

SCHEDULE 5

Article 15

RADIO AND RADIO NAVIGATION EQUIPMENT TO BE CARRIED IN AIRCRAFT

1. Every aircraft shall be provided, when flying in the circumstances specified in the first column of the Table set forth in paragraph 2 of this Schedule, with the scales of equipment respectively indicated in that Table:

Provided that, if the aircraft is flying in a combination of such circumstances the scales of equipment shall not on that account be required to be duplicated.

2. Table

<i>Aircraft and Circumstances of Flight</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H</i>
(1) All aircraft within the United Kingdom: (a) when flying under Instrument Flight Rules within controlled airspace notified for the purposes of this sub-paragraph (b) when flying within controlled airspace notified for the purposes					E**	F**		

* Unless the appropriate air traffic control unit otherwise permits in relation to the particular flight and provided that the aircraft complies with any instructions which the air traffic control unit may give in the particular case.

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<i>Aircraft and Circumstances of Flight</i>	A	B	C	D	E	F	G	H
of this sub-paragraph								
when (c) making an approach to landing at an aerodrome notified for the purpose of this sub-paragraph							G	
(2) All aircraft (other than gliders) within the United Kingdom								
when A ^(a) flying at or above flight level 245					E**	F**		
when A ^(b) flying within airspace notified					E**			

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<i>Aircraft and Circumstances of Flight</i>	A	B	C	D	E	F	G	H
for the purposes of this sub-paragraph								
when (c) flying at or above flight level 100					E*			
(3) All aircraft registered in the United Kingdom, wherever they may be								
when (a) flying for the purpose of public transport under Instrument Flight Rules:								
(i) while making an approach to landing	A		C	D				H

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<i>Aircraft and Circumstances of Flight</i>	A	B	C	D	E	F	G	H
(ii) on all other occasions	A		C					H
subject to sub-paragraph (d), multi-engined aircraft when flying for the purpose of public transport under Visual Flight Rules	A(b)							H
subject to sub-paragraph (d), single-engined aircraft when flying for the purpose of public transport under Visual Flight Rules:	(c)							

* Unless the appropriate air traffic control unit otherwise permits in relation to the particular flight and provided that the aircraft complies with any instructions which the air traffic control unit may give in the particular case.

*Aircraft Scale of Equipment Required
and
Circumstances
of
Flight*

A B C D E F G H

(i) over A
a
route
on
which
navigation
is
effected
solely
by
visual
reference
to
landmarks

(ii) on A B
all
other
occasions

(c) (d)
which
come
within
paragraphs
3(b)
and
3(c)
above
solely
by
virtue
of
the
provisions
of
article
118(2)
(c)
may
carry
instead
of
the
requirements

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<i>Aircraft and Circumstances of Flight</i>	A	B	C	D	E	F	G	H
<p>of the said paragraphs 3(b) and 3(c):</p> <p>(aa) over a route on which navigation is not effected solely by visual reference to landmarks</p> <p>(bb) over water, beyond gliding distance from any land</p> <p>(cc) when flying under Instrument Flight Rules within controlled airspace and not required to</p>		B						

* Unless the appropriate air traffic control unit otherwise permits in relation to the particular flight and provided that the aircraft complies with any instructions which the air traffic control unit may give in the particular case.

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<i>Aircraft and Circumstances of Flight</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H</i>
comply with paragraph 3(a) above								
<small>* Unless the appropriate air traffic control unit otherwise permits in relation to the particular flight and provided that the aircraft complies with any instructions which the air traffic control unit may give in the particular case.</small>								

3. The scales of radio and radio navigation equipment indicated in the foregoing Table shall be as follows:

Scale A

Radio equipment capable of maintaining direct two-way communication with the appropriate aeronautical radio stations.

Scale B

Radio navigation equipment capable of enabling the aircraft to be navigated on the intended route including such equipment as may be prescribed.

Scale C

Radio equipment capable of receiving from the appropriate aeronautical radio stations meteorological broadcasts relevant to the intended flight.

Scale D

Radio navigation equipment capable of receiving signals from one or more aeronautical radio stations on the surface to enable the aircraft to be guided to a point from which a visual landing can be made at the aerodrome at which the aircraft is to land.

Scale E

Secondary surveillance radar equipment.

Scale F

Radio and radio navigation equipment capable of enabling the aircraft to be navigated along the intended route including either:

- (a) (i) automatic direction finding equipment;
- (ii) distance measuring equipment; and
- (iii) VHF omni-range equipment; or
- (b) Equipment, including the Decca Flight Log, which will enable the aircraft to be navigated by means of signals received from radio navigation land stations forming part of the

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Decca radio navigation system and which provides the pilot with a visual indication of the aircraft's position relative to the intended route.

Scale G

Radio navigation equipment capable of enabling the aircraft to make an approach to landing using the Instrument Landing System.

Scale H

Radio navigation equipment capable of enabling the aircraft to be navigated on the intended route including:

- (a) automatic direction finding equipment;
- (b) distance measuring equipment;
- (c) duplicated VHF omni-range equipment; and
- (d) a 75 MHz marker beacon receiver.

Except that:

an aircraft may fly notwithstanding that it does not carry the equipment specified in this Scale if it carries alternative radio navigation equipment or navigational equipment approved by the Authority in writing in accordance with the provisions of article 14(7) of this Order;

where not more than one item of equipment specified in this Scale is unserviceable when the aircraft is about to begin a flight, the aircraft may nevertheless take off on that flight if:

- (i) it is not reasonably practicable for the repair or replacement of that item to be carried out before the beginning of the flight;
- (ii) the aircraft has not made more than one flight since the item was last serviceable; and
- (iii) the commander of the aircraft has satisfied himself that, taking into account the latest information available as to the route and aerodrome to be used (including any planned diversion) and the weather conditions likely to be encountered, the flight can be made safely and in accordance with any relevant requirements of the appropriate air traffic control unit.

4. In this Schedule:

(1) "automatic direction finding equipment" means radio navigation equipment which automatically indicates the bearing of any radio station transmitting the signals received by such equipment;

(2) "VHF omni-range equipment" means radio navigation equipment capable of giving visual indications of bearings of the aircraft by means of signals received from very high frequency omni-directional radio ranges;

(3) "distance measuring equipment" means radio equipment capable of providing a continuous indication of the aircraft's distance from the appropriate aeronautical radio stations; and

(4) "secondary surveillance radar equipment" means such type of radio equipment as may be notified as being capable of (a) replying to an interrogation from secondary surveillance radar units on the surface and (b) being operated in accordance with such instructions as may be given to the aircraft by the appropriate air traffic control unit.