with this paragraph if, under a transaction effected by or on behalf of a member of an association of persons on the one hand and the association of persons or any member of the association on the other hand, a person is carried in, or is given the right to fly, an aircraft in such circumstances that valuable consideration would be given or promised if the transaction were effected in a different manner.

⁸⁰ Words inserted by SI 2022/172 and SI 2022/324

- 2) If a transaction is effected in accordance with paragraph (1) valuable consideration is, for the purposes of this Order, to be taken to have been given or promised, notwithstanding any rule of law as to such transactions.

175. Commercial air transport – special rule for groups of companies

- 1) In considering if valuable consideration is given or promised for a flight there is to be disregarded any valuable consideration given or promised for a flight or for the purpose of a flight by one company to another company that is—
 - (a) its holding company;
 - (b) its subsidiary; or
 - (c) another subsidiary of the same holding company.
- 2) For the purposes of this article two or more companies are to be treated as subsidiaries of the same holding company if one (and only one) individual is in such a relationship to them that, if that individual were a holding company, they would be subsidiaries of that company.
- 3) In this article “holding company” and “subsidiary” have the meanings respectively specified in section 1159 of the Companies Act 2006⁸¹.

176. Commercial air transport and aerial work – exceptions – flying displays

- 1) A flight is, for the purposes of Part 7, a private flight if —
 - (a) the flight is of a sort described in paragraph (2); and
 - (b) the only valuable consideration for the flight or for the purpose of the flight is of a sort described in paragraph (3).
- 2) A flight is of a sort described in this paragraph if it is—
 - (a) wholly or principally for the purpose of taking part in an aircraft race, contest or flying display;
 - (b) for the purpose of positioning the aircraft for such a flight as is specified in sub-paragraph (a) and is made with the intention of carrying out such a flight; or
 - (c) for the purpose of returning after such a flight as is specified in sub-paragraph (a) to a place at which the aircraft is usually based.
- 3) Valuable consideration is of a sort described in this paragraph if it is one or more of the following—
 - (a) valuable consideration specified in article 173(1);
 - (b) in the case of an aircraft owned in accordance with article 180(2), valuable consideration which falls within article 180(3);
 - (c) valuable consideration given or promised to the owner or operator of an aircraft taking part in such a race, contest or flying display and such valuable consideration is

⁸¹ 2006 c.46.

not more than the direct costs of the flight and a contribution to the annual costs of the aircraft which contribution must bear no greater proportion to the total annual costs of the aircraft than the duration of the flight bears to the annual flying hours of the aircraft; or

- (d) one or more prizes awarded to the pilot in command of an aircraft taking part in an aircraft race or contest to a value that must not exceed £500 for any one race or contest except with the permission of the Department granted to the organiser of the race or contest.

- 4) A prize falling within paragraph (3)(d) is to be taken for the purposes of this Order not to constitute remuneration for services as a pilot.

177. Commercial air transport and aerial work – exceptions – charity flights

- 1) Subject to paragraph (2), a flight is a private flight if the only valuable consideration given or promised for the flight or the purpose of the flight is one or more of the following—
 - (a) valuable consideration specified in article 173(1);
 - (b) in the case of an aircraft owned in accordance with article 180(2), valuable consideration that falls within article 180(3); or
 - (c) valuable consideration given or promised to a registered charity that is not the operator of the aircraft and the flight is made with the permission of the Department and in accordance with any conditions specified in it.
- 2) If valuable consideration specified in article 173(1) is given or promised the flight is a commercial air transport flight for the purposes of Part 3 and Part 4 (other than articles 32(2) and 34(2)).

178. Commercial air transport and aerial work – exceptions – cost sharing

- 1) Subject to paragraph (4), a flight is a private flight if—
 - (a) the only valuable consideration given or promised for the flight or the purpose of the flight is of a sort described in paragraph (2); and
 - (b) the criteria in paragraph (3) are satisfied.
- 2) Valuable consideration is of a sort described in this paragraph if it is one or more of the following—
 - (a) valuable consideration specified in article 173(1);
 - (b) in the case of an aircraft owned in accordance with article 180(2), valuable consideration that falls within article 180(3); or
 - (c) a contribution to the direct costs of the flight otherwise payable by the pilot in command.
- 3) The criteria in this paragraph are satisfied if —
 - (a) no more than four persons (including the pilot) are carried;

- (b) the proportion that the contribution referred to in paragraph (2)(c) bears to the direct costs is not more than the proportion that the number of persons carried on the flight (excluding the pilot) bears to the number of persons carried (including the pilot);
 - (c) no information has been published or advertised before the commencement of the flight other than, in the case of an aircraft operated by a flying club, advertising wholly within the premises of the flying club in which case all the persons carried on such a flight who are aged 18 years or over must be members of that flying club; and
 - (d) no person acting as a pilot is employed as a pilot by, or is a party to a contract for the provision of services as a pilot with, the operator of the aircraft that is being flown.
- 4) If valuable consideration specified in article 173(1) is given or promised the flight is a commercial air transport flight for the purposes of Part 3 and Part 4 (other than articles 32(2) and 34(2)).

179. Commercial air transport and aerial work – exceptions – recovery of direct costs

- 1) Subject to paragraphs (2) and (3), a flight is a private flight if the only valuable consideration given or promised for the flight or the purpose of the flight is one or more of the following—
- (a) valuable consideration specified in article 173(1);
 - (b) in the case of an aircraft owned in accordance with article 180(2), valuable consideration that falls within article 180(3);
 - (c) the payment of the whole or part of the direct costs otherwise payable by the pilot in command by or on behalf of the employer of the pilot in command, or by or on behalf of a body corporate of which the pilot in command is a director.
- 2) Neither the pilot in command nor any other person who is carried is legally obliged, whether under a contract or otherwise, to be carried on the flight.
- 3) If valuable consideration specified in article 173(1) is given or promised the flight is a commercial air transport flight for the purposes of Part 3 and Part 4 (other than articles 37(2) and 39(2)).

180. Commercial air transport and aerial work – exceptions – jointly owned aircraft

- 1) A flight is a private flight if the aircraft falls within paragraph (2) and the only valuable consideration given or promised for the flight or the purpose of the flight falls within paragraph (3).
- 2) An aircraft falls within this paragraph if it is owned —
- (a) jointly by persons (each of whom is a natural person) who each hold not less than a 5% beneficial share and—
 - (i) the aircraft is registered in the names of all the joint owners; or
 - (ii) the aircraft is registered in the name or names of one or more of the joint owners as trustee or trustees for all the joint owners and written notice has

been given to the Department of the names of all the persons beneficially entitled to a share in the aircraft; or

- (b) by a company in the name of which the aircraft is registered and the registered shareholders of which (each of whom is a natural person) each hold not less than 5% of the shares in that company.
- 3) Valuable consideration falls within this paragraph if it is given or promised by one or more of the joint owners of the aircraft or registered shareholders of the company that owns the aircraft and is either or both —
- (a) in respect of and no greater than the direct costs of the flight; or
 - (b) in respect of the annual costs.

SCHEDULE 1

Conditions referred to in article 15(2)(d)

- 1) An aircraft registered in the Isle of Man may fly for a purpose set out in paragraph 2 or 3 subject to the conditions contained in paragraphs 4 to 7 when either—
 - (a) it does not have a certificate of airworthiness duly issued or rendered valid under the law of the Isle of Man; or
 - (b) the certificate of airworthiness or the certificate of validation issued under article 16 issued for the aircraft has ceased to be in force by virtue of any of the matters specified in article 17.
- 2) The purposes in the case of an aircraft falling within paragraph 1(a) are that the aircraft may fly only so as to enable it to—
 - (a) qualify for the issue, renewal or validation of a certificate of airworthiness after an application has been made for such issue, renewal or validation, or carry out a functional check of a previously approved modification of the aircraft;
 - (b) proceed to or from a place at which any inspection, repair, modification, maintenance, approval, test or weighing of, or the installation of equipment in, the aircraft is to take place or has taken place for a purpose referred to in sub-paragraph (a), after any relevant application has been made, or at which the installation of furnishings in, or the painting of, the aircraft is to be undertaken; or
 - (c) proceed to or from a place at which the aircraft is to be or has been stored.
- 3) The purposes in the case of an aircraft falling within paragraph 1(b) are that the aircraft may fly only so as to enable it to—
 - (a) proceed to a place at which any maintenance or inspection required by article 17(1)(b) is to take place; or
 - (b) proceed to a place at which any maintenance, inspection or modification required by article 17(1)(c), (d) or (e) is to take place and for which flight the Department has given permission in writing; or
 - (c) carry out a functional check, test or in-flight adjustment in connection with the carrying out in a manner approved by the Department of any overhaul, repair, previously approved modification, inspection or maintenance required by article 17.
- 4) The aircraft, including any modifications, must be of a design which previously has been approved by the Department, or by an organisation approved for that purpose by the Department, as being compliant with a standard accepted by the Department as appropriate for the issue of a certificate of airworthiness.
- 5) The aircraft and its engines must be certified as fit for flight by the holder of an aircraft maintenance engineer's licence granted under this Order, being a licence which entitles the holder to issue that certificate or by a person approved by the Department for the purpose of issuing certificates under this condition, and in accordance with that approval.

- 6) The aircraft must carry the minimum flight crew specified in any certificate of airworthiness or validation or flight manual which has previously been in force under this Order for the aircraft, or is or has previously been in force for any other aircraft of identical design.
- 7) The aircraft must not carry any persons or cargo except persons performing duties in the aircraft in connection with the flight or persons who are carried in the aircraft to perform duties in connection with a purpose specified in paragraph 2 or 3.
- 8) For the purpose of this Schedule “a previously approved modification” means a modification which has previously been approved by the Department or by an organisation approved for that purpose by the Department for that aircraft or another aircraft of the same type.



SCHEDULE 2

Classification and marking of aircraft and dealer certification

[omitted⁸²]

⁸² Schedule omitted by SI 2022/172 and SI 2022/324, replaced by Civil Aviation (Aircraft Registration and Marking Order) 2022 and the Civil Aviation (Miscellaneous Provisions) Order 2020

SCHEDULE 3

Aircraft equipment – Article 24(6) and 32(2)

1.

- 1) Every aircraft of a description specified in the first column of the Table in paragraph 4 which must carry equipment specified in this Schedule must be provided, if flying in the circumstances specified in the second column of the said Table, with adequate equipment.
- 2) For the purpose of this paragraph the expression “adequate equipment” means, subject to sub-paragraphs (3) and (4), the scales of equipment respectively indicated in the third column of that Table.
- 3) If the aircraft is flying in a combination of such circumstances, the scales of equipment are not on that account required to be duplicated.
- 4) Equipment carried in an aircraft that is necessary for the airworthiness of the aircraft is to be taken into account in determining whether this Schedule is complied with for that aircraft.

2.

- 1) For the purposes of the Table in paragraph 4 flying time in relation to a helicopter or gyroplane is to be calculated on the assumption that it is flying in still air at the speed specified in the relevant flight manual as the speed for compliance with regulations governing flights over water.
- 2) In this Schedule “day” means the time from half an hour before sunrise until half an hour after sunset (both times exclusive), sunset and sunrise being determined at surface level.

3.

The following items of equipment are not required to be of a type approved by the Department —

- (a) the equipment referred to in Scale A(2);
- (b) first aid equipment and handbook, referred to in Scale A(3);
- (c) time-pieces, referred to in Scale F;
- (d) torches, referred to in Scales G and K;
- (e) whistles and survivor locator lights, referred to in Scale H;
- (f) sea anchors, referred to in Scales J and K;
- (g) rocket signals, referred to in Scale J;
- (h) equipment for mooring, anchoring or manoeuvring aircraft on the water, referred to in Scale J;

- (i) paddles, referred to in Scale K;
- (j) food and water, referred to in Scales K, U and V;
- (k) first aid equipment, referred to in Scales K, U and V;
- (l) stoves, cooking utensils, snow shovels, ice saws, sleeping bags and Arctic suits, referred to in Scale V;

4. Table

Description of aircraft	Circumstances of flight	Scale of Equipment required
(1) Aeroplanes	flying on any flight—	A, B(1), (2), (3), (4), (5) and (6)
	(i) by night	C, D, G(2) and (3) and GG
	(ii) flying under Instrument Flight Rules—	D
	(aa) outside controlled airspace	
	(bb) within Class A, B, C or D airspace	
	(cc) within Class D or E airspace	E with E(4) duplicated and F
	(iii) carrying out aerobatic manoeuvres	E and F
	(iv) flying at a height of 13,000ft or more above mean sea level Refer to Scale L1 and/or L2 for Exemption	B(8) and (9)
	(v) flying over water—	L1 or L2
	(aa) beyond gliding distance from land suitable for an emergency landing	
	(bb) at a greater distance from land suitable for making an emergency landing than that corresponding to 30 minutes at cruising speed or 100 nautical miles, whichever is the less Refer to Scale K for Exemption	
	(cc) at a distance of more than 10 minutes flying time at normal cruising speed away from land suitable for making an emergency landing	H
	(vi) flying over areas which have been designated by the State concerned as areas in which search and rescue would be especially difficult, and where —	H and K
(aa) in the event of an emergency landing, tropical conditions are likely to be met	KK(1) or KK(2)	
(bb) in the event of an emergency landing, polar conditions are likely to be met	KK(2)	
(aa) in the event of an emergency landing, tropical conditions are likely to be met	U (except U(1))	
(bb) in the event of an emergency landing, polar conditions are likely to be met	V (except V(1))	

<i>Description of aircraft</i>	<i>Circumstances of flight</i>	<i>Scale of Equipment required</i>
(1) <i>Aeroplanes Cont.</i>	(vii) on all flights which involve manoeuvres on water	H, J and K(1), (2) and (3)
	(viii) with a certificate of airworthiness	A(3) and (5) ⁸³
	(ix) on flights when the weather reports or forecasts available at the aerodrome at the time of departure indicate that conditions favouring ice formation are likely to be met	M
	(x) on all flights by a pressurised aircraft	R
	(xi) flying at an altitude of more than 49,000 ft	W
(2) Pressurised aeroplanes operating in areas where thunderstorms or other potentially hazardous weather conditions are likely to be encountered	flying on any flight	O
(3) Turbine-engined aeroplanes having a maximum total mass authorised of more than 5700 kg and piston-engined aeroplanes having a maximum total mass authorised of more than 27,000 kg except aeroplanes falling within paragraph (4) or (5)	flying on any flight	P

⁸³ "(viii) with a certificate of airworthiness" requirements are already covered by the requirements of "(1) Aeroplanes – flying on any flight" on page 149.

<i>Description of aircraft</i>	<i>Circumstances of flight</i>	<i>Scale of Equipment required</i>
<p>(4) Aeroplanes —</p> <p>(a) having a maximum total mass authorised of more than 5700 kg but not more than 11,400 kg,</p> <p>(b) in respect of which there is in force a certificate of airworthiness, or an application for a certificate of airworthiness has been made and not withdrawn or refused, and</p> <p>(c) which conform to a type first issued with a type certificate on or after 1st April 1971</p>	<p>flying on any flight</p>	<p>S(1)</p>
<p>(5) Aeroplanes for which a certificate of airworthiness was first issued on or after 1st June 1990 and which have a maximum total mass authorised of more than 27,000 kg</p>	<p>flying on any flight</p>	<p>S(2)</p>

<i>Description of aircraft</i>	<i>Circumstances of flight</i>	<i>Scale of Equipment required</i>
<p>(6) Aeroplanes —</p> <p>(a) having a maximum total mass authorised of more than 27,000 kg,</p> <p>(b) in respect of which there is in force a certificate of airworthiness, or an application for a certificate of airworthiness has been made and not withdrawn or refused, and</p> <p>(c) which conform to a type first issued with a type certificate on or after 1st April 1971 (or 1st January 1970 in the case of an aeroplane having a maximum total mass authorised of more than 230,000 kg)</p>	<p>flying on any flight</p>	<p>T</p>

<i>Description of aircraft</i>	<i>Circumstances of flight</i>	<i>Scale of Equipment required</i>
<p>(7) Aeroplanes —</p> <p>(a) having a maximum total mass authorised of more than 5700 kg or with a maximum approved passenger seating configuration of more than 9;</p> <p>(b) in respect of which there is in force a certificate of airworthiness; and</p> <p>(c) which are powered by one or more turbine jets or one or more turbine propeller engines</p>	<p>flying on any flight</p>	<p>X(1) or X(2)</p>
<p>(8) Aeroplanes —</p> <p>(a) having a maximum total mass authorised of more than 22,700 kg and powered by one or more turbo-jets; or flying by night Z(1) and (2)</p>	<p>flying by night</p>	<p>Z(1) and (2)</p>

<i>Description of aircraft</i>	<i>Circumstances of flight</i>	<i>Scale of Equipment required</i>
(b) having a maximum total mass authorised of more than 5700 kg and conforming to a type for which a certificate of airworthiness was first applied for after 30 th April 1972, but not including any aeroplane which in the opinion of the Department is identical in all matters affecting the provision of emergency evacuation facilities to an aeroplane in respect of which an application for a certificate of airworthiness was first made before that date; or flying by night Z(1) and (2)	flying by night	Z(1) and (2)
(c) having a maximum approved passenger seating configuration of more than 19	flying by night	Z(1)

<i>Description of aircraft</i>	<i>Circumstances of flight</i>	<i>Scale of Equipment required</i>
(9) Aeroplanes — (a) powered by one or more turbine jets; or (b) powered by one or more turbine propeller engines, having a maximum total mass authorised of more than 5700 kg and first issued with a certificate of airworthiness in the Isle of Man or the United Kingdom on or after 1 st April 1989	flying on any flight	AA
(10) Helicopters and gyroplanes	flying on any flight —	A(1), (2), (3) and (4) and B(1), (2), (3), (4), (5) and (6) ⁸⁴
	(i) flying by day under Visual Flight Rules—	
	(aa) with the surface in sight	D
	(bb) when the surface is not in sight	E
	(ii) flying by day under Instrument Flight Rules —	
	(aa) with the surface in sight	E
	(bb) when the surface is not in sight outside controlled airspace	E with E(2) duplicated
	(cc) when the surface is not in sight within controlled airspace	E with both E(2) and E(4) duplicated and F
(iii) flying by night —		
(aa) with the surface in sight	C, E and G(3), (5) and (6)	
(bb) when the surface is not in sight outside controlled airspace	C, E with E(2) duplicated and G(3), (5) and (6)	

⁸⁴ Scale B(6) is only applicable to aeroplanes, therefore compliance with Scale B(6) is not required for Helicopters and Gyroplanes.

Description of aircraft	Circumstances of flight	Scale of Equipment required
	(cc) when the surface is not in sight within controlled airspace	C, E with both E(2) and E(4) duplicated, F and G(3), (5) and (6)
(10) Helicopters and gyroplanes Cont.	(iv) flying at a height of 13,000 ft or more above mean sea level	L1 or L2
	(v) flying over water — (aa) beyond autorotational gliding distance from land suitable for an emergency landing	H
	(bb) on all flights on which in the event of any emergency occurring during the take-off or during the landing at the intended destination or any likely alternate destination it is reasonably possible that the helicopter or gyroplane would be forced to land onto water	H
	(cc) at a distance of more than 10 minutes flying time at normal cruising speed away from land suitable for making an emergency landing	KK(1) or KK(2)
	(vi) flying over areas which have been designated by the State concerned as areas in which search and rescue would be especially difficult, and where —	KK(2)
	(aa) in the event of an emergency landing, tropical conditions are likely to be met	U (except U(1))
	(bb) in the event of an emergency landing, polar conditions are likely to be met	V (except V(1))
	(vii) where the flight involves manoeuvres on water	H, J and K
	(viii) when the weather reports or forecasts available at the aerodrome at the time of departure indicate that conditions favouring ice formation are likely to be met	M

<i>Description of aircraft</i>	<i>Circumstances of flight</i>	<i>Scale of Equipment required</i>
	(ix) flying over substantially uninhabited land areas where, in the event of an emergency landing, tropical conditions are likely to be met	U
	(x) flying over substantially uninhabited land or other areas where, in the event of an emergency landing, polar conditions are likely to be met	V
(11) Helicopters and gyroplanes -	flying at a height of 10,000ft or more above mean sea level	
(a) having a certificate of airworthiness first issued before 1st January 1989; or		L1 or L2
(b) having a certificate of airworthiness first issued on or after 1st January 1989		L2
(12) Helicopters and gyroplanes -	flying by night	

<i>Description of aircraft</i>	<i>Circumstances of flight</i>	<i>Scale of Equipment required</i>
<p>(a) having a maximum total mass authorised of more than 5700 kg and conforming to a type for which a certificate of airworthiness was first applied for on or after 30th April 1972, but not including any helicopter or gyroplane which in the opinion of the Department is identical in all matters affecting the provision of emergency evacuation facilities to a helicopter or gyroplane for which a certificate of airworthiness was first applied for before that date;</p>		Z(1) and (2)
<p>(b) having a maximum approved passenger seating configuration of more than 19, but not including a helicopter or gyroplane falling within (a) above; or</p>		Z(1)
<p>(c) which are public transport helicopters or gyroplanes for which there is in force a certificate of airworthiness; and</p>		

Description of aircraft	Circumstances of flight	Scale of Equipment required
(i) which have a maximum total mass authorised of more than 2730kg but not more than 7000kg or with a maximum approved passenger seating configuration of more than 9 or both; or	flying on any flight	SS(1) or SS(3)
(ii) which have a maximum total mass authorised of more than 7000kg	flying on any flight	SS(1) or SS(3)

General Exemption 2024/019: Flight Data Recorder Equipage

- 1) The Department for Enterprise (“the Department”), in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015[1] (“the Order”), exempts aircraft registered in the Isle of Man from the requirement of Article 32(2) of the Order to carry the equipment required by paragraphs 4 and 5 of Schedule 3 of the Order as specified in paragraph 2.
- 2) The aircraft and associated equipment exempt by paragraph 1 are:
 - (a) Aircraft for which the individual certificate of airworthiness was first issued on or before 31 December 1988 are exempt from the requirement to carry a flight data recorder as specified by Scale P.
 - (b) Aircraft for which the individual certificate of airworthiness was first issued on or before 31 December 1986 are exempt from the requirement to carry either a four channel cockpit voice recorder or a flight data recorder as specified by Scale S(1).

5. The scales of equipment indicated in the Table at paragraph 4 are as follows—

Scale A

- 1) Spare fuses for all electrical circuits the fuses of which can be replaced in flight, consisting of 10 per cent of the number of each rating or three of each rating, whichever is the greater.
- 2) Maps, charts, codes and other documents and navigational equipment necessary, in addition to any other equipment required under this Order, for the intended flight of the aircraft including any diversion which may reasonably be expected.
- 3) Accessible medical supplies comprising one or more first aid kits appropriate to the number of passengers the ⁸⁵aeroplane is authorised to carry; the contents of the first aid kit or kits to be determined by the operator having due regard to the nature of the operation.
- 4) A hand fire extinguisher located in the flight crew compartment and in each passenger compartment that is separate from the flight crew compartment, except if the passenger compartment is readily accessible to the flight crew.

Scale AA

- 1) Subject to paragraph (2) an altitude alerting system capable of alerting the pilot on approaching a preselected altitude in either ascent or descent, by a sequence of visual and aural signals in sufficient time to establish level flight at that preselected altitude and when deviating above or below that preselected altitude, by a visual and aural signal.
- 2) If the system becomes unserviceable, the aircraft may fly or continue to fly, until it first lands at a place at which it is reasonably practicable for the system to be repaired or replaced.

Scale B

- 1) If the maximum total mass authorised of the aircraft is 2730 kg or less, for every pilot's seat and for any seat situated alongside a pilot's seat, either a safety belt with one diagonal shoulder strap or a safety harness, or with the permission of the Department, a safety belt without a diagonal shoulder strap for which permission may be granted if the Department is satisfied that it is not reasonably practicable to fit a safety belt with one diagonal shoulder strap or a safety harness.
- 2) If the maximum total mass authorised of the aircraft exceeds 2730 kg, either a safety harness for every pilot's seat and for any seat situated alongside a pilot's seat, or with the permission of the Department, a safety belt with one diagonal shoulder strap which permission may be granted if the Department is satisfied that it is not reasonably practicable to fit a safety harness.
- 3) For every seat in use (not being a seat referred to in paragraphs (1), (2), (5) and (6)) a safety belt with or without one diagonal shoulder strap or a safety harness.

⁸⁵ The use of the word 'aerodrome' in Scale A(3) is an error. The intention of the Schedule is that it applies to all 'aircraft' including Helicopters and gyroplanes under Column (10) of the Table in paragraph 4.

- 4) In addition, and to be attached to or secured by the equipment required in paragraph (3) or (6), a child restraint device for every child under the age of two years on board.
- 5) On all flights for the commercial air transport of passengers by aircraft, for each seat for use by cabin crew who are required to be carried under this Order, a safety harness.
- 6) On all flights in aeroplanes for which a certificate of airworthiness was first issued on or after 1st February 1989, the maximum total mass authorised of which is not more than 5700 kg and with a maximum approved passenger seating configuration of 9 or less, (otherwise than for seats referred to under paragraph (1) or (2)), a safety belt with one diagonal shoulder strap or a safety harness for each seat intended for use by a passenger.
- 7) If the commander cannot, from the commander's own seat, see all the passenger seats in the aircraft, a means of indicating to the passengers that seat belts should be fastened.
- 8) Subject to paragraph (9), a safety harness for every seat in use.
- 9) In the case of an aircraft carrying out aerobatic manoeuvres consisting only of erect spinning, the Department may permit a safety belt with one diagonal shoulder strap to be fitted if it is satisfied that such restraint is sufficient for the carrying out of erect spinning in that aircraft and that it is not reasonably practicable to fit a safety harness in that aircraft.

Scale C

- 1) Equipment for displaying the lights required by [point SERA.3215 of Section 3, Chapter 2 of the Annex to SERA⁸⁶].
- 2) Electrical equipment, supplied from the main source of supply in the aircraft, to provide sufficient illumination to enable the flight crew properly to carry out their duties during flight.
- 3) Unless the aircraft is equipped with radio, devices for making the visual signal specified in [paragraphs 1, 2 and 3 of Appendix 1 of the Annex to SERA⁸⁷] as indicating a request for permission to land.

Scale D

- 1) In the case of a helicopter or gyroplane, a slip indicator.
- 2) In the case of any other flying machine either—
 - (a) a turn indicator and a slip indicator; or
 - (b) a gyroscopic bank and pitch indicator and a gyroscopic direction indicator.
- 3) A sensitive pressure altimeter adjustable for any sea level barometric pressure which the weather report or forecasts available to the commander of the aircraft indicate is likely to be encountered during the intended flight.
- 4) A means of measuring and displaying magnetic heading.

⁸⁶ Words substituted by SI 2021/751 (new provisions in Civil Aviation (Rules of the Air) Order 2021 No. 0184)

⁸⁷ Words substituted by SI 2021/751 (new provisions in Civil Aviation (Rules of the Air) Order 2021 No. 0184)

Scale E

- 1) In the case of—
 - (a) a helicopter or gyroplane, a slip indicator;
 - (b) any other flying machine, a slip indicator and either a turn indicator or, at the option of the operator, an additional gyroscopic bank and pitch indicator.
- 2) A gyroscopic bank and pitch indicator.
- 3) A gyroscopic direction indicator.
- 4) A sensitive pressure altimeter adjustable for any sea level barometric pressure which the weather report or forecasts available to the commander of the aircraft indicate is likely to be encountered during the intended flight.

Scale EE

- 1) Subject to paragraph (2), a radio altimeter with an audio voice warning operating below a preset height and a visual warning capable of operating at a height selectable by the pilot.
- 2) A helicopter flying under and in accordance with the terms of a police air operator's certificate may instead be equipped with a radio altimeter with an audio warning and a visual warning each capable of operating at a height selectable by the pilot.

Scale F

- 1) A timepiece indicating the time in hours, minutes and seconds.
- 2) A means of indicating whether the power supply to the gyroscopic instrument is adequate.
- 3) A rate of climb and descent indicator.
- 4) A means of indicating in the flight crew compartment the outside air temperature calibrated in degrees Celsius.
- 5) If the maximum total mass authorised of the aircraft exceeds 5700 kg, two air speed indicators.

Scale G

- 1) In the case of an aircraft other than a helicopter or gyroplane, landing lights consisting of two single filament lamps, or one dual filament lamp with separately energised filaments.
- 2) An electrical lighting system to provide illumination in every passenger compartment.
- 3) Either—
 - (a) one electric torch for each member of the crew of the aircraft; or
 - (b) one electric torch—
 - (i) for each member of the flight crew of the aircraft; and

- (ii) affixed adjacent to each floor level exit intended for the disembarkation of passengers whether normally or in an emergency, provided that such torches must—
 - (aa) be readily accessible for use by the crew of the aircraft at all times; and
 - (bb) number in total not less than the minimum number of members of the cabin crew required to be carried with a full passenger complement.
- 4) In the case of an aircraft other than a helicopter or gyroplane which has a maximum total mass authorised exceeding 5700 kg, means of observing the existence and build up of ice on the aircraft.
- 5) In the case of a helicopter carrying out Performance Class 1 or 2 operations (as defined by The Air Navigation (General) Regulations 2006(a) as applied to the Isle of Man) or a gyroplane for which there is in force a certificate of airworthiness designating the gyroplane as being of performance group A(b), either—
 - (a) two landing lights both of which are adjustable so as to illuminate the ground in front of and below the helicopter or gyroplane and one of which is adjustable so as to illuminate the ground on either side of the helicopter or gyroplane; or
 - (b) one landing light or, if the maximum total mass authorised of the helicopter or gyroplane exceeds 5700 kg, one dual filament landing light with separately energised filaments, or two single filament lights, each of which is adjustable so as to illuminate the ground in front of and below the helicopter or gyroplane, and two parachute flares.
- 6) In the case of a helicopter carrying out Performance Class 3 operations or a gyroplane for which there is in force a certificate of airworthiness designating the gyroplane as being of performance group B—
 - (a) one landing light and two parachute flares;
 - (b) if the maximum total mass authorised of the helicopter or gyroplane exceeds 5700 kg, either one dual filament landing light with separately energised filaments or two single filament landing lights, and two parachute flares; or
 - (c) if the maximum total mass authorised of the helicopter or gyroplane is 5700 kg or less and the flight is for a purpose other than commercial air transport—
 - (i) two landing lights, one of which is adjustable in flight so as to illuminate the ground in front of, below and on either side of the helicopter; or
 - (ii) two landing lights in addition to the helicopter standard equipment, which must be adjusted so as to illuminate the ground in front of the helicopter.

Scale GG

A landing light.

Scale H

- 1) Subject to paragraph (2), for each person on board, a lifejacket equipped with a whistle and survivor locator light.
- 2) Lifejackets constructed and carried solely for use by children less than three years of age need not be equipped with a whistle.

Scale J

- 1) Additional flotation equipment, capable of supporting one-fifth of the number of persons on board, and provided in a place of stowage accessible from outside the flying machine.
- 2) [Parachute distress rocket signals capable of making, from the surface of the water, the pyrotechnical signal of distress specified in paragraphs 1, 2 and 3 of Appendix 1 of the Annex to SERA and complying with paragraph 3.1 of the International Life-saving Appliance (LSA) Code contained in International Maritime Organization Resolution MSC.48(66), as amended^{8889]}
- 3) An anchor, a sea anchor and other equipment necessary to facilitate mooring, anchoring or manoeuvring the flying machine on water, appropriate to its size, mass and handling characteristics.
- 4) Equipment for making the sound signals prescribed in the International Regulations for Preventing Collisions at Sea.

⁸⁸ Treaty Series No. 44 (1998); Cm 4063. International Maritime Organization (IMO) Resolution MSC.48(66) has been amended by IMO Resolutions MSC.207(81) and MSC.218(82) (CP 262), MSC.272(85) and MSC.293(87) (CP 266), MSC.320(89) (CP 263), MSC.368(93) and MSC.425(98) (CP 265). These amendments are available from the IMO at Albert Embankment, London SE1 7SR or found on the Foreign and Commonwealth Office treaties database (<https://treaties.fco.gov.uk/responsive/app/consolidatedSearch/>).

⁸⁹ Words substituted by SI 2021/751 (new provisions in Civil Aviation (Rules of the Air) Order 2021 No. 0184)

Scale K

- 1) In the case of—
 - (a) a flying machine, other than a helicopter or gyroplane carrying 20 or more persons, liferafts sufficient to accommodate all persons on board;
 - (b) a helicopter or gyroplane carrying 20 or more persons, a minimum of two liferafts sufficient together to accommodate all persons on board.
- 2) Each liferaft must contain the following equipment—
 - (a) means of maintaining buoyancy;
 - (b) a sea anchor;
 - (c) life-lines, and means of attaching one liferaft to another;
 - (d) paddles or other means of propulsion;
 - (e) means of protecting the occupants from the elements;
 - (f) a waterproof torch;
 - (g) marine type pyrotechnical distress signals;
 - (h) means of making sea water drinkable, unless the full quantity of fresh water is carried as specified in sub-paragraph (i);
 - (i) for each four or proportion of four persons the liferaft is designed to carry—
 - (i) 100 grammes of glucose toffee tablets; and
 - (ii) ½ litre of fresh water in durable containers or in any case in which it is not reasonably practicable to carry the quantity of water above specified, as large a quantity of fresh water as is reasonably practicable in the circumstances; provided that in no case must the quantity of water carried be less than is sufficient, when added to the amount of fresh water capable of being produced by means of the equipment specified in sub-paragraph (h), to provide ½ litre of water for each four or proportion of four persons the liferaft is designed to carry; and
 - (j) first aid equipment.
- (3) Items (2)(f) to (j) inclusive must be contained in a pack.
- (4) The number of survival beacon radio apparatus carried when the aircraft is carrying the number of liferafts specified in Column 1 of the following Table must be not less than the number specified in, or calculated in accordance with, Column 2.

Column 1	Column 2
Not more than 8 liferafts	2 survival beacon radio apparatus
For every additional 4 or proportion of 4 liferafts	1 additional survival beacon radio apparatus

Exemption 2020/103: Liferafts - Aeroplanes

- 1) The Department of Enterprise, in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015 exempts any aeroplane registered in the Isle of Man, in the circumstances described at Schedule 3 paragraph 4 (1)(v)(bb), from the requirement to carry:-
 - (a) liferafts as specified in Schedule 3 paragraph 5 Scale: K(1)(a);
 - (b) liferaft equipment as specified in Schedule 3 paragraph 5 Scale: K(2) and (3); and
 - (c) survival beacon radio apparatus as specified in Schedule 3 paragraph 5 Scale: K(4).
- 2) This exemption is subject to the following conditions:-
 - a. The operator of an aeroplane intending to fly over water, at a greater distance from land suitable for making an emergency landing than that corresponding to 30 minutes at cruising speed or 50 nautical miles, whichever is less, shall:
 - i) determine the risks to survival of the occupants of the aeroplane in the event of ditching;
 - ii) take in to account the operating environment and conditions such as but not limited to, sea state and air temperatures, the distance from land suitable for making an emergency landing, and the availability of search and rescue facilities;
 - b. Based upon the assessment of the findings from i) and ii) above, ensure that the aeroplane is appropriately equipped with:
 - i) liferafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in an emergency, provided with life-saving equipment, including means of sustaining life, as is appropriate to the flight to be undertaken; and
 - ii) marine type pyrotechnic equipment for making distress signals.

Scale KK

- 1) A survival emergency locator transmitter which complies with paragraph (4).
- 2) An automatic emergency locator transmitter which complies with paragraph (4).
- 3) An automatically deployable emergency locator transmitter which complies with paragraph (4).

- 4) The transmitter must be capable of operating in accordance with the relevant provisions of Annex 10 to the Chicago Convention, Volume III (Second Edition July 2007⁹⁰) and transmitting on 121.5 MHz and 406 MHz.

Scale L1 Part 1

- 1) In every flying machine which is provided with means for maintaining a pressure greater than 700 hectopascals throughout the flight in the flight crew compartment and in the compartments in which the passengers are carried—
 - (a) in the event of a failure to maintain such pressure occurring in the circumstances specified in columns 1 and 2 of the Table set out in Part 2, a supply of oxygen sufficient for continuous use during the periods specified in column 3 of the Table, by the persons for whom oxygen is to be provided in accordance with column 4 of the Table; and
 - (b) in every case where the flying machine flies above flight level 350, a supply of oxygen in a portable container or by an alternative method, together with suitable and sufficient apparatus to enable use of the oxygen for first aid treatment,
together with suitable and sufficient apparatus to enable such persons to use the oxygen.
- 2) In any other flying machine—
 - (a) a supply of oxygen sufficient for continuous use by all the crew other than the flight crew and, if passengers are carried, by 10% of the number of passengers, for any period of more than 30 minutes during which the flying machine flies above flight level 100 but not above flight level 130; and the flight crew must be supplied with oxygen sufficient for continuous use for any period during which the flying machine flies above flight level 100; and
 - (b) a supply of oxygen sufficient for continuous use by all persons on board for the whole time during which the flying machine flies above flight level 130,
together with suitable and sufficient apparatus to enable such persons to use the oxygen.

Exemption 04/2019: Supplemental oxygen - aeroplanes

- 1) The Department of Enterprise, in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015 exempts any aeroplane registered in the Isle of Man, in the circumstances described at Schedule 3 paragraph 4 (1) (iv), from the requirement to carry supplemental oxygen and first aid (therapeutic) oxygen as specified in Schedule 3 paragraph 5 Scales: L1 and/or L2.
- 2) This exemption is subject to such aeroplanes being equipped as follows:
 - a. Unpressurised aeroplanes operated above flight altitudes at which the cabin pressure altitude is above 10,000ft shall carry enough breathing oxygen to supply all crew members and:

⁹⁰ Annex 10 is published by the International Civil Aviation Organisation.

- (1) in circumstances where the cabin pressure altitude will be between 10,000ft and 13,000ft for any period in excess of 30 minutes, enough breathing oxygen to supply at least 10 % of the passengers;
 - (2) in circumstances where the cabin pressure altitude exceeds 13,000ft, enough breathing oxygen to supply 100 % of the passengers for the duration above 13,000ft.
- b. Pressurised aeroplanes which in the event of loss of pressurisation for any period where the cabin pressure altitude is above 10,000ft shall:
- (1) carry enough breathing oxygen to supply:
 - (i) all crew members as deemed necessary by the Operator subject to a minimum of 10-minutes; and
 - (ii) for passengers:
 - (a) as deemed necessary by the Operator appropriate to the circumstances of flight (subject to (b) and (c) below);
 - (b) in circumstances of operating at a flight altitude below 25,000ft where the aeroplanes cannot descend safely within four minutes to flight altitudes at which the flight altitude is less than 13,000ft, shall carry enough breathing oxygen to supply all passengers for a minimum of 10-minutes;
 - (c) in circumstances of operating at a flight altitude at or above 25,000ft shall carry enough breathing oxygen to supply all passengers for a minimum of 10-minutes; and
 - (2) in circumstances of operating at a flight altitude at or above 25,000ft be equipped with:
 - (i) a device to provide a warning indication to the flight crew of any loss of pressurisation; and
 - (ii) quick donning masks for all flight crew members.



Scale L1 Part 2			
Column 1 Vertical displacement of the flying machine in relation to flight levels	Column 2 Capability of flying machine to descend (where relevant)	Column 3 Period of supply of oxygen	Column 4 Persons for whom oxygen is to be provided
Above flight level 100	—	30 minutes or the period specified at A below whichever is the greater	In addition to any passengers for whom oxygen is provided as specified below, all the crew
Above flight level 100 but not above flight level 300	Flying machine is either flying at or below flight level 150 or is capable of descending and continuing to destination as specified at X below	30 minutes or the period specified at A below whichever is the greater	10% of number of passengers
	Flying machine is flying above flight level 150 and is not capable of descending and continuing to destination specified at X below	10 minutes or the period specified at B below whichever is the greater and 30 minutes or the period specified at C below whichever is the greater	All passengers 10% of number of passengers.
Above flight level 300 but not above flight level 350	Flying machine is capable of descending and continuing to destination as specified at Y below	30 minutes or the period specified at A below whichever is the greater	15% of number of passengers



	Flying machine is not capable of descending and continuing to destination as specified at Y below	10 minutes or the period specified at B below whichever is the greater and 30 minutes or the period specified at C below whichever is the greater	All passengers 15% of passengers
Above flight level 350	—	10 minutes or the period specified at B below whichever is the greater and 30 minutes or the period specified at C below whichever is the greater	All passengers 15% of passengers

- (A) The whole period during which, after a failure to maintain a pressure greater than 700 hectopascals in the control compartment and in the compartments in which passengers are carried has occurred, the flying machine flies above flight level 100.
- (B) The whole period during which, after a failure to maintain such pressure has occurred, the flying machine flies above flight level 150.
- (C) The whole period during which, after a failure to maintain such pressure has occurred, the flying machine flies above flight level 100, but not above flight level 150.
- (X) The flying machine is capable, at the time when a failure to maintain such pressure occurs, of descending in accordance with the emergency descent procedure specified in the flight manual and without flying below the minimum altitudes for safe flight specified in the operations manual, to flight level 150 within six minutes, and of continuing at or below that flight level to its place of intended destination or any other place at which a safe landing can be made.

- (Y) The flying machine is capable, at the time when a failure to maintain such pressure occurs, of descending in accordance with the emergency descent procedure specified in the flight manual and without flying below the minimum altitudes for safe flight specified in the operations manual, to flight level 150 within four minutes, and of continuing at or below that flight level to its place of intended destination or any other place at which a safe landing can be made.

Exemption 04/2019: Supplemental oxygen - aeroplanes

- 1) The Department of Enterprise, in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015 exempts any aeroplane registered in the Isle of Man, in the circumstances described at Schedule 3 paragraph 4 (1) (iv), from the requirement to carry supplemental oxygen and first aid (therapeutic) oxygen as specified in Schedule 3 paragraph 5 Scales: L1 and/or L2.
- 2) This exemption is subject to such aeroplanes being equipped as follows:
 - a. Unpressurised aeroplanes operated above flight altitudes at which the cabin pressure altitude is above 10,000ft shall carry enough breathing oxygen to supply all crew members and:
 - (1) in circumstances where the cabin pressure altitude will be between 10,000ft and 13,000ft for any period in excess of 30 minutes, enough breathing oxygen to supply at least 10 % of the passengers;
 - (2) in circumstances where the cabin pressure altitude exceeds 13,000ft, enough breathing oxygen to supply 100 % of the passengers for the duration above 13,000ft.
 - b. Pressurised aeroplanes which in the event of loss of pressurisation for any period where the cabin pressure altitude is above 10,000ft shall:
 - (1) carry enough breathing oxygen to supply:
 - (i) all crew members as deemed necessary by the Operator subject to a minimum of 10-minutes; and

- (ii) for passengers:
 - (a) as deemed necessary by the Operator appropriate to the circumstances of flight (subject to (b) and (c) below);
 - (b) in circumstances of operating at a flight altitude below 25,000ft where the aeroplanes cannot descend safely within four minutes to flight altitudes at which the flight altitude is less than 13,000ft, shall carry enough breathing oxygen to supply all passengers for a minimum of 10-minutes;
 - (c) in circumstances of operating at a flight altitude at or above 25,000ft shall carry enough breathing oxygen to supply all passengers for a minimum of 10-minutes; and
- (2) in circumstances of operating at a flight altitude at or above 25,000ft be equipped with:
 - (i) a device to provide a warning indication to the flight crew of any loss of pressurisation; and
 - (ii) quick donning masks for all flight crew members.

Scale L2

- 1) A supply of oxygen and the associated equipment to meet the requirements set out in Part 1 of this Scale in the case of unpressurised aircraft and Part 2 of this Scale in the case of pressurised aircraft.
- 2) The duration for the purposes of this Scale is whichever is the greater of—
 - (a) that calculated in accordance with Part 1 of Scale L1, being the period or periods which it is reasonably anticipated that the aircraft will be flown in the circumstances of the intended flight at a height where the said requirements apply, and in calculating the duration, account must be taken of—
 - (i) in the case of pressurised aircraft, the possibility of depressurisation when flying above flight level 100;
 - (ii) the possibility of failure of one or more of the aircraft engines;
 - (iii) restrictions due to required minimum safe altitude;
 - (iv) fuel requirement; and
 - (v) the performance of the aircraft; or
 - (b) the period or periods during which the aircraft is actually flown in the circumstances specified in those Parts.

Part 1 Unpressurised aircraft

- 1) When flying at or below flight level 100, nil.
- 2) When flying above flight level 100 but not above flight level 120—

Supply for	Duration
(a) Members of the flight crew	Any period during which the aircraft flies above flight level 100
(b) Members of the cabin crew and 10% of Passengers	For any continuous period of more than 30 minutes during which the aircraft flies above flight level 100 but not above flight level 120, the duration is the period by which 30 minutes is exceeded

- 3) When flying above flight level 120—

Supply for	Duration
(a) Members of the flight crew	Any period during which the aircraft flies above flight level 120
(b) Members of the cabin crew and all passengers	Any period during which the aircraft flies above flight level 120

Part 2 Pressurised aircraft

- 1) When flying at or below flight level 100, nil.
- 2) When flying above flight level 100 but not above flight level 250—

Supply for	Duration
(a) Members of the flight crew	30 minutes or whenever the cabin pressure altitude exceeds 10,000 ft, whichever is the greater
(b) Members of the cabin crew and 10% of Passengers	(i) When the aircraft is capable of descending and continuing to its destination as specified at A below, 30 minutes or whenever the cabin pressure altitude exceeds 10,000 ft, whichever is the greater
	(ii) When the aircraft is not so capable, whenever the cabin pressure altitude is greater than 10,000 ft but is not more than 12,000 ft
(c) Members of the cabin crew and all passengers	(i) When the aircraft is capable of descending and continuing to its destination as specified at A below, no requirement other than that at (2)(b)(i) of this Part of this Scale
	(ii) When the aircraft is not so capable and the cabin pressure altitude exceeds 12,000 ft, the duration is the period when the cabin pressure altitude exceeds 12,000 ft or 10 minutes, whichever is the greater

3) When flying above flight level 250—

Supply for	Duration
(a) Members of the flight crew	2 hours or whenever the cabin pressure altitude exceeds 10,000 ft, whichever is the greater
(b) Members of the cabin crew	Whenever the cabin pressure altitude exceeds 10,000 ft, and a portable supply for 15 minutes
(c) 10% of passengers	Whenever the cabin pressure altitude exceeds 10,000 ft but is not more than 12,000 ft
(d) 30% of passengers	Whenever the cabin pressure altitude exceeds 12,000 ft but is not more than 15,000 ft
(e) All passengers	If the cabin pressure altitude exceeds 15,000 ft, the duration is the period when the cabin pressure altitude exceeds 15,000 ft or 10 minutes, whichever is the greater
(f) 2% of passengers or two passengers, whichever is the greater, being a supply of first aid oxygen which must be available for simultaneous first aid treatment of 2% or two passengers wherever they are seated in the aircraft	Whenever, after decompression, the cabin pressure altitude exceeds 8000 ft

- A. The flying machine is capable, at the time when a failure to maintain cabin pressurisation occurs, of descending in accordance with the emergency descent procedure specified in the relevant flight manual and without flying below the minimum altitudes for safe flight specified in the operations manual relating to the aircraft, to flight level 120 within five minutes and of continuing at or below that flight level to its place of intended destination or any other place at which a safe landing can be made.

Exemption 04/2019: Supplemental oxygen - aeroplanes

- 1) The Department of Enterprise, in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015 exempts any aeroplane registered in the Isle of Man, in the circumstances described at Schedule 3 paragraph 4 (1) (iv), from the requirement to carry supplemental oxygen and first aid (therapeutic) oxygen as specified in Schedule 3 paragraph 5 Scales: L1 and/or L2.
- 2) This exemption is subject to such aeroplanes being equipped as follows:
 - a. Unpressurised aeroplanes operated above flight altitudes at which the cabin pressure altitude is above 10,000ft shall carry enough breathing oxygen to supply all crew members and:
 - (1) in circumstances where the cabin pressure altitude will be between 10,000ft and 13,000ft for any period in excess of 30 minutes, enough breathing oxygen to supply at least 10 % of the passengers;
 - (2) in circumstances where the cabin pressure altitude exceeds 13,000ft, enough breathing oxygen to supply 100 % of the passengers for the duration above 13,000ft.
 - b. Pressurised aeroplanes which in the event of loss of pressurisation for any period where the cabin pressure altitude is above 10,000ft shall:
 - (1) carry enough breathing oxygen to supply:
 - (i) all crew members as deemed necessary by the Operator subject to a minimum of 10-minutes; and
 - (ii) for passengers:
 - (a) as deemed necessary by the Operator appropriate to the circumstances of flight (subject to (b) and (c) below);
 - (b) in circumstances of operating at a flight altitude below 25,000ft where the aeroplanes cannot descend safely within four minutes to flight altitudes at which the flight altitude is less than 13,000ft, shall carry enough breathing oxygen to supply all passengers for a minimum of 10-minutes;
 - (c) in circumstances of operating at a flight altitude at or above 25,000ft shall carry enough breathing oxygen to supply all passengers for a minimum of 10-minutes; and
 - (2) in circumstances of operating at a flight altitude at or above 25,000ft be equipped with:
 - (i) a device to provide a warning indication to the flight crew of any loss of pressurisation; and
 - (ii) quick donning masks for all flight crew members.

Scale M

Equipment to prevent the impairment through ice formation of the functioning of the controls, means of propulsion, lifting surfaces, windows or equipment of the aircraft so as to endanger the safety of the aircraft.

Scale O

- 1) Subject to paragraphs (2) and (3), a radar set capable of giving warning to the pilot in command of the aircraft and to the co-pilot of the presence of cumulo-nimbus clouds and other potentially hazardous weather conditions.
- 2) A flight may commence if the set is unserviceable or continue if the set becomes unserviceable in flight so as to give the warning only to one pilot, if the aircraft is flying only to the place at which it first becomes reasonably practicable for the set to be repaired.
- 3) A flight may commence if the set is unserviceable or continue if the set becomes unserviceable in flight if—
 - (a) the weather report or forecasts available to the commander of the aircraft indicate that cumulo-nimbus clouds or other potentially hazardous weather conditions, which can be detected by the set when in working order, are unlikely to be encountered on the intended route or any planned diversion from the route; or
 - (b) the commander is satisfied that any such weather conditions will be encountered in daylight and can be seen and avoided; and
 - (c) the aircraft is operated throughout the flight in accordance with any relevant instructions given in the operations manual.

Scale P

- 1) Subject to paragraphs (2) and (5), a flight data recorder which is capable of recording, by reference to a time-scale, the following data—
 - (a) indicated airspeed;
 - (b) indicated altitude;
 - (c) vertical acceleration;
 - (d) magnetic heading;
 - (e) pitch attitude, if the equipment provided in the aeroplane is of such a nature as to enable this item to be recorded;
 - (f) engine power, if the equipment provided in the aeroplane is of such a nature as to enable this item to be recorded;
 - (g) flap position; and
 - (h) roll attitude, if the equipment provided in the aeroplane is of such a nature as to enable this item to be recorded.

- 2) Subject to paragraph (5), any aeroplane having a maximum total mass authorised of not more than 11,400 kg may be provided with—
 - (a) a flight data recorder capable of recording the data specified in paragraph (1); or
 - (b) a four channel cockpit voice recorder.
- 3) Subject to paragraph (5), in addition, on all flights by turbine-powered aeroplanes having a maximum total mass authorised of more than 11,400 kg, a four channel cockpit voice recorder.
- 4) The flight data recorder and cockpit voice recorder referred to above must be so constructed that the record would be likely to be preserved in the event of an accident to the aeroplane.
- 5) An aeroplane is not required to carry the equipment specified in paragraphs (1), (2) and (3) if, before take-off, the equipment is found to be unserviceable and the aircraft flies in accordance with arrangements approved by the Department.

Scale R

- 1) For aeroplanes having a maximum total mass authorised of more than 5700 kg—
 - (a) equipment sufficient to protect the eyes, nose and mouth of all members of the flight crew required to be carried by Part 5 for a period of not less than 15 minutes; and
 - (b) if under Part 5 the minimum flight crew required to be carried is more than one and a member of the cabin crew is not required to be carried, portable equipment sufficient to protect the eyes, nose and mouth of one member of the flight crew for a period of not less than 15 minutes.
- 2) For aeroplanes having a maximum total mass authorised of not more than 5700 kg—
 - (a) either the equipment specified in paragraph (1); or
 - (b) in the case of such aeroplanes which are restricted by virtue of the operator's operations manual to flight at or below flight level 250 and are capable of descending as specified at paragraph (5), such equipment sufficient to protect the eyes only.
- 3) For—
 - (a) aeroplanes having a maximum total mass authorised of more than 5700 kg, portable equipment to protect the eyes, nose and mouth of all members of the cabin crew required to be carried by Part 5 for a period of not less than 15 minutes;
 - (b) aeroplanes having a maximum total mass authorised of not more than 5700 kg, subject to paragraph (4), the equipment specified in sub-paragraph (3)(a);
- 4) Sub-paragraph (3)(b) does not apply to such aeroplanes which are restricted by virtue of the operator's operations manual to flight at or below flight level 250 and are capable of descending as specified at paragraph (5).
- 5) The aeroplane is capable of descending in accordance with the emergency descent procedure specified in the relevant flight manual and without flying below the minimum altitudes for safe flight specified in the operations manual relating to the aeroplane, to flight

level 100 within four minutes and of continuing at or below that flight level to its place of intended destination or any other place at which a safe landing can be made.

Scale S

- 1) Subject to paragraph (4), either a four channel cockpit voice recorder or a flight data recorder which complies with paragraph (3) and capable of recording by reference to a time scale the data required to determine the following matters accurately in respect of the aeroplane—
 - (a) the flight path;
 - (b) attitude; and
 - (c) the basic lift, thrust and drag forces acting on it.
- 2) Subject to paragraph (4), a cockpit voice recorder and a flight data recorder which comply with paragraph (3) and capable of recording by reference to a time scale the data required to determine the following matters accurately in respect of the aeroplane—
 - (a) the flight path;
 - (b) speed;
 - (c) attitude;
 - (d) engine power;
 - (e) outside air temperature;
 - (f) instrument landing system deviations;
 - (g) marker beacon passage;
 - (h) radio altitude;
 - (i) configuration of the landing gear and lift and drag devices;
 - (j) position of primary flying controls;
 - (k) pitch trim position;
 - (l) use of automatic flight control systems;
 - (m) use of VHF transmitters;
 - (n) ground speed/drift angle or latitude/longitude if the navigational equipment provided in the aeroplane is of such a nature as to enable this information to be recorded with reasonable practicability;
 - (o) cockpit warnings relating to ground proximity; and
 - (p) the master warning system.
- 3) Any cockpit voice recorder, flight data recorder or combined cockpit voice recorder/flight data recorder required to be carried by paragraphs (1) and (2) must be so constructed that the record would be likely to be preserved in the event of an accident.

- 4) An aircraft is not required to carry the equipment specified in paragraphs (1) and (2) if, before take-off, the equipment is found to be unserviceable and the aircraft flies in accordance with arrangements approved by the Department.

Scale SS

- 1) A four channel cockpit voice recorder capable of recording and retaining the data recorded during at least the last 30 minutes of its operation and a flight data recorder capable of recording and retaining the data recorded during at least the last eight hours of its operation being the data required to determine by reference to a time scale the following matters accurately in respect of the helicopter or gyroplane—
- (a) flight path;
 - (b) speed;
 - (c) attitude;
 - (d) engine power;
 - (e) main rotor speed;
 - (f) outside air temperature;
 - (g) position of pilot's primary flight controls;
 - (h) use of VHF transmitters;
 - (i) use of automatic flight controls (if any);
 - (j) use of stability augmentation system (if any);
 - (k) cockpit warnings relating to the master warning system; and
 - (l) selection of hydraulic system and cockpit warnings of failure of essential hydraulic systems.
- 2)
- (a) A four channel cockpit voice recorder capable of recording and retaining the data recorded during at least the last 30 minutes of its operation; and
 - (b) a flight data recorder capable of recording and retaining the data recorded during at least the last 8 hours of its operation, being the data required to accurately determine by reference to a time scale the information specified in paragraph (1) together with the following matters in respect of the helicopter or gyroplane—
 - (i) landing gear configuration;
 - (ii) indicated sling load force if an indicator is provided in the helicopter or gyroplane of such a nature as to enable this information to be recorded with reasonable practicability;
 - (iii) radio altitude;
 - (iv) instrument landing system deviations;
 - (v) marker beacon passage;

- (vi) ground speed/drift angle or latitude/longitude if the navigational equipment provided in the helicopter or gyroplane is of such a nature as to enable this information to be recorded with reasonable practicability; and
 - (vii) main gear box oil temperature and pressure.
- 3) Subject to paragraphs (4) and (7), a combined cockpit voice recorder/flight data recorder which meets the following requirements—
 - (a) in the case of a helicopter or gyroplane which is otherwise required to carry a flight data recorder specified at paragraph (1) the flight data recorder must be capable of recording the data specified in paragraph (1) and retaining it for the duration specified in paragraph (1);
 - (b) in the case of a helicopter or gyroplane which is otherwise required to carry a flight data recorder specified at paragraph (2) the flight data recorder must be capable of recording the data specified in paragraph (2) and retaining it for the duration specified in paragraph (2); and
 - (c) the cockpit voice recorder must be capable of recording and retaining at least the last hour of cockpit voice recording information on not less than three separate channels.
- 4)
 - (a) Subject to sub-paragraph (b), in any case when a combined cockpit voice recorder/flight data recorder specified at paragraph (3)(a) is required to be carried by or under this Order, the flight data recorder must be capable of retaining—
 - (i) as protected data the data recorded during at least the last five hours of its operation or the maximum duration of the flight, whichever is the greater; and
 - (ii) additional data as unprotected data for a period which together with the period for which protected data is required to be retained amounts to a total of eight hours.
 - (b) The flight data recorder need not be capable of retaining the additional data specified in sub-paragraph (a)(ii) if—
 - (i) other additional data is retained which relates to the period immediately preceding the period to which the required protected data relates; and
 - (ii) the other additional data is retained in accordance with arrangements approved by the Department.
- 5) With the exception of flight data which it is expressly stated above may be unprotected, the cockpit voice recorder, flight data recorder or combined cockpit voice recorder/flight data recorder required to be carried on the helicopter or gyroplane must be so constructed and installed that the data recorded (in this Scale referred to as “protected data”) would be likely to be preserved in the event of an accident.
- 6) Each cockpit voice recorder, flight data recorder or combined cockpit voice recorder/flight data recorder required to be carried on the helicopter or gyroplane must have attached an automatically activated underwater sonar location device or an emergency locator radio transmitter.

- 7) A helicopter or gyroplane is not required to carry the equipment specified in paragraphs (1) to (3) if, before take-off, the equipment is found to be unserviceable and the aircraft flies in accordance with arrangements approved by the Department.
- 8) A vibration health monitoring system capable of monitoring the vibration of critical helicopter rotor and rotor drive system components.

Scale T

An underwater sonar location device.

Scale U

- 1) One survival beacon radio apparatus.
- 2) Marine type pyrotechnical distress signals.
- 3) For each four or proportion of four persons on board, 100 grammes of glucose toffee tablets.
- 4) For each four or proportion of four persons on board, ½ litre of fresh water in durable containers.
- 5) First aid equipment.

Scale V

- 1) One survival beacon radio apparatus.
- 2) Marine type pyrotechnical distress signals.
- 3) For each four or proportion of four persons on board, 100 grammes of glucose toffee tablets.
- 4) For each four or proportion of four persons on board, ½ litre of fresh water in durable containers.
- 5) First aid equipment.
- 6) For every 75 or proportion of 75 persons on board, 1 stove suitable for use with aircraft fuel.
- 7) One cooking utensil, in which snow or ice can be melted.
- 8) Two snow shovels.
- 9) Two ice saws.
- 10) Single or multiple sleeping-bags, sufficient for the use of one-third of all persons on board.
- 11) One arctic suit for each member of the crew of the aircraft.

Scale W

- 1) Subject to paragraph (2), cosmic radiation detection equipment calibrated in millirems per hour and capable of indicating the action and alert levels of radiation dose rate.

- 2) An aircraft is not required to carry the equipment if—
 - (a) before take-off the equipment is found to be unserviceable and it is not reasonably practicable to repair or replace it at the aerodrome of departure; and
 - (b) the radiation forecast available to the commander of the aircraft indicates that hazardous radiation conditions are unlikely to be encountered by the aircraft on its intended route or any planned diversion from that route.

Scale X

- 1) Subject to paragraph (3), a Terrain Awareness and Warning System known as Class A, being equipment capable of giving warning to the pilot of the potentially hazardous proximity of ground or water, including excessive closure rate to terrain, flight into terrain when not in landing configuration, excessive downward deviation from an instrument landing system glideslope, a predictive terrain hazard warning function and a visual display.
- 2) Subject to paragraph (3), a Terrain Awareness and Warning System known as Class B, being equipment capable of giving warning to the pilot of the potentially hazardous proximity of ground or water, including a predictive terrain hazard warning function.
- 3) If the equipment becomes unserviceable, the aircraft may fly or continue to fly until it first lands at a place at which it is reasonably practicable for the equipment to be repaired or replaced.

Scale Z

- 1) An emergency lighting system to provide illumination in the passenger compartment sufficient to facilitate the evacuation of the aircraft notwithstanding the failure of the lighting systems specified in paragraph (2) of Scale G.
- 2) An emergency lighting system to provide illumination outside the aircraft sufficient to facilitate the evacuation of the aircraft.

General Exemption 2024/019: Flight Data Recorder Equipage

- 1) The Department for Enterprise (“the Department”), in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015[1] (“the Order”), exempts aircraft registered in the Isle of Man from the requirement of Article 32(2) of the Order to carry the equipment required by paragraphs 4 and 5 of Schedule 3 of the Order as specified in paragraph 2.
- 2) The aircraft and associated equipment exempt by paragraph 1 are:
 - (a) Aircraft for which the individual certificate of airworthiness was first issued on or before 31 December 1988 are exempt from the requirement to carry a flight data recorder as specified by Scale P.



- (b) Aircraft for which the individual certificate of airworthiness was first issued on or before 31 December 1986 are exempt from the requirement to carry either a four channel cockpit voice recorder or a flight data recorder as specified by Scale S(1).

SCHEDULE 4 – Radio communication and radio navigation equipment of aircraft - Article 34

1.

Subject to paragraph 2, every aircraft which must carry equipment specified in this Schedule must be provided, when flying in the circumstances specified in the first column of the Table in paragraph 5 of this Schedule, with the scales of equipment respectively indicated in the second column of that Table.

2.

In the case of sub-paragraphs (1), (3), (4), (5), (6), (8) and (9) of paragraph 5, the specified equipment need not be carried if the appropriate air traffic control unit permits flight to commence without that equipment and the aircraft complies with any instructions which the air traffic control unit may give in the particular case.

3.

An aircraft which is not a commercial air transport aeroplane or a commercial air transport aircraft and which is flying in Class D or Class E airspace need not carry distance measuring equipment in accordance with paragraph (b) of Scale F when flying in the circumstances specified in sub-paragraph (1)(a) of paragraph 5.

4.

If an aircraft is flying in a combination of circumstances specified in the first column of the Table in paragraph 5 the scales of equipment are not on that account required to be duplicated.

5. Table											
<i>Aircraft and circumstances of flight</i>		<i>Scale of equipment required</i>									
		A	B	C	D	E	F	G	H	J	
(1)	All aircraft (other than gliders) within the Isle of Man—										
(a)	flying under Instrument Flight Rules within controlled airspace Exemption 03/2017 in force	A				E 2	F				
(b)	flying within controlled airspace	A									
(c)	making an approach to landing at an aerodrome notified for the purpose of this sub-paragraph							G			
(d)	flying within controlled airspace of Class A, B or C					E 2					
(e)	flying at night	A									
(f)	conducting extended flights over water	A									
(g)	conducting flights over land areas where search and rescue would be especially difficult	A									
(2)	All multi-engined aircraft within the Isle of Man when flying under Visual Flight Rules										
(3)	All aircraft within the Isle of Man —										
(a)	flying at or above flight level 195	A									
(b)	flying within airspace notified for the purpose of this sub-paragraph	A									
(4)	All gliders and SLMGs within the Isle of Man —										
(a)	flying at or above flight level 100 except when flying within airspace notified for the purposes of this sub-paragraph,					E 2					
(b)	flying under Instrument Flight Rules within controlled airspace,					E 2					
(c)	flying within controlled airspace of Class A, B or C except when flying within airspace notified as a Temporary Reserved Area (Gliding), or					E 2					
(d)	flying within airspace notified for the purposes of this sub-paragraph					E 2					

5. Table										
<i>Aircraft and circumstances of flight</i>		<i>Scale of equipment required</i>								
		A	B	C	D	E	F	G	H	J
(5)	All aircraft (other than gliders) within the Isle of Man —									
	(a) flying at or above flight level 245, Exemption 03/2017 in force					E 2	F			
	(b) flying within airspace notified for the purpose of this sub-paragraph, or					E 2				
	(c) flying at or above flight level 100					E 2				
(6)	When flying under Instrument Flight Rules within airspace notified for the purposes of this paragraph—									
	(a) all aeroplanes having a maximum take-off mass authorised of not more than 5700 kg and a maximum cruising true airspeed capability of not more than 250 knots					E 2				
	(b) all rotorcraft					E 2				
	(c) all aeroplanes having either a maximum takeoff mass authorised of more than 5700 kg or a maximum cruising true airspeed capability of more than 250 knots					E 3				
(7)	All aircraft required to carry Scale E2 or E3					E E				
(8)	All aeroplanes—							G		
	(a) registered in the Isle of Man, and									
	(b) wherever registered, when flying in the Isle of Man, while making an approach to landing									
(9)	All aircraft (other than gliders and SLMGs) registered in the Isle of Man, wherever they may be, when flying under Instrument Flight Rules	A			D				H	
(10)	All aeroplanes registered in the Isle of Man, wherever they may be, and all aeroplanes wherever registered when flying in the Isle of Man, powered by one or more turbine jets or									J

5. Table										
<i>Aircraft and circumstances of flight</i>		<i>Scale of equipment required</i>								
		A	B	C	D	E	F	G	H	J
turbine propeller engines and either having a maximum take-off mass of more than 15,000 kg or with a maximum approved passenger seating configuration of more than 30										
(11) All aeroplanes powered by one or more turbine jets or turbine propeller engines and either having a maximum take-off mass of more than 5,700 kg but not exceeding 15,000 kg, or with a maximum approved passenger seating configuration of more than 19 seats, for which the individual airworthiness certificate is first issued after 1 January 2008, which are— (a) registered in the Isle of Man wherever they may be, or (b) wherever registered flying in the Isle of Man.										J

Exemption 03/2017: Radio communication and radio navigation equipment of aircraft

- 1) The Department of Economic Development, in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015 exempts any aircraft flying within the Isle of Man in the circumstances described at Schedule 4 paragraphs 5 (1)(a) and Schedule 4 paragraphs 5 (5)(a) from the requirement to carry Automatic Direction Finding (ADF) equipment as specified in Schedule 4 paragraph 6 Scale F subparagraph (a).
- 2) This exemption only applies to:
 - a) Overflying aircraft; and
 - b) Aircraft intending to make an IFR approach at Ronaldsway Airport subject to being fitted with RNAV1 GNSS avionics capable of acting as a substitute means of navigation for the NDB derived missed approach procedures and radio communication failure procedures at Ronaldsway Airport. Such aircraft shall **not** use GNSS in lieu of ADF for NDB(L)/DME approaches at Ronaldsway Airport.

6. The scales of radio communication and radio navigation equipment indicated in the Table at paragraph 3 are as follows—

Scale A

Radio communication equipment capable of maintaining direct two-way communication with the appropriate air traffic control units on the intended route using the frequencies notified or otherwise designated by the competent authority for that purpose.

Scale D

Radio navigation equipment capable of receiving signals from one or more aeronautical radio stations on the surface to enable the aircraft to be guided to a point from which a visual landing can be made at the aerodrome at which the aircraft is to land.

Scale E2

Secondary surveillance radar equipment which includes a pressure altitude reporting transponder capable of operating in Mode A and Mode C and has the capability and functionality prescribed for Mode S Elementary Surveillance and is capable of being operated in accordance with such instructions as may be given to the aircraft by the air traffic control unit.

Scale E3

Secondary surveillance radar equipment which includes a pressure altitude reporting transponder capable of operating in Mode A and Mode C and has the capability and functionality prescribed for Mode S Enhanced Surveillance and is capable of being operated in accordance with such instructions as may be given to the aircraft by the air traffic control unit.

Scale EE

The aircraft must, in the circumstances specified in paragraph 2.1.5.3 of Volume IV (Fourth Edition July 2007) of Annex 10 to the Chicago Convention, comply with the requirements for antenna diversity set out in that paragraph.

Scale F

Radio communication and radio navigation equipment capable of enabling the aircraft to be navigated along the intended route including—

- (a) automatic direction finding equipment;
- (b) distance measuring equipment; and
- (c) VHF omni-range equipment.

Exemption 03/2017: Radio communication and radio navigation equipment of aircraft

- 1) The Department of Economic Development, in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015 exempts any aircraft flying within the Isle of Man in the circumstances described at Schedule 4 paragraphs 5 (1)(a) and Schedule 4 paragraphs 5 (5)(a) from the requirement to carry Automatic Direction Finding (ADF) equipment as specified in Schedule 4 paragraph 6 Scale F subparagraph (a).
- 2) This exemption only applies to:
 - a) Overflying aircraft; and,
 - b) Aircraft intending to make an IFR approach at Ronaldsway Airport subject to being fitted with RNAV1 GNSS avionics capable of acting as a substitute means of navigation for the NDB derived missed approach procedures and radio communication failure procedures at Ronaldsway Airport. Such aircraft shall **not** use GNSS in lieu of ADF for NDB(L)/DME approaches at Ronaldsway Airport.

Scale G

Radio navigation equipment capable of enabling the aircraft to make an approach to landing using the Instrument Landing System.

Scale H

- 1) Subject to paragraphs (2) and (3), radio navigation equipment capable of enabling the aircraft to be navigated on the intended route including—
 - (a) distance measuring equipment;
 - (b) duplicated VHF omni-range equipment; and
 - (c) a 75 MHz marker beacon receiver.
- 2) An aircraft may fly notwithstanding that it does not carry the equipment specified in this Scale if it carries alternative radio navigation equipment or navigational equipment approved in accordance with article 32(6).
- 3) Where only one item of equipment specified in this Scale is unserviceable when the aircraft is about to begin a flight, the aircraft may nevertheless take off on that flight if—
 - (a) it is not reasonably practicable for the repair or replacement of that item to be carried out before the beginning of the flight;
 - (b) the aircraft has not made more than one flight since the item was last serviceable; and
 - (c) the commander of the aircraft is satisfied that the flight can be made safely and in accordance with any relevant requirements of the appropriate air traffic control unit, taking into account the latest information available as to the route and aerodrome to be used (including any planned diversion) and the weather conditions likely to be encountered.

Scale J

An airborne collision avoidance system.

7. In this Schedule—

- (a) “Airborne collision avoidance system” means an aeroplane system which—
 - (i) conforms to requirements prescribed for the purpose;
 - (ii) is based on secondary surveillance radar transponder signals;
 - (iii) operates independently of ground based equipment; and
 - (iv) is designed to provide advice and appropriate avoidance manoeuvres to the pilot in relation to other aeroplanes which are equipped with secondary surveillance radar and are in undue proximity;
- (b) “Automatic direction finding equipment” means radio navigation equipment which automatically indicates the bearing of any radio station transmitting the signals received by such equipment;
- (c) “Distance measuring equipment” means radio equipment capable of providing a continuous indication of the aircraft’s distance from the appropriate aeronautical radio stations;
- (d) “Mode A” means replying to an interrogation from secondary surveillance radar units on the surface to elicit transponder replies for identity and surveillance with identity provided in the form of a four digit identity code;
- (e) “Mode C” means replying to an interrogation from secondary surveillance radar units on the surface to elicit transponder replies for automatic pressure-altitude transmission and surveillance;
- (f) “Secondary surveillance radar equipment” means such type of radio equipment as may be notified as being capable of—
 - (i) replying to an interrogation from secondary surveillance radar units on the surface; and
 - (ii) being operated in accordance with such instructions as may be given to the aircraft by the appropriate air traffic control unit;
- (g) “VHF omni-range equipment” means radio navigation equipment capable of giving visual indications of bearings of the aircraft by means of signals received from very high frequency omni-directional radio ranges.

Exemption 10/2019: Airborne collision avoidance system

- 1) The Department for Enterprise, in exercise of its powers under Article 156 of the Air Navigation (Isle of Man) Order 2015 exempts any aeroplane when flying in the Isle of Man from the

requirement to be equipped with an Airborne Collision Avoidance System (ACAS) as specified in Schedule 4 paragraph 5 Scale J.

- 2) This exemption is subject to the operator and pilot in command of such aeroplanes being in receipt of a valid exemption granted by the UK Civil Aviation Authority from the relevant UK ACAS requirements for flight within the London and Scottish Flight Information Regions and all associated conditions of the exemption also being complied with whilst within the Isle of Man.

SCHEDULE 5 – Aircraft, engine and propeller log books - Article 29

Aircraft log book

- 1) The following entries must be included in the aircraft log book—
 - (a) the name of the constructor, the type of the aircraft, the number assigned to it by the constructor and the date of the construction of the aircraft;
 - (b) the nationality and registration marks of the aircraft;
 - (c) the name and address of the operator of the aircraft;
 - (d) the date of each flight and the duration of the period between take-off and landing, or, if more than one flight was made on that day, the number of flights and the total duration of the periods between take-offs and landings on that day;
 - (e) subject to paragraph 2, detailed information about all maintenance work carried out on the aircraft or its equipment;
 - (f) subject to paragraph 2, detailed information about any defects occurring in the aircraft or in any equipment required to be carried by or under this Order, and of the action taken to rectify such defects; and
 - (g) subject to paragraph 2, detailed information about any overhauls, repairs, replacements and modifications relating to the aircraft or any such equipment as aforesaid.
- 2) Entries are not required to be made under paragraph 1(e), (f) and (g) for any engine or variable pitch propeller.

Engine log book

- 3) The following entries must be included in the engine log book—
 - (a) the name of the constructor, the type of engine, the number assigned to it by the constructor and the date of the construction of the engine;
 - (b) the nationality and registration marks of each aircraft in which the engine is fitted;
 - (c) the name and address of the operator of each such aircraft;
 - (d) either—
 - (i) the date of each flight and the duration of the period between take-off and landing or, if more than one flight was made on that day, the number of flights and the total duration of the periods between take-offs and landings on that day; or
 - (ii) the aggregate duration of periods between take-off and landing for all flights made by that aircraft since the immediately preceding occasion that any maintenance, overhaul, repair, replacement, modification or inspection was undertaken on the engine;
 - (e) detailed information about all maintenance work done on the engine;

- (f) detailed information about any defects occurring in the engine, and of the rectification of such defects; and
- (g) detailed information about all overhauls, repairs, replacements and modifications relating to the engine or any of its accessories.

Variable pitch propeller log book

- 4) The following entries must be included in the variable pitch propeller log book—
- (a) the name of the constructor, the type of propeller, the number assigned to it by the constructor and the date of the construction of the propeller;
 - (b) the nationality and registration marks of each aircraft, and the type and number of each engine, to which the propeller is fitted;
 - (c) the name and address of the operator of each such aircraft;
 - (d) either—
 - (i) the date of each flight and the duration of the period between take-off and landing or, if more than one flight was made on that day, the number of flights and the total duration of the periods between take-offs and landings on that day; or
 - (ii) the aggregate duration of periods between take-off and landing for all flights made by that aircraft since the immediately preceding occasion that any maintenance, overhaul, repair, replacement, modification or inspection was undertaken on the propeller;
 - (e) detailed information about all maintenance work done on the propeller;
 - (f) detailed information about any defects occurring in the propeller, and of the rectification of such defects; and
 - (g) detailed information about any overhauls, repairs, replacements and modifications relating to the propeller.

SCHEDULE 6 – Flight crew licences – Articles 39 and 42

PART 1 – Categories – Article 42(1)

Aeroplane pilots

United Kingdom National Private Pilot's Licence (Aeroplanes)

Private Pilot's Licence (Aeroplanes)

Commercial Pilot's Licence (Aeroplanes)

Airline Transport Pilot's Licence (Aeroplanes)

Helicopter pilots

Private Pilot's Licence (Helicopters)

Commercial Pilot's Licence (Helicopters)

Airline Transport Pilot's Licence (Helicopters)

Other flight crew

Flight Navigator's Licence

Flight Engineer's Licence

Flight Radiotelephony Operator's Licence

PART 2 – Exceptions to flight licence requirement – Article 39(1)

1. Exception to act as flight radiotelephony operator

- (1) A person may act as a flight radiotelephony operator within the Isle of Man without being the holder of an appropriate licence rendered valid under this Order, if the conditions in subparagraph (2) apply.
- (2) The conditions referred to in sub-paragraph (1) are that the person is—
 - (a) the pilot of a glider on a private flight and does not communicate by radiotelephony with any air traffic control unit, flight information unit or air/ground communications service unit; or
 - (b) being trained in an aircraft registered in the Isle of Man to perform duties as a member of the flight crew of an aircraft and is authorised to operate the radiotelephony station by the holder of the licence granted for that station under any enactment.

2. Exception for solo flying training

- (1) A person may act as the pilot in command of an aircraft for the purpose of becoming qualified for the grant or renewal of a pilot's licence or the inclusion or variation of any rating in a pilot's licence within the Isle of Man, without being the holder of an appropriate licence rendered valid under this Order, if the conditions in sub-paragraph (2) are satisfied.
- (2) The conditions referred to in sub-paragraph (1) are that—

- (a) the person is at least 16 years of age;
- (b) the person is the holder of a valid medical certificate to the effect that the person is fit to act as pilot in command, issued by a person approved by the Department;
- (c) the person complies with any conditions subject to which that medical certificate was issued;
- (d) no other person is carried in the aircraft;
- (e) the aircraft is not flying for the purpose of commercial air transport or aerial work other than aerial work which consists of the giving of instruction in flying or the conducting of flying tests; and
- (f) the person acts in accordance with instructions given by another person holding a pilot's licence rendered valid under this Order or a JAA licence, in each case being a licence which includes a flight instructor rating, a flying instructor's rating or an assistant flying instructor's rating entitling that other person to give instruction in flying the type of aircraft being flown.

3. Exception for dual flying training

- (1) A person may act as the pilot of an aircraft of which the flight crew required to be carried by or under this Order is not more than one pilot for the purpose of becoming qualified for the grant or renewal of a pilot's licence or the inclusion or variation of any rating in a pilot's licence within the Isle of Man, without being the holder of an appropriate licence rendered valid under this Order, if the conditions in sub-paragraph (2) are satisfied.
- (2) The conditions referred to in sub-paragraph (1) are that—
 - (a) the aircraft is not flying for the purpose of commercial air transport or aerial work other than aerial work which consists of the giving of instruction in flying or the conducting of flying tests;
 - (b) the person acts in accordance with instructions given by another person holding a pilot's licence rendered valid under this Order or a JAA licence, in each case being a licence which includes a flight instructor rating, a flying instructor's rating or an assistant flying instructor's rating entitling that other person to give instruction in flying the type of aircraft being flown; and
 - (c) either —
 - (i) the aircraft is fitted with dual controls and the person is accompanied in the aircraft by the instructor who is seated at the other set of controls; or
 - (ii) the aircraft is fitted with controls designed for and capable of use by two persons and the person is accompanied in the aircraft by the instructor who is seated so as to be able to use the controls.

4. Exception for gyroplanes at night

- (1) A person may act as pilot in command of a gyroplane at night within the Isle of Man without being the holder of an appropriate licence rendered valid under this Order if the conditions in sub-paragraph (2) are satisfied.
- (2) The conditions referred to in sub-paragraph (1) are that—

- (a) the person is the holder of an appropriate licence rendered valid under this Order in all respects save that—
 - (i) the licence does not include an instrument rating; and
 - (ii) the person has not within the immediately preceding 13 months carried out as pilot in command at least five take-offs and five landings at a time when the depression of the centre of the sun was not less than 12° below the horizon;
- (b) the person so acts in accordance with instructions given by another person holding a pilot's licence rendered valid under this Order or a JAA licence, being a licence which includes a flight instructor rating, a flying instructor's rating or an assistant flying instructor's rating entitling that other person to give instruction in flying the type of gyroplane being flown;
- (c) no person other than the instructor is carried; and
- (d) the gyroplane is not flying for the purpose of commercial air transport or aerial work other than aerial work which consists of the giving of instruction in flying or the conducting of flying tests.

5. Exception for balloons

- (1) A person may act as pilot in command of a balloon within the Isle of Man, without being the holder of an appropriate licence granted or rendered valid under this Order if the conditions in sub-paragraph (2) are satisfied.
- (2) The conditions referred to in sub-paragraph (1) are that—
 - (a) the person is the holder of an appropriate licence rendered valid under this Order in all respects save that the person has not within the immediately preceding 13 months carried out as pilot in command at least five flights each of not less than five minutes duration;
 - (b) the person acts in accordance with instructions given by a person authorised by the Department to supervise flying in the type of balloon being flown;
 - (c) no person other than one specified in sub-paragraph (b) is carried; and
 - (d) the balloon is not flying for the purpose of commercial air transport or aerial work other than aerial work which consists of the giving of instruction in flying or the conducting of flying tests.

6. Exception for pilot undergoing training or tests

- (1) Unless the certificate of airworthiness in force for the aircraft otherwise requires, a person may act as pilot of an aircraft registered in the Isle of Man for the purpose of undergoing training or tests for the grant or renewal of a pilot's licence or for the inclusion, renewal or extension of a rating without being the holder of an appropriate licence, if the conditions in subparagraphs (2), [and either (3) or (4) are satisfied]⁹¹.
- (2) The condition first referred to in sub-paragraph (1) is that no other person is carried in the aircraft or in an aircraft which it is towing except—

⁹¹ Amended by Exemption [2023/006](#)

- (a) a person carried as a member of the flight crew in compliance with this Order;
 - (b) a person authorised by the Department to witness the training or tests or to conduct the tests; or
 - (c) if the pilot in command of the aircraft is the holder of an appropriate licence, a person carried for the purpose of being trained or tested as a member of the flight crew of an aircraft.
- (3) The conditions secondly referred to in sub-paragraph (1) are that the person acting as the pilot of the aircraft without being the holder of an appropriate licence—
- (a) within the preceding six months was serving as a qualified pilot of an aircraft in any of Her Majesty's naval, military or air forces; and
 - (b) the person's physical condition has not, so far as the person is aware, so deteriorated during that period as to render the person unfit for the licence or rating for which the training or tests are being given or conducted.
- (4) The conditions thirdly referred to in sub-paragraph (1) are that the person acting as the pilot of the aircraft without being the holder of an appropriate licence—
- (a) holds a pilot's, a flight navigator's or a flight engineer's licence rendered valid under article 42;
 - (b) the purpose of the training or tests is to enable that person to qualify under this Order for the grant of a pilot's licence or for the inclusion of an additional type in the aircraft rating in that person's licence; and
 - (c) the person acts under the supervision of another person who is the holder of an appropriate licence.

7. Exception for navigators and flight engineers

A person may act as a member of the flight crew (otherwise than as a pilot) of an aircraft registered in the Isle of Man without being the holder of an appropriate licence if—

- (a) the flight is for the purpose of undergoing training or tests for the grant or renewal of a flight navigator's or a flight engineer's licence or for the inclusion, renewal or extension of a rating in such a licence; and
- (b) the person acts under the supervision and in the presence of another person who is the holder of the type of licence or rating for which the person undergoing the training or tests is being trained or tested.

SCHEDULE 7 – Documents to be carried – Article 84

1. Circumstances in which documents are to be carried

- 1) On a private flight that is international air navigation, Documents A, B, C, D, E, G and H must be carried.
- 2) On a flight made in accordance with the terms of a permission granted to the operator under article 35(2), Document F must be carried.
- 3) On a flight made by an aircraft to which Part 17A applies, Documents I and J must also be carried.

2. Description of documents

For the purposes of this Schedule—

- (a) “Document A” means the licence in force under the Wireless Telegraphy Act 2006⁹² for the aircraft radio station installed in the aircraft;
- (b) “Document B” means the national certificate of airworthiness in force for the aircraft, including the latest revision of the flight manual, pilot’s operating handbook or performance schedule issued by the aircraft’s Type Certificate Holder;
- (c) “Document C” means the licences of each member of the flight crew of the aircraft;
- (d) “Document D” means the certificate of registration in force for the aircraft;
- (e) “Document E” means a copy of the notified procedures to be followed by the pilot in command of an intercepted aircraft, and the notified visual signals for use by intercepting and intercepted aircraft;
- (f) “Document F” means the permission, if any, granted for the aircraft under article 35(2);
- (g) “Document G” means a list of the names of any passengers and their places of embarkation and destination, or the cargo manifest, or both those documents;
- (h) “Document H” means the journey log, if any, in which entries are required to be made under article 52A;
- (i) “Document I” means those parts of the company operations manual that pertain to flight operations, including the approved minimum equipment list where applicable;
- (j) Document J” means the checklists required by article 99C.

⁹² 2006 c.36.



SCHEDULE 8 – Air traffic service equipment - records required and matters to which the Department may have regard – Article 125(1)(a)

[⁹³omitted]

⁹³ Schedule omitted by SI 2020/1280; replaced by the Civil Aviation (Air Traffic Services) Order 2020



SCHEDULE 9 – Information and instructions which must be included in an aerodrome manual – Article 129(7)

[⁹⁴omitted]

⁹⁴ Schedule omitted by SI 2022/172 and SI 2022/324, replaced by Civil Aviation (Aerodromes) Order 2022



**SCHEDULE 10 – Air Traffic Controllers – Licences, Ratings, Endorsements And
Maintenance Of Licence Privileges – Articles 110, 113 and 123**

[⁹⁵omitted]

⁹⁵ Schedule omitted by SI 2020/1280; replaced by the Civil Aviation (Air Traffic Services) Order 2020

SCHEDULE 11 – Penalties – Article 155

⁹⁶PART 1 – Provisions referred to in article 155(5)

<i>Article of Order</i>	<i>Subject matter</i>
[omitted ⁹⁷]	
[omitted ⁹⁸]	
7(2)	Registered owner to inform Department of specified events
[omitted ⁹⁹]	
20(4)	Requirement for placard
20(5)	Requirement to fly by day and in accordance with Visual Flight Rules
21(3)	Restriction on purposes of flight by aircraft with a certificate of validation
28(3)	Acting when physically or mentally unfit to act
29(6)	Preservation of log books
30(4)	Preservation of mass schedule
52(4)	Pilot to be secured in seat
52(5)	Safety harness to be worn during take-off and landing a
52(6)	Operator not to permit helicopter rotor to be turned unless pilot at controls
52A(5)	Preservation of journey log
54(1)	Loading aircraft
55(1)	Carriage of baggage
84(1)	Documents to be carried
88(1) and 88(3)	Production of documents and records
90	Preservation of documents
[¹⁰⁰]	
115(1) and (2)	Requirement to inform air navigation service provider
[omitted ¹⁰¹]	
140(1)	Filing and approval of tariffs
144(3)	Requirement to surrender document to Department
145(7)	Requirement to surrender permit to the Department

⁹⁶ Entries omitted by SI 2020/1280

⁹⁷ Entry omitted by SI 2022/172 and SI 2022/324

⁹⁸ Entry omitted by SI 2022/172 and SI 2022/324

⁹⁹ Entry omitted by SI 2022/172 and SI 2022/324

¹⁰⁰ Entry omitted by SI 2021/751 replaced by Civil Aviation (Rules of the Air) Order 2021 No. 0184

¹⁰¹ Entry omitted by SI 2022/172 and SI 2022/324

102 PART 2 – Provisions referred to in article 155(6)

Article of Order	Subject matter
3(1)	Aircraft to be registered
[omitted ¹⁰³]	
20(1)	Restrictions on purposes of flight by aircraft with national permit to fly
20(2)	Restrictions on carriage of persons by aircraft with national permit to fly
22	Requirement to maintain in accordance with approved maintenance programme
24(2)	Requirement for certificate of release to service
24(4)	Information to be given by commander
24(6)	Certain equipment not to be placed on board
24(7)	Certain radio equipment not to be placed on board
29(1), (2), (3) and (5)	Requirements for log books
30(2)	Requirement for weighing and determining centre of gravity
30(3)	Mass schedule to be prepared
30(4)	Mass schedule to be preserved
32(1), (2), (3) and (6)	Requirements for aircraft to carry equipment
32A	Survival equipment to be carried
33	Carriage and use of equipment
34	Requirements to carry radio communication and radio navigation equipment
35(3)	Carriage of minimum equipment
36	Required flight crew
37(3)	Flight crew required by aircraft registered in the Isle of Man
38	Compliance with direction to carry additional crew
41(2) and (3)	Permission required where licence does not meet relevant minimum standards
44	Person not to act as member of flight crew when unfit
45(2)	Requirement for giving flying instructions
46(2)	Pre-flight action by commander of aircraft
47	Commander to be satisfied that flight can be safely completed
48	Passenger briefing by commander
49	Commander to demonstrate use of the lifejackets
50	Commander to ensure crew, passengers and baggage secure
51	Commander to demonstrate use of oxygen on aerial work and private flights
51A	Action to be taken when refuelling with passengers on board
52(2) and 52(3)	Pilots to remain at controls
52A(2)	Operator to ensure that a journey log is kept
52A(3)	Pilot in command to complete journey log

¹⁰² Entries omitted by SI 2020/1280

¹⁰³ Entry omitted by SI 2022/172 and SI 2022/324

Article of Order	Subject matter
53	Commander's duty concerning the loading of aircraft
57	Aerodrome operating minima requirements for aerial work and private aircraft
58	Commander to be satisfied that additional survival equipment carried
59	Operation of radio in aircraft
60	Requirement for operation of airborne collision avoidance system
61	Training in operation of airborne collision avoidance system
62	Person not to be in specified parts of aircraft in flight or object towed or attached
[omitted ¹⁰⁴]	
65	Requirements concerning equipment when flying in NAMNPS airspace
66	Requirements concerning equipment when aircraft registered in Isle of Man flying in RVSM airspace
67	Requirements concerning equipment for aircraft registered in the Isle of Man flying in RNP airspace
76	Smoking in aircraft
77	Requirement to comply with lawful commands of commander of aircraft
78(a) and (b)	Acting in a disruptive manner
79	Stowaways
81(2)	Flight crew member's obligation to inform operator or flight times
82	Flight times – responsibilities of flight crew
86	Use of flight recording systems
87	Preservation of records of aeroplane flight data recorder
¹⁰⁵	
92(4)	Requirement to comply with Restriction of Flying Regulations
92(5)	Requirement to leave restricted area
92(6)	Requirement to comply with instructions in restricted area or danger area
93(1) to 93(5) and 93(17)	Requirements for flying displays
94	Requirements for balloons
95	Requirements for gliders, kites and parascending parachutes
95A	Parachuting
96	Requirements for airships
99	Requirements for rockets
99B	Operator to provide a company operations manual
99H	Designation of pilot in command
99I	Maintenance control manual
99K	Requirement for cabin crew
99L	Use of boom microphones
99M	Requirement for a minimum equipment list
[omitted ¹⁰⁶]	

¹⁰⁴ Entry omitted by SI 2022/172 and SI 2022/324

¹⁰⁵ Entry omitted by SI 2021/751 replaced by Civil Aviation (Rules of the Air) Order 2021 No. 0184

¹⁰⁶ Entry omitted by SI 2022/172 and SI 2022/324

<i>Article of Order</i>	<i>Subject matter</i>
135(1) and 135(3)	Requirements for aeronautical lights
136(2)	Requirements for lighting of en-route obstacles
137(1) and 137(2)	Lights liable to endanger not to be exhibited
138	Lights which dazzle or distract not to be shone
146(5)	Entries in log books
151	Compliance with direction to make data available
153	Obstruction of persons

107 PART 3 – Provisions referred to in article 155(7)

<i>Article of Order</i>	<i>Subject matter</i>
11	Aircraft not to fly for commercial air transport or aerial work purposes
12	Offering commercial air transport flights
14(2)	Passenger and cargo manifest to be carried
14(3)	Copy of manifest to be left at aerodrome
15(1)	Aircraft not to fly without a certificate of airworthiness
15(3)	Aircraft to comply with flight manual
39(1)	Requirement for appropriate licence to act as member of flight crew of aircraft registered in the Isle of Man
40	Requirement for appropriate licence to act as member of flight crew of aircraft registered elsewhere than in the Isle of Man
51B	Requirement for notification of accident
57	Aerodrome operating minima in respect of commercial air transport, aerial work and large aircraft
58	Aerodrome operating minima in respect of certain other aircraft
64	Obligations of operator and commander when flying over foreign country
67A	Use of oxygen
67B	Loss of pressurisation warning
69(1)	Requirements for carriage of munitions of war
69(2)	Prohibition on carriage of sporting weapon or munition of war where passengers have access
70	Prohibition on carrying on board sporting weapons or munitions of war
74	Endangering safety of any person or property
75	Drunkenness in aircraft
78(c)	Intentional interference
81(1)	Crew's obligation not to fly in dangerous state of fatigue
83	Protection of air crew from cosmic radiation
85	Keeping and production of records of exposure to cosmic radiation
99C	Checklists to be used
99D	Minimum flight altitude
99E	Fatigue risk management programme
99F	Operator's maintenance responsibilities
99G	Operator's responsibilities for training
99J	Safeguarding of flight and voice recorder records
[omitted ¹⁰⁸]	
139	Restrictions on carriage for valuable consideration in aircraft registered elsewhere than in the Isle of Man
[omitted ¹⁰⁹]	
146 (except (5))	Prohibitions in relation to documents and records
147(3)	Flight in contravention of direction not to fly

¹⁰⁷ Entries omitted by SI 2020/1280

¹⁰⁸ Entry omitted by SI 2022/172 and SI 2022/324

¹⁰⁹ Entry omitted by SI 2022/172 and SI 2022/324



PART 4 – Provisions referred to in article 155(8)

<i>Article of Order</i>	<i>Subject matter</i>
73	Endangering safety of an aircraft