



ISLE OF MAN AIRCRAFT REGISTRY

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Operating an 'M' registered aircraft with a known defect

Background

We have recently received several occurrence reports where Operators have failed to review or manage incomplete maintenance tasks or defects at the end of a maintenance input; the aircraft being released to service without the defect being deferred in accordance with approved data.

We have also noticed an increase with Operators operating Isle of Man Registered aircraft with a known defect outside of the Type Certificate (TC) Holder's source data, based only on a No Technical Objection (NTO) issued by the TC Holder, and not holding an Isle of Man Aircraft Registry Issued certificate.

In both examples the above actions cancelled the validity of the Certificate of Airworthiness (C of A) and as a result the aircraft was operated in an unairworthy condition; and may have invalidated the aircraft insurance.

Minimum equipment requirements

The latest issue of Air Navigation (Isle of Man) Order defines the legislation applicable to minimum equipment requirements on Isle of Man registered aircraft.

"An aircraft must not commence a private flight if any of the equipment that must by or under this Order be carried in the circumstances of the intended flight is not carried or is not in a fit condition for use unless the aircraft does so under and in accordance with the terms of a permission granted under paragraph (2) to the operator".

Instruction for operating the aircraft with a known defect

The Air Navigation (Isle of Man) Order, allows defects to be deferred in accordance with an Isle of Man approved Minimum Equipment List (MEL). If a defect is outside of the TC Holder's source data, including the MEL, then a permission certificate will be required from the Isle of Man Aircraft Registry (IOMAR). We may require an NTO or a suitable alternative from the TC Holder, supporting the issue of any permission certificate; however, an NTO issued by the TC Holder alone does NOT constitute permission to operate the aircraft.

Instruction for incomplete maintenance task following maintenance input

The Operator must ensure they are notified of any maintenance tasks which may not be accomplished or defects that have not been rectified; ensuring the necessary permission or deferment is in place prior to the aircraft being operated. It is not acceptable for the oversight to be discovered once the maintenance organisation provides the completed work pack at a later date.

Upon the issue of an IOMAR permission certificate or deferment the C of A will be restored and the aircraft can continue to operate in accordance with the conditions of the relevant permission or MEL.

Any Isle of Man Aircraft Registry certificate request should be emailed to aircraft@gov.im.