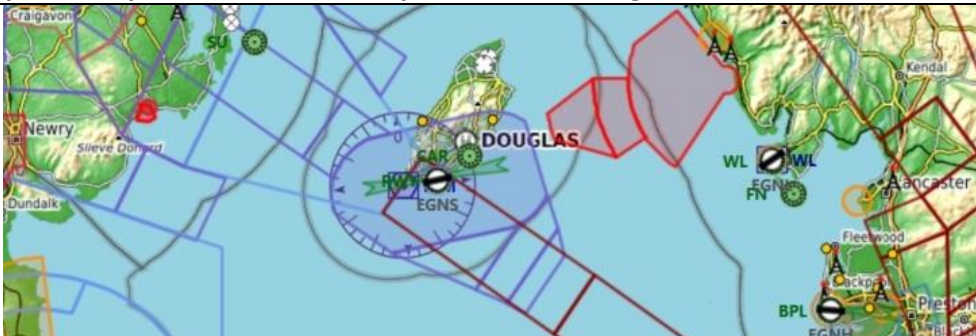
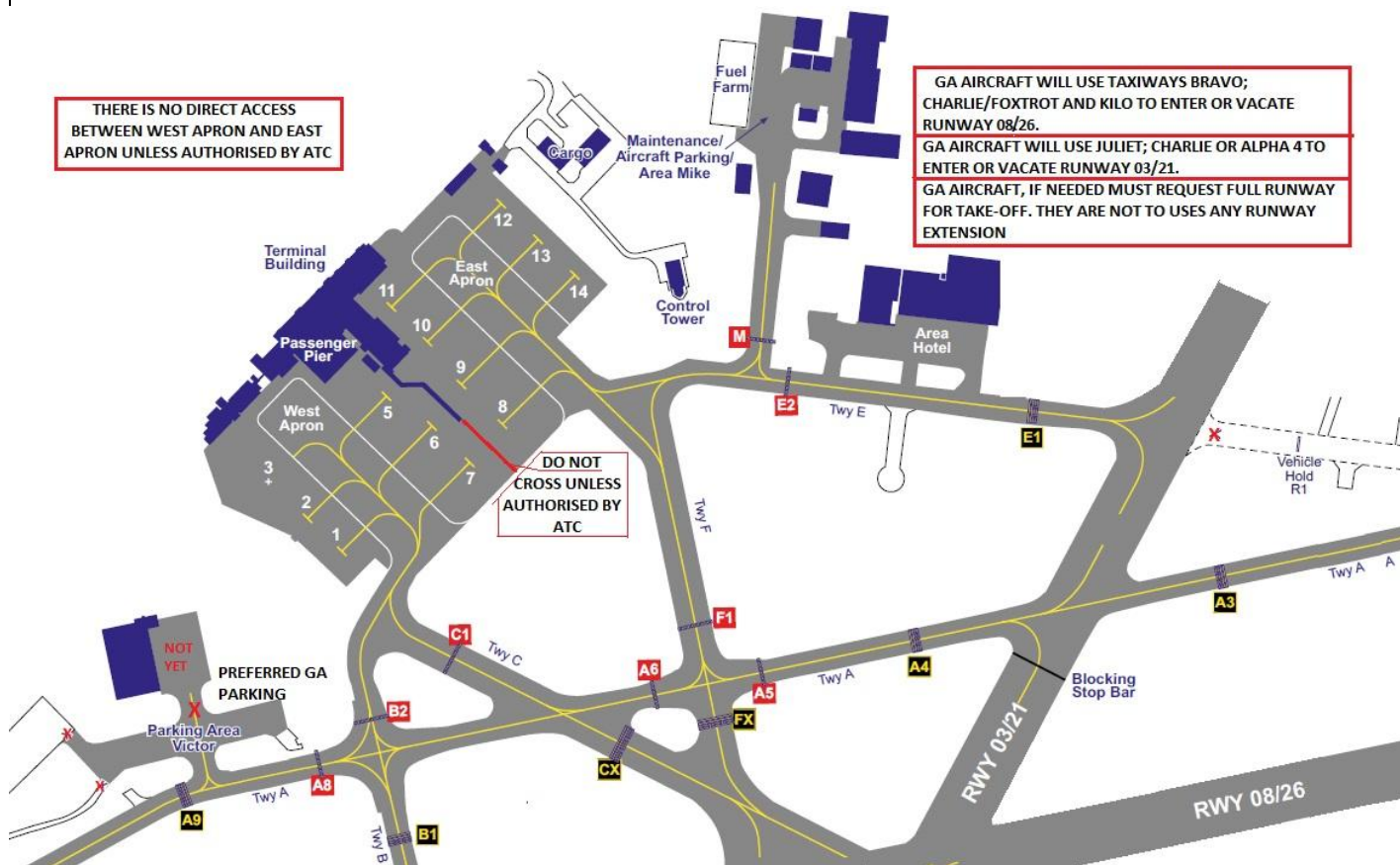


AIRFIELD NAME	September 25		RONALDSWAY IOM		EGNS	Centre
CALLSIGN	Ronaldsway Tower				119.005	
CALLSIGN	EGNS_TWR				APP 120.855	
LOCATION	Lat N054.05.00.000		Long W004.37.24.000		Elev. 52ft	
LOCATION GEO.	6nm SW of Douglas IOM				Conspicuity	
CHART SOURCE	NATS	App(Radar) Dir 135.905	ILS 08/26; 111.150MHz		QFE= QNH- 1HPscls	
METAR	EGNS 123.880	VOR; IOM;112.2 ;OM 08	NORDO A/C, PPR FROM ATC BEFORE ZONE ENTRY			
NAV AIDS	NDB/ RWY 359kHz	PILOTS FROM THE UK OR EU MUST COMPLETE A GENDECK. This is a Standard security and Customs declaration. https:// www.gov.im/categories/tax-vat-and-your-money /customs-and-excise/general-aviation/ .				
RUNWAY	Headings	Dimension	Surface	INSTRUMENT TRAINING, ONLY WITH ATC Prior Permission		
	03 / 21	1255m x 46m	Asphalt			
	08 / 26	2110m x 46m	Asphalt			
	17 / 35	NOW TAXIWAY FOXTROT				
AIRSPACE	CLASS D	Transition level 3000ft	Above, Class D Sfc. To FL6500, IOM CTR; FL 6500			
CIRCUITS	1000ft QFE	Circuits to S and E. 03/08 RH; 21/26 LH		Link taxiway, A2 to Runway 21/E1, is closed.		
NO FLY	Do not overfly Castletown or Ballasalla BELOW circuit Altitude.					
LOCAL HAZARDS	Ground (taxiway) markings must be followed at all times due non standard aprons. ALL GRASS AREAS ARE UNSUITABLE FOR ANY A/C, INCLUDING HELICOPTERS DEPARTING RUNWAY 21: BEWARE KITE-SURFERS; ensure minimum A800ft before the beach. SE winds can cause windshear, short final 08. Pilots should be prepared for corrective action. With STRONG winds TURBULANCE can be expected on approach or climb out of ANY runway Due High ground, Pilots must remain at their ASSINGED Altitude, on the c/I until the Glideslope.					
HELICOPTER OPERATIONS	Helicopter approaches and departures as for fixed wing A/C. Arrival taxiing instructions given at landing threshold. NB Grass areas will not support helicopters. Caution 10M anemometer mast adjacent to the centre and South of Aprons East/West.					
SPECIAL RULES	ALL Departures from Victor apron do not exit, without taxi clearance to B1; possible hold at A8. Simulated Engine failures are NOT PERMITTED, OUTBOUND from Runway 26. Use of Taxiway DELTA restricted to A/C under 2000Kg MTOW, if authorised. DO NOT ENTER the CTA UNTIL CLEARED. Expect A1500ft orA2000ft, call at least 5minutes away. There is NO TAXIWAY between the East and West apron. A/C needing to transit between aprons (inbound) MUST request it before crossing Alpha. Or first contact (outbound). NOT permitted without ATC authority. When allowed, transit via Stands 7 and 8 (or vice-versa).					
REMARKS	IF Tower OR App. are active, DO NOT enter IOM CTR without clearance. IF No ATC monitor UNICOM and/or Tower frequency, for other traffic. Make appropriate calls. TRANSITING A/C NOTE: CTR is Surface to 6500ft QNH. You will be given route and Altitude. An SVFR service is available, subject to ATC workload, when applicable.					
NOISE ABATEMENT	APPROACHES: ALL A/C: ALL RUNWAYS: Intercept the centreline NOT LESS than 2DME. DO NOT drop below PAPIs (Glide Slope). DEPARTURES: Runways 03; 08 and 21. Propeller A/C: Climb straight ahead to A500ft AND the A/D boundary BEFORE turning. JET A/C: Climb straight ahead to A1000ft before turning. Runway 26: ALL A/C Climb straight ahead to 3DME, OR LESS, IOM VOR before turning. The Coast. Jets do not turn unless at least A1000ft AS WELL. UNLESS ATC GIVES DIFFERENT INSTRUCTIONS Always reduce your noise as much as possible for safe flight and least disturbance to residents.					
						



NOT TO BE USED FOR REAL WORLD OPERATIONS