



**Miscellaneous**

**No:** 1085

**Air Navigation Order 2009**

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**General Exemption E 3994**

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### Radio Navigation Equipment

- 1 The Civil Aviation Authority ('the CAA'), on behalf of the United Kingdom and pursuant to article 242 of the Air Navigation Order 2009 ('the Order'), exempts any aircraft registered in the United Kingdom flying on a private flight from the requirement of article 39(2) of the Order to be equipped with radio navigation equipment in accordance with Schedule 5 of the Order, subject to the conditions in paragraph 2.
- 2 This exemption is granted subject to the following conditions:
  - a) The aircraft carries radio communication equipment as specified in subparagraphs (a)-(d) and (f) of paragraph 5.2.1 of GEN 1.5 of the United Kingdom Aeronautical Information Publication (UK AIP).
  - b) Any radio communication equipment required to be carried is capable of conducting two-way communication with each appropriate air traffic control unit on the notified frequency.
  - c) Radio communication equipment, where required in accordance with a), provides for communication on the aeronautical frequency of 121.5 MHz.
  - d) When more than one communication equipment unit is required, each is independent of each other or others to the extent that a failure in any one will not result in failure of any other.
  - e) In the case of an aircraft operated over routes that cannot be navigated by reference to visual landmarks, the aircraft is equipped with any navigation equipment necessary to enable it to proceed in accordance with the ATS flight plan (if applicable).
  - f) The aircraft has sufficient navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment enables safe navigation in accordance with the ATS flight plan (if applicable) and airspace requirements, or an appropriate contingency action, to be completed safely.
  - g) If the aircraft is operated on a flight on which it is intended to land in Instrument Meteorological Conditions (IMC), it is equipped with suitable equipment capable of providing guidance to a point from which a visual landing can be performed. This equipment must be capable of providing such guidance for each aerodrome at which it is intended to land in IMC and for any designated alternate aerodromes.

- h) The aircraft is equipped with a secondary surveillance radar (SSR) transponder with all the required capabilities where required in accordance with paragraphs 5.3.1 and 5.3.2 of GEN 1.5 of the UK AIP.
- 3) This exemption has effect from the date it is signed until 25 August 2016, both dates inclusive, unless previously revoked.

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for the Civil Aviation Authority

9 February 2015

**Explanatory Note:**

In advance of the arrival of Part-NCO for EASA aircraft on 25 August 2016, the CAA is bringing forward the effect of this, for the purposes of the radio navigational equipage requirements for flight under Instrument Flight Rules (IFR)\*.

Provided the conditions of the exemption are complied with, aircraft do not necessarily have to be equipped in accordance with Schedule 5 of the ANO, and by extension, subparagraphs (h) and (i) of 5.2.1 of GEN 1.5 of the UK AIP, which specify the navigation equipage requirements for aircraft in UK airspace.

In practical terms this means that the carriage of specific items such as VOR, DME or ADF will no longer be a requirement merely by virtue of being present in controlled airspace under IFR, but must be carried when required by the planned route or instrument approach procedure at the destination or alternate aerodromes. Due regard should be given to the requirement to have appropriate alternative means of navigating or contingency plans, should one source of navigational guidance fail.

Any applicable Performance Based Navigation (PBN) requirements, such as the need to maintain B-RNAV navigational performance when flying under IFR in en-route controlled airspace, or other such PBN requirements that the CAA may notify in the future, remain extant and should be complied with. Airspace requirements for the carriage of radio communication and transponder carriage are also unaffected.

*\* Part-NCO, and the terms of the exemption, in fact make reference to 'aeroplanes operated over routes that cannot be navigated by reference to visual landmarks', however the primary relevance of the exemption is to aircraft flying under IFR in controlled airspace.*