

GENERAL**Operational Hours****ATS Hours:** MON-SAT 0600-2045‡, SUN 0645-2045‡**AD Operator Hours:** MON-SAT 0615-2045‡, SUN 0700-2045‡ and by arrangement**Airport Information****RFF:** CAT 6, CAT 7 O/R 48HR.**Fire:** 'Ronaldsway Fire' 121.600 AVBL when fire vehicle attending aircraft on GND in EMERG.**Fuel:** 0630-2030‡**PCN:** RWY 03/21: 28/F/B/X/T

RWY 08/26: 48/F/C/X/T

Customs: PPR by 1600‡ on previous day.**Operation****RWY Restriction**

In case PAPI RWY 03 out of service, APCH RWY 03 prohibited.

TWY Restriction

| TWY A, B, E, J, K width 18m / 59ft.

TWY C south of RWY 08/26 and TWY D width 11m / 36ft.

TWY D and TWY C between holding point D1 and RWY 08/26 AVBL HJ and for ACFT with MTOW 2t / 4409lbs only.

Warnings

The UK wake turbulence separation during APCH/DEP differs from ICAO, see CRAR United Kingdom.

During strong wind conditions, turbulence may be expected on APCH to or climb out from any RWY.

Radio communication to the north of Isle of Man CTR restricted at low level (below 3000ft AMSL) due to high ground.

Bird scaring takes place regularly on AD using pyrotechnics.

ARRIVAL**Communication****COM Failure:** See CRAR United Kingdom and in addition:

When COM Failure occurs before ETA or EAT

- fly to RWY NDB HP;
- hold at last assigned level until the last acknowledged ETA +10min or when EAT has been received and acknowledged; or in case COM Fail occurs after ACFT reported over the RWY NDB, hold at last assigned level until ATA + 10min, or 10min after the last acknowledged communication with ATC, WEL;
- then commence descent for landing in accordance with PROC notified in CRAR United Kingdom and land within 30min (or later if able to land visually).

In case COM Fail occurs after having been instructed to hold at IOM VOR, or KELLY

- when Onward Clearance Time has been received and acknowledged, leave IOM, or Kelly at that time at last assigned level and proceed to RWY NDB, then carry out procedures notified in CRAR United Kingdom.
- when "Delay Not Determined" has been transmitted by ATC, ACFT should not attempt to land at Isle of Man AD and should divert to alternate destination.

ARRIVAL

In Case COM Fail occurs during initial APCH:

- Continue visually or by means of an appropriate approved final APCH aid.
- If not possible to continue visually or by means of an appropriate approved final APCH aid, proceed at 3000ft, or last assigned level whichever is higher to RWY NDB.

In Case COM Fail occurs during intermediate or final APCH:

- Continue visually or by means of an appropriate final APCH aid.
- If not possible to continue visually or by means of an appropriate final APCH aid, follow MISAP to RWY NDB.

Arrival Procedure

Noise Abatement Procedure

All RWY: Intercept the extended RWY CL at a MNM range of 2NM and do not descend below PAPI.

Arrival Note

Standard Routes

Arriving to	Via	Route
N	Direct	MIKEL
NE	DCS	IOM VOR
NW	L10	SLYDA
SE	L10	KELLY
	M146	LUSOD (HLDG at KELLY)
SW	Y911	IOM VOR
E	Direct	VANIN

Non-standard GP Intercept Position on RWY 26

GP intercepts RWY 26 at 320m / 1049ft after landing threshold.

Remaining LDG DIST beyond GP is 1293m / 4243ft.

Warnings

Windshear exists on short final RWY 08 when wind is from S/E.

High ground N of RWY 08/26 centre-line may trigger GPWS alerts if ACFT adopt high rate of descent and/or fast speed profiles in this sector.

DEPARTURE

Take-off Minima

RWY	03/21, 08/26
All ACFT ft - m/km	0 - 400V

Communication

COM Failure: See CRAR United Kingdom.

Departure Procedure

Noise Abatement Procedure

PROP ACFT: Climb straight ahead to 500ft and pass AD boundary before commencing any turn.

Jet ACFT: Climb straight ahead to 1000ft before commencing any turn.

ACFT departing from RWY 26 shall track extended RWY CL until 3NM or below from IOM DME before commencing any turn. If unable to receive IOM DME climb straight ahead for 2 min from start of TKOF run before commencing any turn.

Departure Note

Standard Routes

Departing to	Via	Route
N	Direct	MIKEL / SLYDA
NE	Direct	DCS DME
E	Direct	VANIN
SE	KELLY	L10
	TIMIS	Q39
SW	VOR IOM	Y911
NW	VOR IOM	L10 *

* Unless otherwise instructed by ATC, ACFT on the appropriate routes must establish on track by MIKEL/ SLYDA.

De-Icing

Limited, O/R from handling agent.

Effective 21-JUN-2018

14-JUN-2018

IOM-EGNS

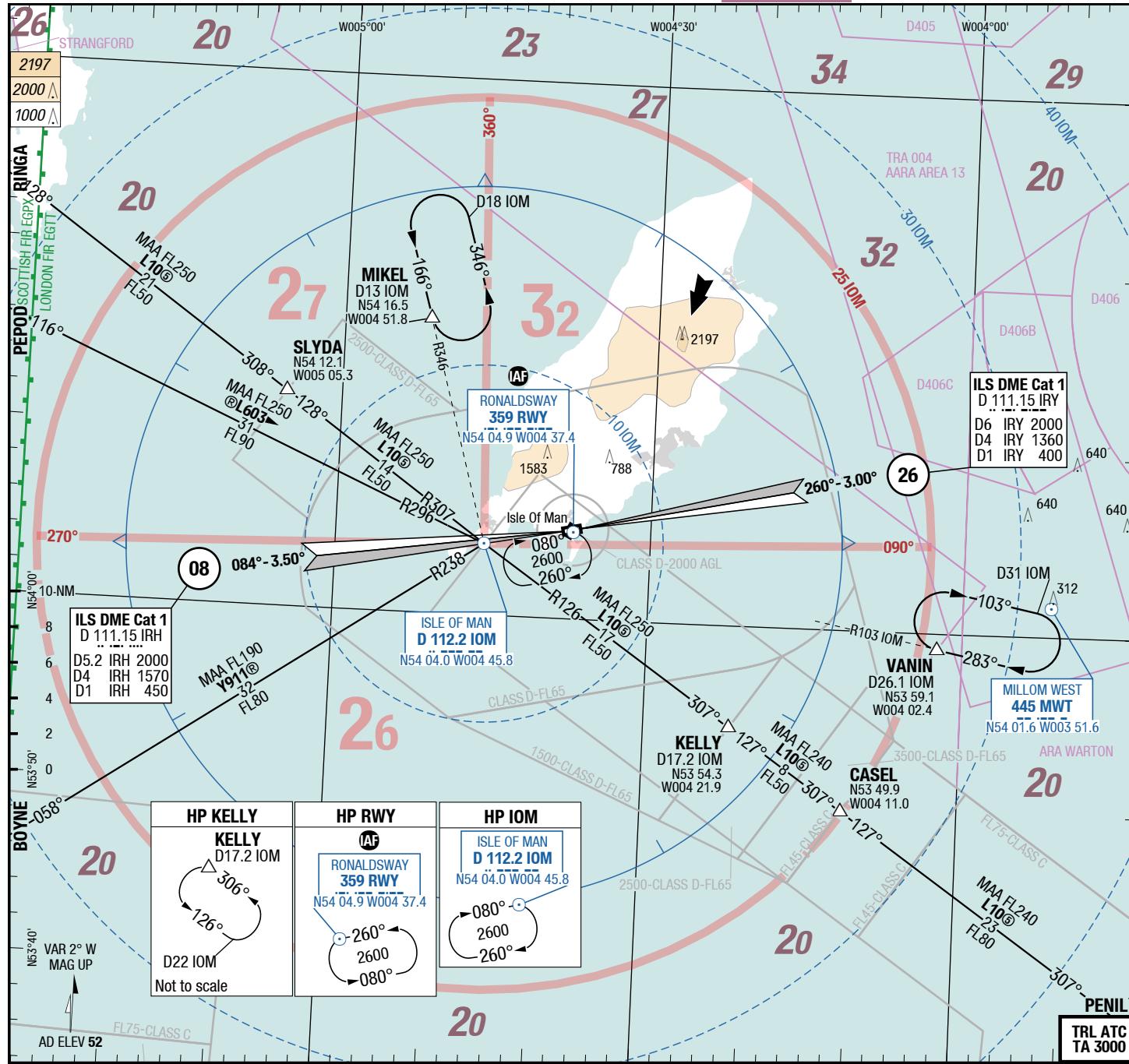
United Kingdom Isle Of Man

AGC
AFC

Isle Of Man United Kingdom

AGC
AFC

2-10



ATIS

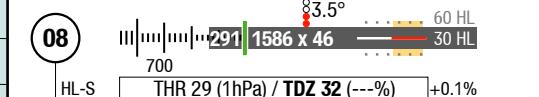
123.875 60NM/2000ft
Mon-Sat 0600-2045‡
Sun 0645-2045‡135.900 50NM/16000ft
Mon-Sat 0600-2045‡
Sun 0645-2045‡120.850 by ATC
40NM/10000ft
Mon-Sat 0600-2045‡
Sun 0645-2045‡125.300 by ATC
25NM/10000ft
Mon-Sat 0600-2045‡
Sun 0645-2045‡135.900 50NM/16000ft
Mon-Sat 0600-2045‡
Sun 0645-2045‡ or O/R119.000 25NM/8000ft
Mon-Sat 0600-2045‡
Sun 0645-2045‡ or O/R

Ronaldsway RAD

Ronaldsway APP

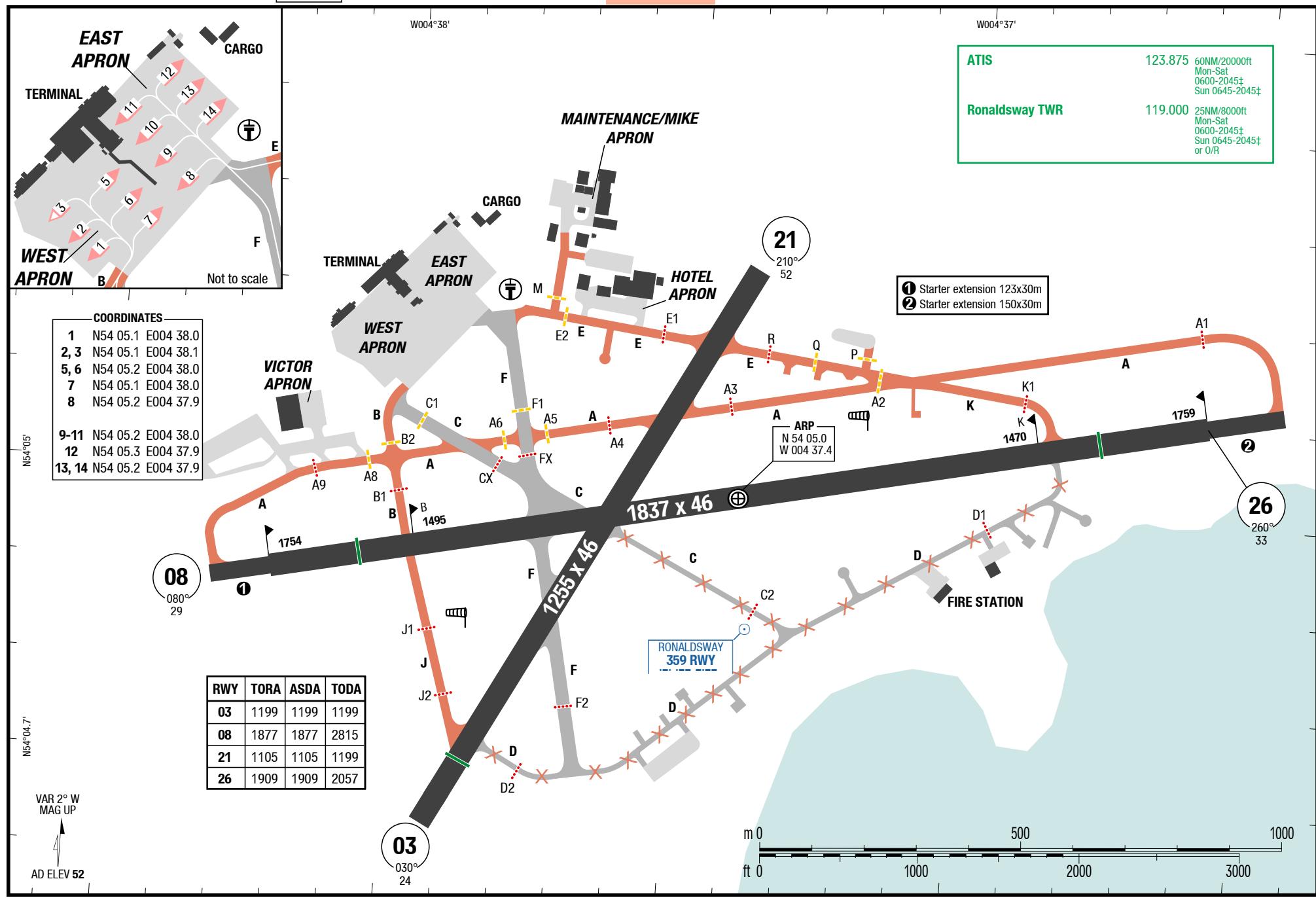
Ronaldsway TWR

Landing RWY system:



Changes: FAT, HLDG, OBST, VAR, AWY

3-20



Effective 21-JUN-2018

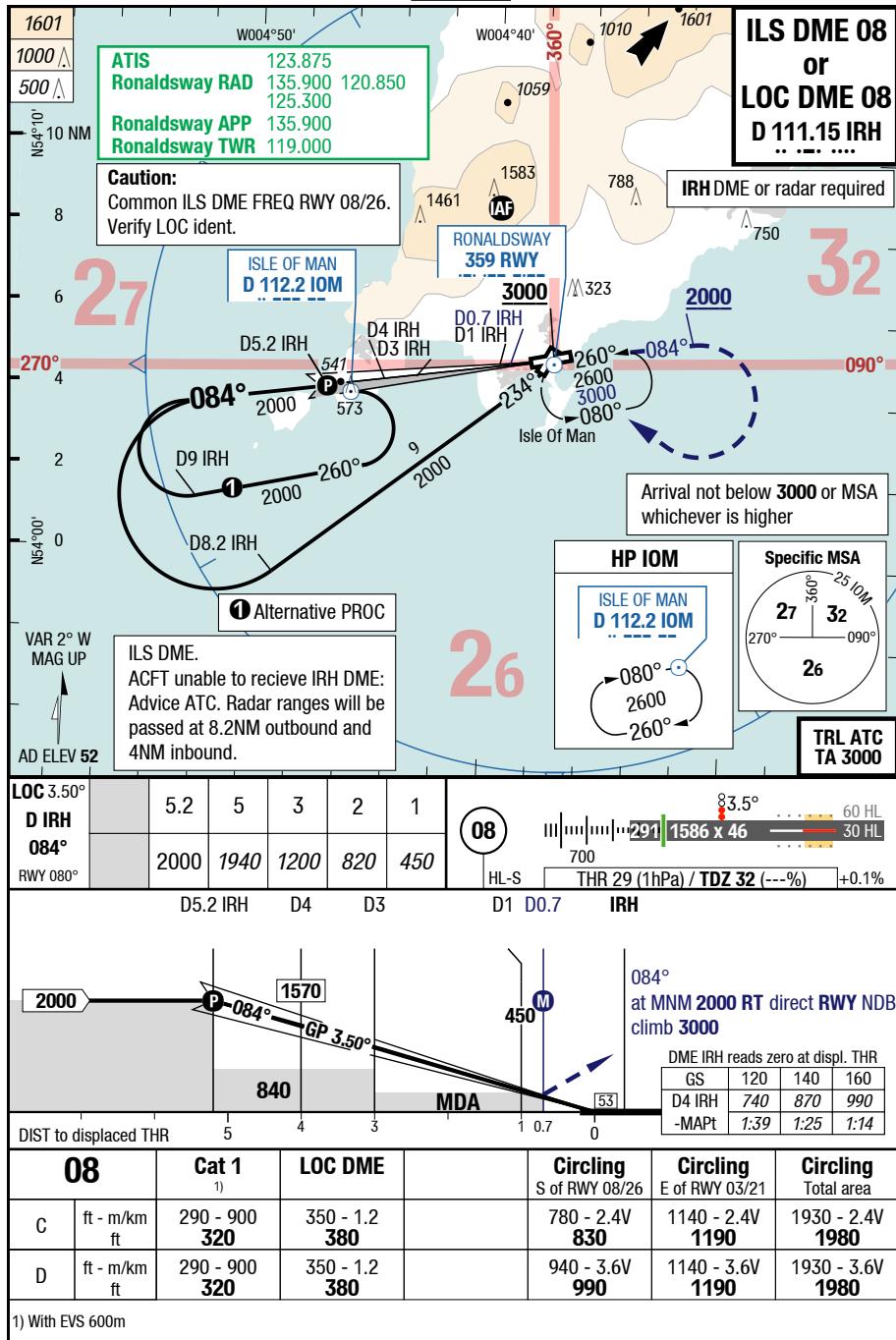
14-JUN-2018

IOM-EGNS

United Kingdom Isle Of Man

[ILS DME 26 or LOC DME 26 / SRA 26]

7-10 ILS DME 08 or LOC DME 08



Isle Of Man United Kingdom

[ILS DME 26 or LOC DME 26 / SRA 26]

IAC IAC
ILS DME 08 or LOC DME 08

Effective 21-JUN-2018

14-JUN-2018

IOM-EGNS

United Kingdom Isle Of Man

7-20

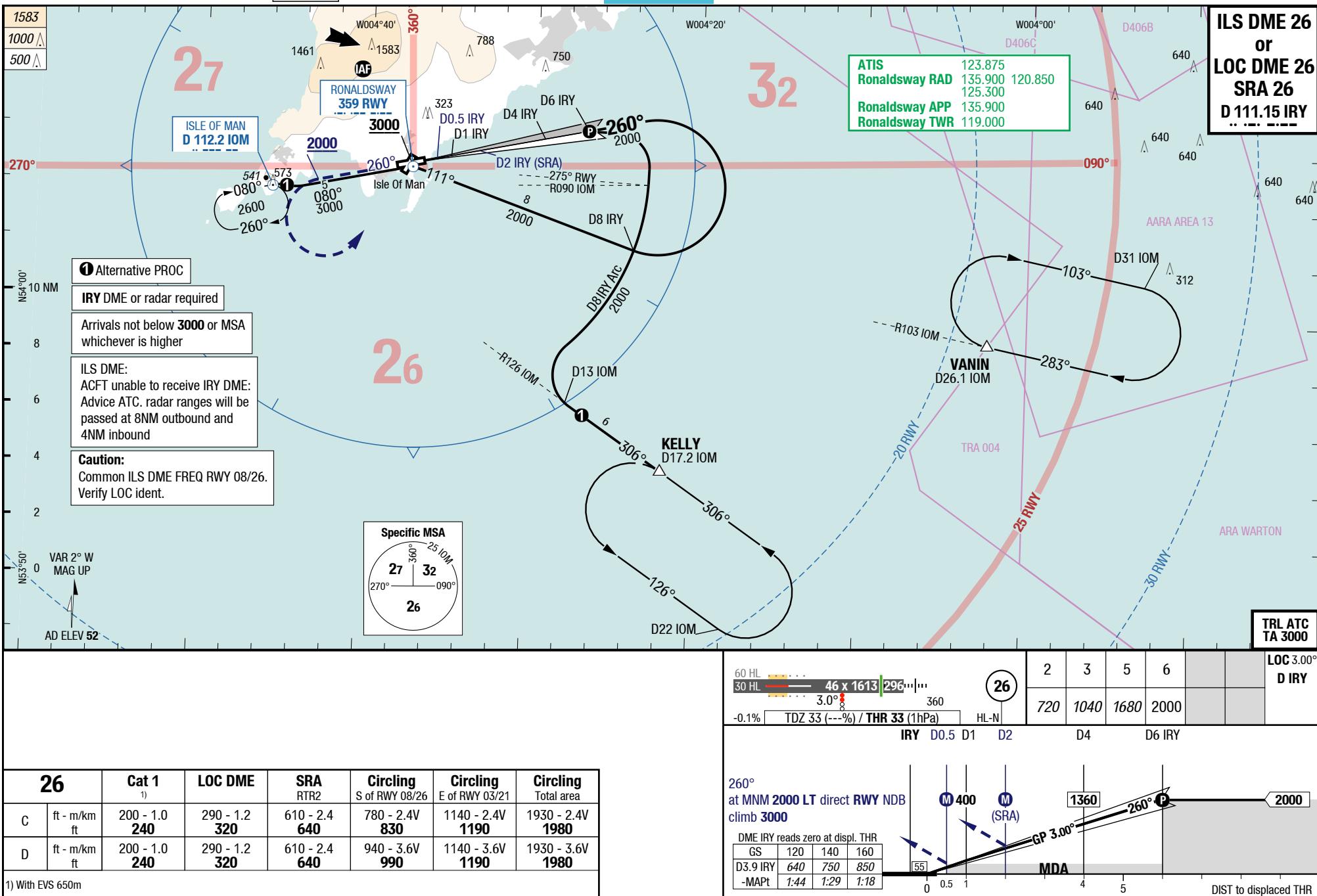
ILS DME 26 or LOC DME 26 / SRA 26

IAC

IAC

Isle Of Man United Kingdom

ILS DME 26 or LOC DME 26 / SRA 26

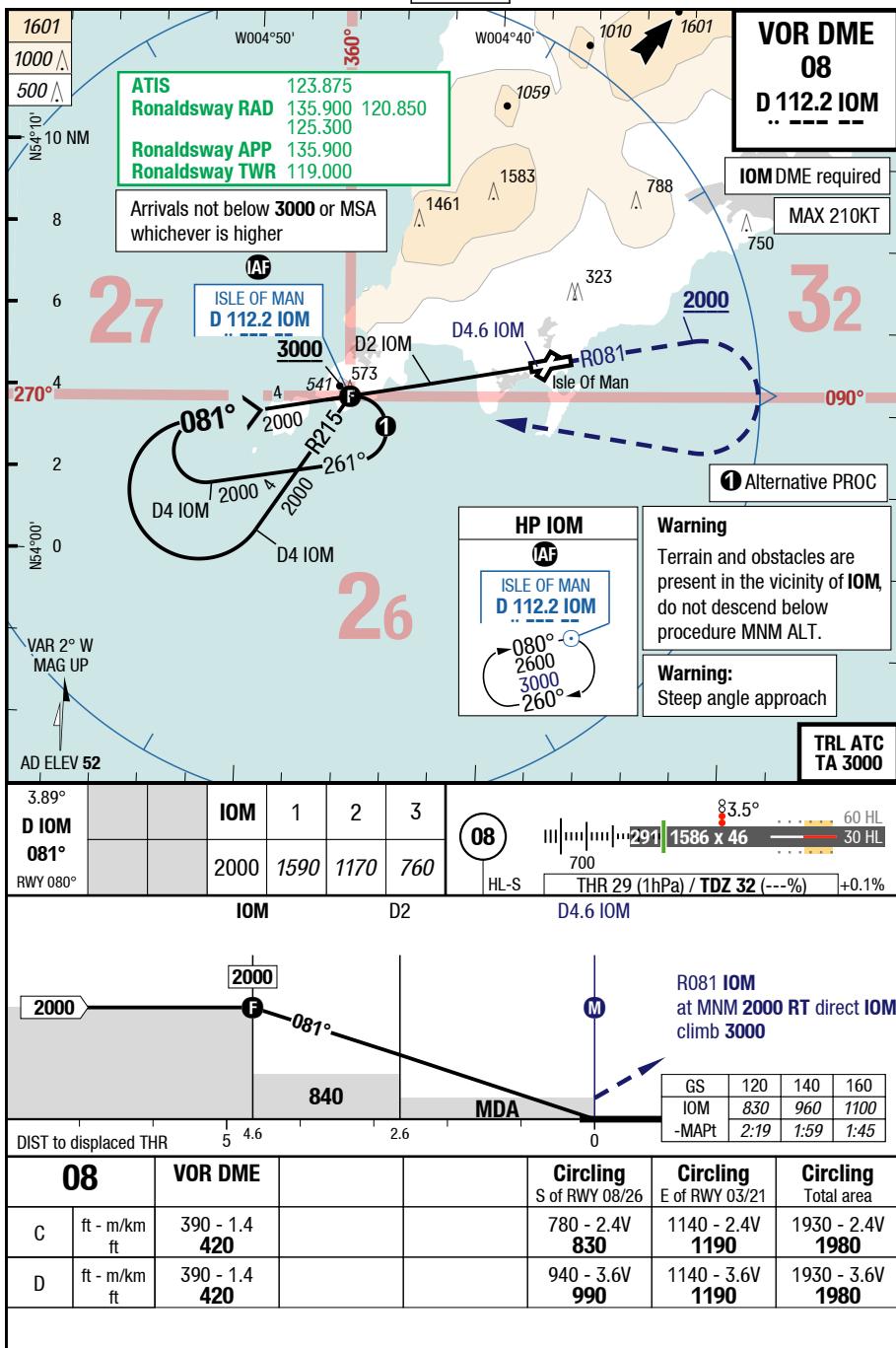


Changes: MIN, FAT, Track, chart title, VAR, HLDG, OBST

IOM-EGNS

7-30

VOR DME 08



Changes: FAT, Track, HLDG, QFU, OBST, VAR

Effective 21-JUN-2018

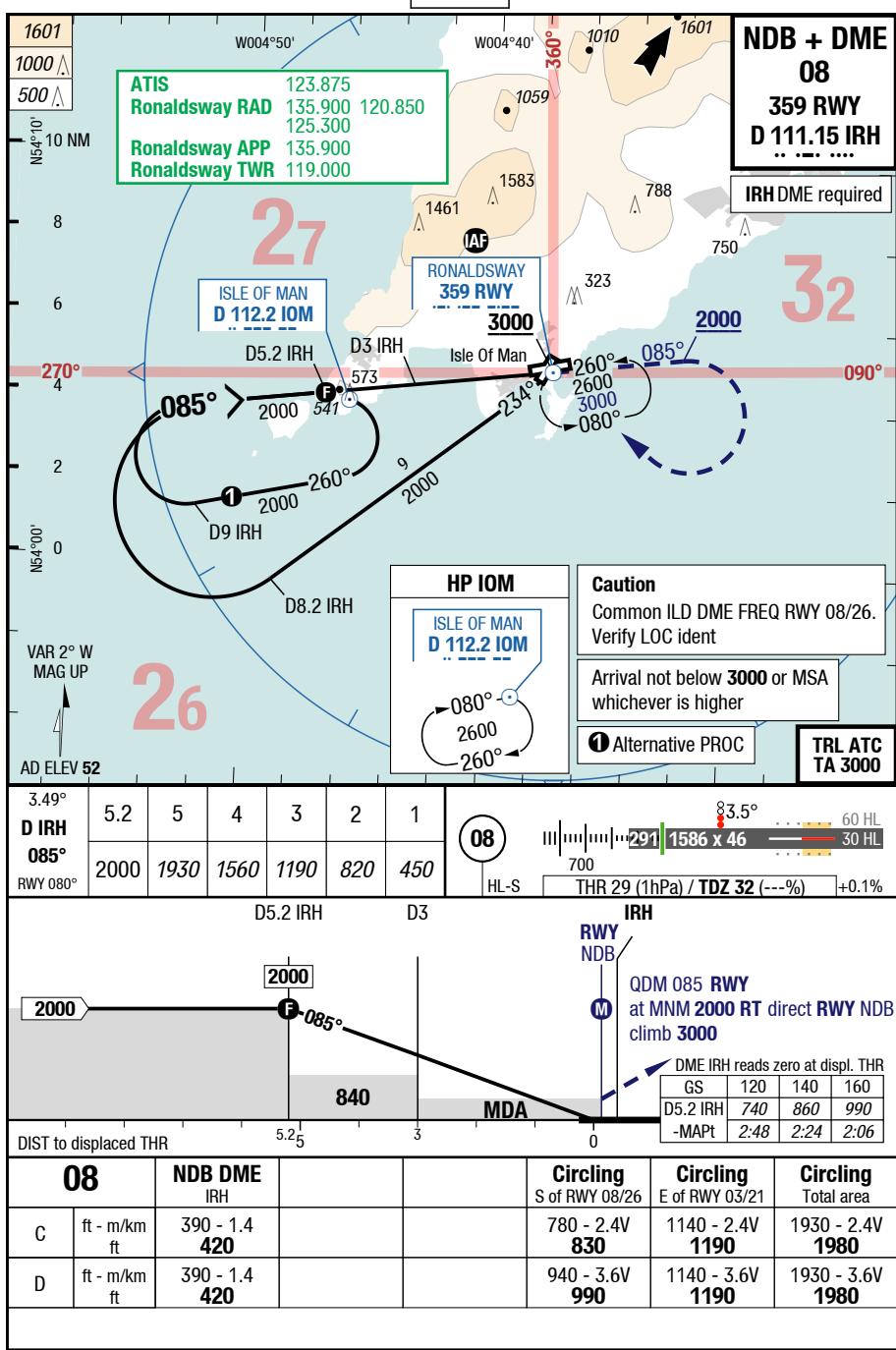
14-JUN-2018

United Kingdom Isle Of Man

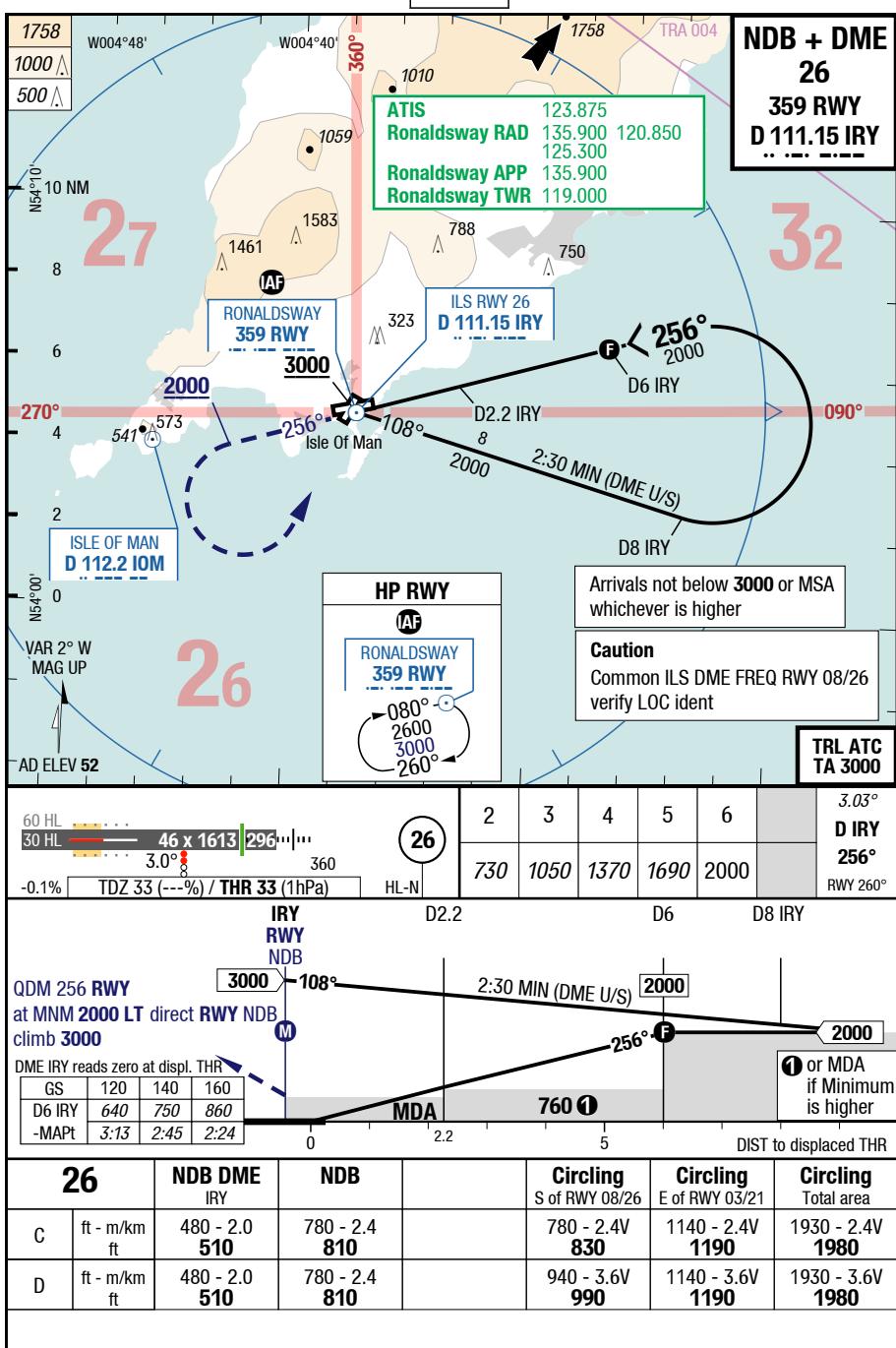
IOM-EGNS

7-40

NDB + DME 08



Changes: FAT, Track, VAR, HLDG, QFU, OBST

IOM-EGNS**7-50****NDB + DME 26**

Changes: FAT, Track, DIST ALT table, VAR, HLDG, QFU, OBST

Effective 21-JUN-2018

14-JUN-2018

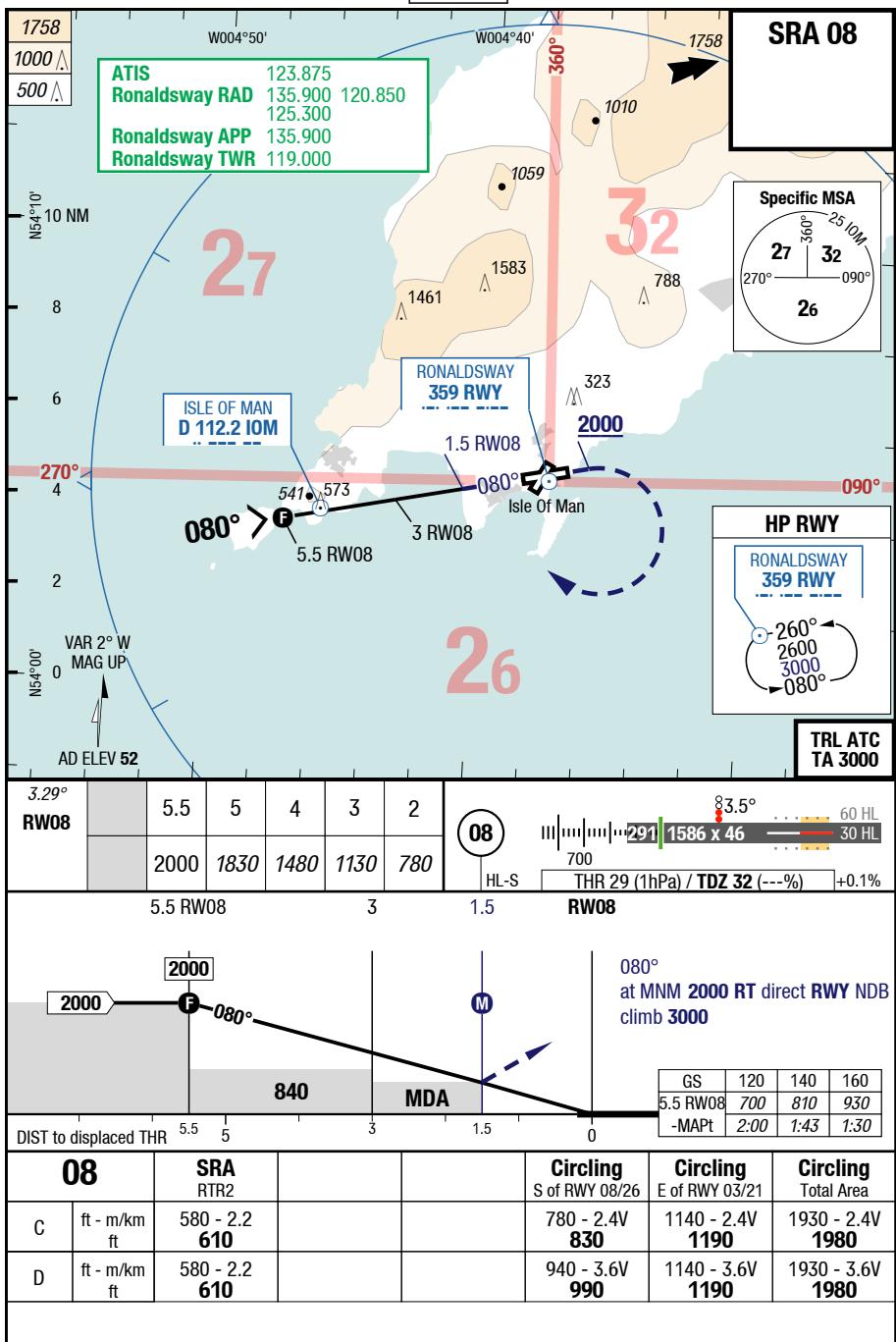
IOM-EGNS

United Kingdom Isle Of Man

7-60

SRA 08

IAC



Changes: FAT, PROC, OBST, VAR, HLDG

14-JUN-2018

IOM-EGNS

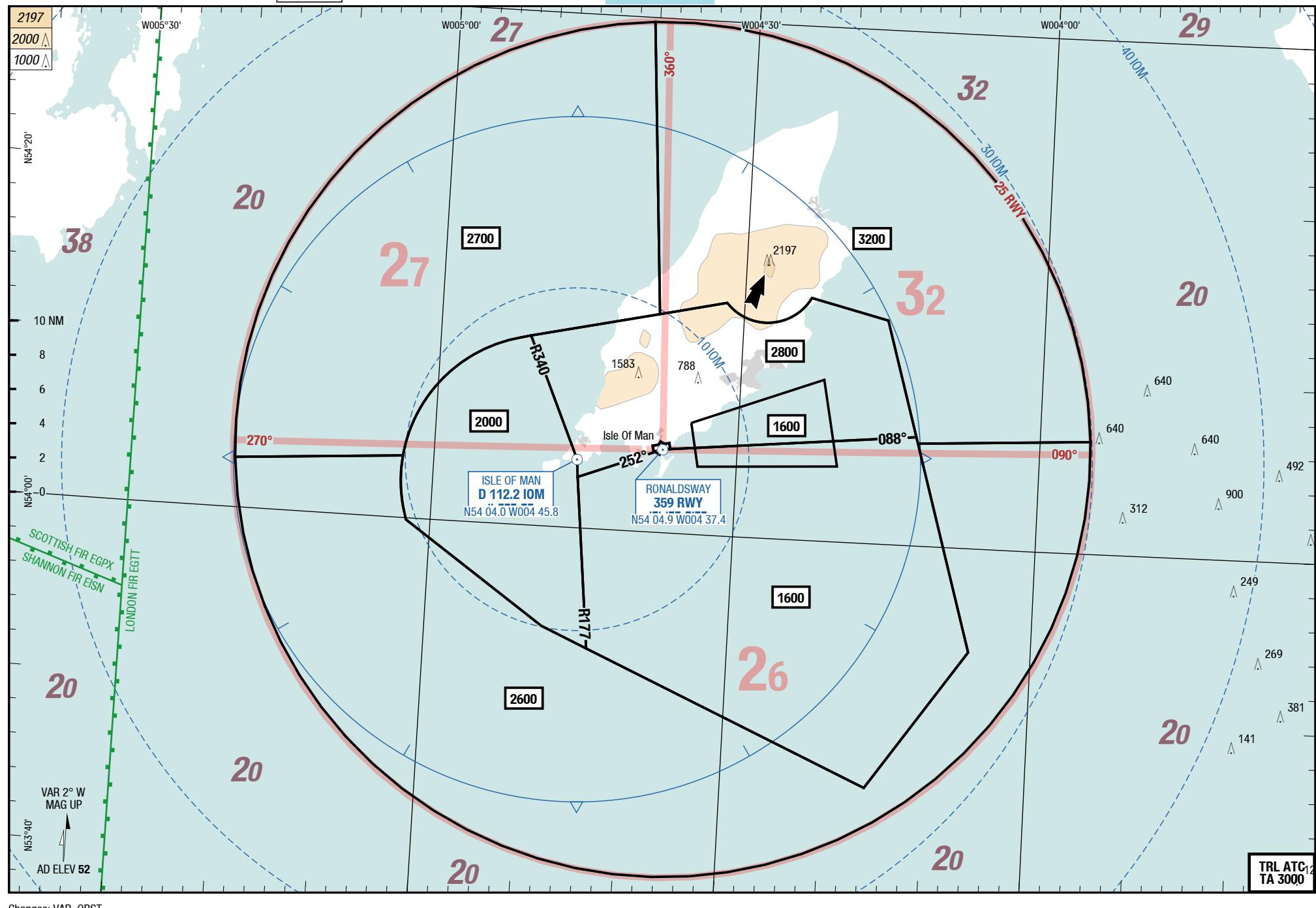
United Kingdom Isle Of Man

MRC
NIL

Isle Of Man United Kingdom

MRC
NIL

8-10



Changes: VAR, OBST