

EGNS (IOM)

N54 05.00 W004 37.40

## ISLE OF MAN

53ft AMSL

6 nm SW of Douglas. // lorries.scam.plasma

IOM 112-20 080 5-1

**c/s Ronaldsway**

APP/RAD 135•905

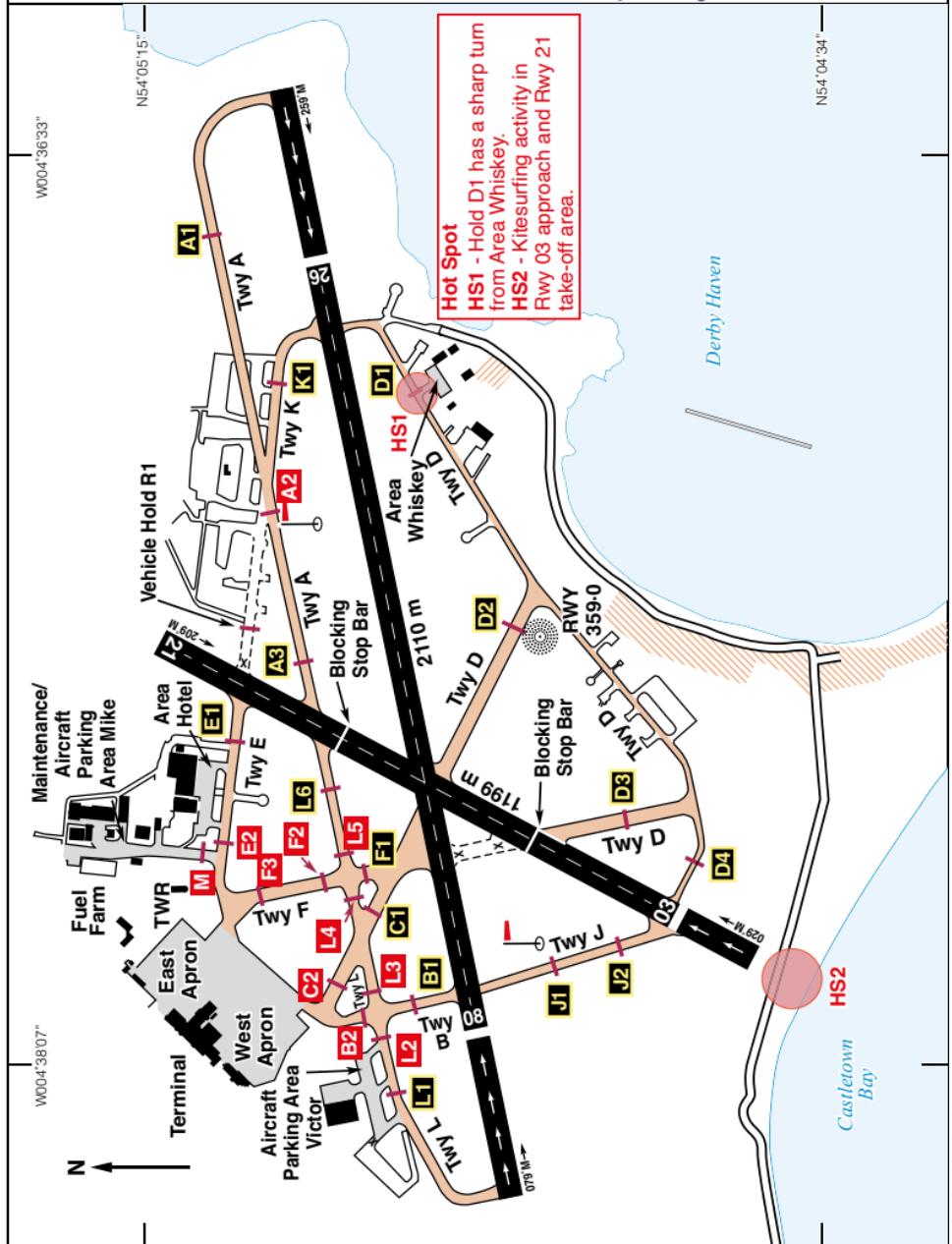
005 TWR 119•

05 ATIS 123-880

RAD 120.855, 125.305 As directed by ATC NDB 'RWY' 359.0 (On A/D)

ILS/DME Rwy 26 (259°M) I-RY 111·15 ILS/DME Rwy 08 (083°M) I-RH 111·15

ATS hours Mon-Sat 0630-2045, Sun 0645-2045 and by arrangement.



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Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting					
03/21	1199x46	Asphalt	03-1199 21-1105	03-1105 21-1105	Thr Rwy PAPI 3° Ap Thr Rwy PAPI 3.5° RH					
08/26	2110x46	Asphalt	08-1877 26-1909	08-1586 26-1613	Ap Thr Rwy RCL PAPI 3.5° Ap Thr Rwy RCL PAPI 3°					
			Rwy 08 Take-off from intersection with Twy B TORA 1496m							
			Rwy 26 Take-off from intersection with Twy K TORA 1469m							
<b>Op hrs:</b> Mon-Sat 0645-2045, Sun 0700-2045. Other times by arrangement.										
<b>Landing Fee:</b> <b>Landing Fee:</b> Up to 500 kg £12.42; 501-2000 kg £24.84; 2001-3000 kg £49.56; Over 3000kg call. Inc VAT. Pay at time of landing, light aircraft - max 3000 kg 20% discount.										
<b>Customs:</b> A/D hrs, Tel: 01624 648110, <b>Fax:</b> 01624 661650. PNR by 1600 previous day.										
<b>Hangarage:</b> Nil.				<b>Maintenance:</b> Limited.						
<b>Remarks:</b> Operated by The Isle of Man Government Department of Infrastructure, Airport Division, Isle of Man Airport, Ballasalla, Isle of Man IM9 2AS. Flights within the Isle of Man CTR/CTA are governed by the regulations applicable to Class 'D' Controlled Airspace. Non-radio aircraft strictly PPR. High visibility clothing mandatory on aprons and manoeuvring areas. Handling is mandatory for all aircraft requiring access to the Main Apron via; Menzies Aviation Ltd, Tel: 01624 825780, Fax: 01624 825822, Freq 129.750. Manx Jet Centre, Tel: 01624 825100. Email: operations@manxjetcentre.com Light Aircraft handling by 3 Legs Aviation Services Ltd, Tel: 07555 135443, Email: info@3legsaviationservices.com Owing to high ground to the left of the approach for Rwy 21, pilots must establish on the runway extended centreline before descending on the PAPI glidepath. Due to a public road in the undershoot area of Rwy 03, approaches to this runway are not permitted if the PAPIs are out of service. Simulated engine failure on departure Rwy 26 not permitted.										
<b>Noise Abatement</b> When approaching to land on any runway all aircraft, including helicopters, shall intercept the extended runway centre-line at a minimum range of 2nm and shall not descend below the PAPI indicated approach path.										
<b>Departure - Runway 03</b> All propeller driven aircraft and helicopters must climb straight ahead to 500ft and not commence any left turn until 1nm from the departure end of the runway or not commence any right turn until past the airport boundary.										
<b>Departure - Runway 08</b> All propeller driven aircraft and helicopters must climb straight ahead to 500ft and must have passed the airport boundary before commencing any turn.										
<b>Departure - Runway 21</b> All propeller driven aircraft and helicopters must climb straight ahead to at least 500ft and not commence any turn until 1nm from the departure end of the runway.										
<b>Departure - Runway 26</b> All aircraft, including helicopters, departing from Runway 26 shall track the extended centre-line and not commence any turn until 3nm or less from IOM DME; or 2nm or more from I-RY. Aircraft unable to receive DME must inform ATC and shall climb straight ahead for 2 minutes after take-off before commencing any turn.										
This procedure may only be departed from when instructed by ATC.										

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**ISLE OF MAN**  
**Visual Reference Points (VRPs) and**  
**Prevention of Terrorism and Crime Act 2003**

**Visual Reference Points**

<b>VRP</b>	<b>Co-ordinates</b>
Dreswick Point Lighthouse	N54 03.30 W004 37.50
Laxey Harbour	N54 13.52 W004 23.37
Peel Castle	N54 13.58 W004 41.93

**Prevention of Terrorism and Crime Act 2003**

Under the terms of the Anti-Terrorism and Crime Act 2003, pilots and passengers of private or charter aircraft who have come from or are going to the British Isles, must when requested to do so, make themselves available to be spoken to by an examining officer. In relation to all such flights, the pilot must fully complete a General Aviation Report.

Further details can be found here, General Aviation website:-

<https://www.gov.im/categories/tax-vat-and-your-money/customs-and-excise/general-aviation/>

**Warnings:** Windshear on short final Rwy 08 when wind from South East. Beware that radio communications reception is poor below 3000ft amsl due to screening by high ground north of the controlled airspace. Do not enter IOM controlled airspace without ATC clearance. FIS available from Scottish Information 119-875. Runway 21 - Caution - Departing crew should be aware that kite surfing in the vicinity of the climb out is possible during daylight hours.

Increased bird activity due to coastal location. Bird scaring including the use of pyrotechnics, lethal control and lasers used regularly on the aerodrome.

**Training:** All training flights require approval from ATC.

**Restaurant:** Restaurant and Refreshments available. **Car Hire:** Available.

<b>Fuel:</b> 100LL, Jet A1. S. Multi Service	<b>Tel:</b> 01624 821600 Airport Administration <b>Tel:</b> 01624 827546 ATC <b>Tel:</b> 01624 821641 MET <b>Fax:</b> 01624 821611 Airport <b>Fax:</b> 01624 821646 MET <b>Website:</b> <a href="http://www.iom-airport.com">www.iom-airport.com</a>
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