

Isle of Man Airport

IATA/ICAO CODE: IOM/EGNS
 CITY: Ballasalla
 COUNTRY: Isle of Man, British Isles

AIRPORT CONTACT

No changes reported by the airport in 2011
 Verify information below with the airport

Name:
 Title: The Isle of Man Department of Transport - Airports Division
 Airport: Isle of Man Airport
 Address: The Isle of Man Department of Transport
 Airports Division
 Ballasalla, Isle of Man IM9 2AS
 British Isles
 Phone: +44 1624 821 600
 Fax: +44 1624 821 611
 Email: admin@iom-airport.com
 Airport Web Site: www.iom-airport.com

ELEVATION: 52 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
03/21	1255	95/	3/3.5	46
08/26	1837	168/123	3/3	46

NOISE ABATEMENT PROCEDURES

- Pilots of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport, particularly near Castletown and Ballasalla.
- All propeller driven aircraft must climb straight ahead to 500 ft and must have passed the airport boundary before commencing any turn.
- All jet aircraft must climb straight ahead to 1000 ft before commencing any turn.
- All departing aircraft from Runway 26 shall track the extended centre-line until a range of 3 nm or less from IOM DME before commencing any turn. Aircraft unable to receive DME shall climb straight ahead for 2 minutes from commencement of their take off run before commencing any turn. This procedure may only be departed from when authorised by ATC.
- When approaching to land on any Runway all aircraft shall intercept the extended runway centre-line at a minimum range of 2 nm and shall not descend below the PAPI indicated approach.

f. Any of these procedures may be departed from to the extent necessary for the avoidance of immediate danger.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

Hours of Operation:

Winter Mon-Sat 0615-2045; Sunday 0700-2045; and by arrangement
Summer Mon-Sat 0515-1945; Sunday 0600-1945; and by arrangement

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS - [NONE](#)

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)