



Miscellaneous

No: 1148

Air Navigation Order 2009

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General Exemption E 4134

75 MHz Marker Beacon Receiver

- 1) This exemption shall not apply to an EU-OPS aeroplane¹ or Part-CAT aircraft².
- 2) The Civil Aviation Authority, in exercise of its powers under Article 242 of the Air Navigation Order 2009 ('the Order'), hereby exempts any aircraft, together with the operator and commander thereof, from the requirements pursuant to Article 39 of and Schedule 5 to the Order to be equipped in accordance with paragraph 4, Scale H of that Schedule subject to the conditions set out below.
- 3) On any flight on which this exemption is relied upon, the aircraft shall comply in all respects with the said requirements save that if the only item of equipment specified in the Scale which is unserviceable when the aircraft is about to begin a flight is the 75 MHz marker beacon receiver, the aircraft may nevertheless take off on that flight if:
 - a) it is not reasonably practicable for the repair or replacement of that item to be carried out before the beginning of the flight;
 - b) one marker beacon receiving system is serviceable where a marker beacon is required for approach navigation purposes; and
 - c) not more than three consecutive calendar days, excluding the day of discovery, have elapsed since the item became unserviceable.
- 4) This exemption supersedes Official Record Series 4 No. 1036, which is revoked.
- 5) This exemption has effect from the date it is signed until 21 April 2017 unless previously revoked.

G B Parker
for the Civil Aviation Authority

06 January 2016

1. An EU-OPS aeroplane is an aeroplane operated by an EU-OPS operator.
2. A Part-CAT aircraft is an aircraft operated by a Part-CAT operator.

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Explanatory Note

This exemption allows aircraft to fly with a 75 MHz marker beacon receiver inoperative for a limited time, provided that the marker beacon receiver is not critical for the flight.

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