
STATUTORY INSTRUMENTS

2009 No. 3015

The Air Navigation Order 2009

PART 4

Equipment of Aircraft

Equipment of aircraft

37.—(1) An aircraft must not fly unless it is so equipped as to comply with the law of the country in which it is registered, and to enable lights and markings to be displayed, and signals to be made, in accordance with this Order and any regulations made under this Order.

(2) Subject to paragraphs (10) and (11), an aircraft registered in the United Kingdom must (in addition to any other equipment required by or under this Order) carry the equipment specified in paragraph 5 of Schedule 4 in the circumstances described in the second column of the Table in paragraph 4 of that Schedule.

(3) The equipment carried must—

- (a) comply with the provisions of Schedule 4;
- (b) except for the equipment specified in paragraph 3 of the Schedule, be of a type approved by EASA or the CAA either generally or in relation to a class of aircraft or in relation to that aircraft; and
- (c) be installed in a manner approved by EASA in the case of an EASA aircraft and the CAA in the case of a non-EASA aircraft.

(4) In any particular case the CAA may direct that an aircraft registered in the United Kingdom must carry such additional or special equipment or supplies as it may specify for the purpose of facilitating the navigation of the aircraft, the carrying out of search and rescue operations or the survival of persons carried in the aircraft.

(5) A direction under paragraph (4) which applies to an EU-OPS aeroplane must be made subject to and in accordance with article 8 of the Technical Harmonisation Regulation.

(6) A direction under paragraph (4) ceases to have effect if—

- (i) it is withdrawn by the CAA; or
- (ii) it is revoked by the CAA following a finding made in accordance with article 8(1) of the Technical Harmonisation Regulation, that the direction is not justified.

(7) The CAA must revoke a direction if it is found not to be justified under article 8(1) of the Technical Harmonisation Regulation.

(8) This paragraph applies to navigational equipment capable of establishing the aircraft's position in relation to its position at some earlier time by computing and applying the resultant of the acceleration and gravitational forces acting on it.

(9) Navigational equipment to which paragraph (8) applies which is carried in an aircraft registered in the United Kingdom (whether or not in compliance with this Order or any regulations made under this Order) must—

- (a) be of a type approved by EASA or the CAA, either generally or in relation to a class of aircraft or in relation to that aircraft; and
 - (b) be installed in a manner approved by EASA in the case of an EASA aircraft and the CAA in the case of a non-EASA aircraft.
- (10) This article does not apply in relation to radio communication and radio navigation equipment except any specified in Schedule 4.
- (11) An EU-OPS aeroplane is not required to carry the equipment specified in Schedule 4 if it is—
- (a) flying on a commercial air transport flight; or
 - (b) carrying equipment, other than radio communication and radio navigation equipment, which would be required under EU-OPS if it were flying on a commercial air transport flight.