
STATUTORY INSTRUMENTS

2015 No. 870

The Air Navigation (Isle of Man) Order 2015

PART 10

Operating minima and equipment requirements for aerial work and private aircraft

Aerial work and private aircraft – aerodrome operating minima

57.—(1) This article applies to aerial work aircraft and private aircraft.

(2) An aircraft to which this article applies must not—

- (a) conduct a Category II, Category IIIA or Category IIIB approach and landing; or
- (b) take off when the relevant runway visual range is less than 400 metres,

otherwise than under and in accordance with the terms of an approval to do so granted in accordance with the law of the country in which it is registered.

(3) In the case of an aircraft registered in the Isle of Man, the approval referred to in paragraph (2) may be issued by the Department.

(4) Without prejudice to paragraph (2), when making a descent at an aerodrome to a runway for which there is a notified instrument approach procedure an aircraft must not descend from a height of 1000 feet or more above the aerodrome to a height less than 1000 feet above the aerodrome if the relevant runway visual range for the runway is at the time less than the specified minimum for landing.

(5) Without prejudice to paragraph (2), when making a descent to a runway for which there is a notified instrument approach procedure an aircraft 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 such height.

(6) If, according to the information available, an aircraft would be required by rule 18(1), 19(1) or 20 of the Rules of the Air Regulations 2007(1) to be flown in accordance with the Instrument Flight Rules at the aerodrome of intended landing, the commander of the aircraft must select before take-off an alternate aerodrome unless no aerodrome suitable for that purpose is available.

(7) A flight to be conducted in accordance with the Instrument Flight Rules to an aerodrome when no suitable alternate aerodrome is available must not be commenced 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.
- (8) A flight must not be continued towards the aerodrome of intended landing unless the latest available information indicates that conditions at the aerodrome, or at least one alternate aerodrome, will, at the estimated time of arrival, be at or above the specified aerodrome operating minima.
- (9) In this article—
 - (a) “specified” in relation to aerodrome operating minima means such detailed information about aerodrome 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 aerodrome operating minima; and
 - (b) “designated” in relation to an instrument approach procedure means notified, prescribed or otherwise designated by the relevant competent authority.

Survival equipment

- 58.**—(1) This article applies to an aircraft registered in the Isle of Man.
- (2) The commander of an aircraft to which this article applies must be satisfied on reasonable grounds before take-off that the aircraft carries such additional equipment as the commander reasonably considers necessary for the purposes of facilitating the survival of the persons carried in the aircraft.
- (3) In complying with paragraph (2) the commander 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.