

Amendments Required to Air Navigation (Isle of Man) Order 2015 – Registration and Marking

The following articles of the Air Navigation (Isle of Man) Order 2015 (as amended) require to be revoked as a result of the planned Civil Aviation (Registration and Marking) Order 2022

Ref	Text	Changes needed	Rationale
a4	Whole article	revoke	Replaced by art 5 and 6 Civil Aviation (Registration and Marking) Order 2022
a5	Whole article	revoke	Replaced by art 7 Civil Aviation (Registration and Marking) Order 2022
a6	Whole article	revoke	Replaced by art 8 and 9 Civil Aviation (Registration and Marking) Order 2022
a7	Whole article	revoke	Replaced by art 11 Civil Aviation (Registration and Marking) Order 2022
a8	Whole article	revoke	Replaced by art 12 Civil Aviation (Registration and Marking) Order 2022
a9	Whole article	revoke	Replaced by art 14 Civil Aviation (Registration and Marking) Order 2022
a10	Whole article	revoke	Replaced by art 25 Civil Aviation (Registration and Marking) Order 2022
a11	Whole article	revoke	Replaced by art 15 and 23 Civil Aviation (Registration and Marking) Order 2022
a12	Whole article	revoke	Replaced by art 16 Civil Aviation (Registration and Marking) Order 2022
a15	See below	amendment	Amend to align to amendments to definition of 'Microlight aeroplane' introduced by UK Air Navigation (Amendment) Order 2021 (SI 2021 No. 879)
a63	Whole article	revoke	Replaced by art 26 and Schedule 2 Civil Aviation (Registration and Marking) Order 2022
a141	Whole article	revoke	Replaced by art 4 of the Civil Aviation (Miscellaneous Amendments) Order 2022
a167(1)		amendment	Two definitions to be replaced and one new definition to be inserted – see below
a167(3)		amendment	Paragraph (3) to be replaced with '(3) Aircraft shall be classified in accordance with the Classification of Aircraft in the Schedule of the Civil Aviation (Miscellaneous Provisions) Order 2020 (SD 2020/0134).'
a172	Whole article	revoke	Revoked not required
a173	Whole article	revoke	Revoked as per UK changes
a174	Whole article	revoke	Revoked not required
a175	Whole article	revoke	Replaced by art 17 Civil Aviation (Registration and Marking) Order 2022
a176	Whole article	revoke	Revoked not required
a177	Whole article	revoke	Replaced by art 18 Civil Aviation (Registration and Marking) Order 2022
a178	Whole article	revoke	Replaced by art 19 Civil Aviation (Registration and Marking) Order 2022
a179	Whole article	revoke	Replaced by art 20 Civil Aviation (Registration and Marking) Order 2022
a180	Whole article	revoke	Replaced by art 21 Civil Aviation (Registration and Marking) Order 2022
Schedule 2	Part 1	revoke	Part 1 Replaced by Schedule to the Civil Aviation (Miscellaneous Amendments) Order 2022

	Part 2	revoke	Part 2 Revoked as not required
	Part 3	revoke	Part 3 Replaced by Schedule 1 Civil Aviation (Registration and Marking) Order 2022

Savings Provision to be included –

2. Savings

Any certificate or other authorisation granted by the Isle of Man Department for Enterprise under the Air Navigation (Isle of Man) Order 2015 in relation to aircraft registration and marking shall continue in force as if granted by the Department under the Civil Aviation (Aircraft Registration and Marking) Order 2022.

Amendment to Article 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 microlight aeroplane that—
 - (i) is designed to carry only one person; and
 - (ii) is flying on a private flight.

(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.

Definition of “microlight aeroplane” and “Part 21” to be replaced as follows -

“Microlight aeroplane” means any of the following:

- (1) a non-Part 21 aircraft, other than an unmanned aircraft, that is designed to carry not more than two persons, which—
- (a) has a stalling speed, or maximum steady flight speed in the landing configuration, at the maximum take-off mass not exceeding 35 knots calibrated airspeed; and
 - (b) has a maximum take-off mass not exceeding—
 - (i) 450kg for a two-seat landplane;
 - (ii) 495kg for a two-seat amphibian or floatplane; or
 - (iii) 475kg for a two-seat landplane equipped with an airframe mounted total recovery parachute system;
- (2) a non-Part 21 aircraft, other than an unmanned aircraft, that is designed to carry not more than two persons, which—
- (a) is of a design which is approved by the UK CAA for the purposes of the issue of a UK permit to fly;
 - (b) either has, or has been subsequently modified to have, a stalling speed, or minimum steady flight speed in the landing configuration, at the maximum take-off mass not exceeding 45 knots calibrated airspeed; and
 - (c) either has, or has been subsequently modified to have, a maximum take-off mass not exceeding—
 - (i) 600kg for a landplane; or
 - (ii) 650kg for an amphibian or floatplane;
- (3) a single-seat deregulated aeroplane; or
- (4) an aircraft being flown, or intended to be flown, for the purpose of a flight test to establish that it complies with the requirements of sub-paragraph (1), (2), or (3).

“Part 21” means the Annex so entitled to Commission Regulation (EC) No 748/2012 of 3rd 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 organisations(10), as amended from time to time;

Definition of “single-seat deregulated aeroplane” to be inserted -

“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 UK 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.”;