specify a date within which the applicant shall satisfactorily fulfil such additional conditions as may be specified. The licence shall take effect immediately after such date if the Director on or before that date certifies satisfaction as aforesaid, or else shall be deemed to have been cancelled: Provided that the Director may extend such date if the applicant shows good cause for doing so.

Conditions to be fulfilled.

199. In exercising his discretion to grant or refuse a licence or to attach conditions to a licence, the Director shall have regard to the co-ordination and development of air transport generally in the interests of the public as well as those of persons providing air transport facilities, and shall satisfy himself in regard to the following matters:—

(i) *General.*—The need for air transport in the area concerned, potential traffic on the route, existing air services serving the area, other proposals for air transport services in the area, and the capacity of the applicant as an operator;

(ii) *Economic strength.*—That the applicant commands financial resources and organization sufficient to establish his ability to maintain the organization of the air transport service proposed for a period of at least three years, and for this purpose he shall present to the Director details of his capital organization, particulars of his managerial and administrative organization, a copy of the memorandum and articles of association of the company (if the applicant is an incorporated body), and statements in such details as may be required in regard to the cost of operation of the service and of the revenue expected.

(iii) *Route.*—That the air route over which the service is proposed to be operated complies with the requirements of the Convention and any other conditions which may be prescribed by regulations, in the interests of safety; and in general that the route is, or will be, adequately organized with terminal and intermediate

aerodromes, emergency landing grounds, passseger facilities and radio, meteorological and other ground aids to navigation appropriate to the nature of the air transport service it is proposed to operate.

(iv) *Aircraft.*—That the aircraft to be used comply with requirements prescribed in the Sixth Schedule hereto, and in general that the number and type of aircraft provided for the air service will be adequate for safe and efficient operation of the air service in accordance with the approved time-table, having regard to the nature of the terrain to be flown over and the nature of the organization of the route, and for this purpose the applicant shall produce all necessary technical data concerning the aircraft and the engines to be used; he shall also show that such aircraft are, or will be, adequately equipped with radio communications, radio, lighting and other aids to navigation and passenger equipment and conveniences in accordance with the nature of the air transport service to be operated.

(v) *Technical personnel.*—That technical personnel (including aircrew, flight operations, officers and maintenance personnel) will be employed in adequate numbers, with appropriate licences issued under these regulations and with other qualifications and experience, in particular satisfying the relevant requirements of the First and the Sixth Schedules hereto and, in general, adequate for safe operation as related to the service proposed, the route to be traversed, the aircraft to be used, and the operation and maintenance procedure to be adopted.

(vi) *Operations Manual.*—That an operations manual as provided in paragraphs 4.2.1 and 11.1 of the Sixth Schedule hereto has been prepared for the use of the aircrew and other technical personnel, which adequately details the organization of the route to be traversed and

the operational and communications system, procedure and technique to be adopted, and that proper provision is made for maintaining the operations manual up to date and for introducing progressive improvements.

(vii) *Maintenance and overhaul.*—That adequate hangars, workshops and aerodrome equipment tools and aircraft aero engine spares have been, or will be, provided for the proper maintenance and overhaul of the aircraft and their engines; that the maintenance manual, as prescribed in paragraphs 8.3 and 11.2 of the Sixth Schedule hereto has been prepared for the use of personnel which adequately details the maintenance and overhaul system to be adopted and that provision is made for keeping the maintenance manual up to date and introducing progressive improvements.

(viii) *Schedules, fares, freight and rates.*—That the time-table of the service proposed satisfies, to the greatest practical extent, the convenience of transport of passengers and mails (if any); that, having regard to the prevailing winds and scheduled refuelling stops, it does not involve the operation of the aircraft at a cruising speed in excess of that obtainable at the continuous cruising power output of the engines specified by the manufacturers for like conditions of operations, and that the passenger fares and freight rates proposed, including any concessional fares and rates, are reasonable in relation to the cost of the service and prevailing fares and rates of other air and surface transport services. For these purposes, the applicant shall produce a time-table of the service proposed and a schedule of such fares and rates.

Grant of licences to be subject to conditions.

200. The Director may grant the licence subject to such conditions as may be specified in the licence. The licence shall provide, among others, for the following matters:—

(i) the places at which the aircraft may or shall land for traffic or other purposes;

(ii) the conditions (diurnal, seasonal or meteorological) in which the service may be operated;

(iii) the aircraft to be used;

(iv) the observance of a schedule of air services approved from time to time by the Director;

(v) the maximum and minimum fares and freight rates to be charged in respect of the carriage of passengers, goods, and mails.

Grant of temporary licences.

201. The Director may grant for a period not exceeding sixty days, and in accordance with such procedure and for such reason and subject to such conditions as he may think fit, a temporary airline licence.

Provisional licences.

202. The Director may grant a provisional licence for such period and on such conditions as he thinks fit—

(i) where an application for a licence other than a temporary licence has been made under the provisions of regulation 195 and the Director considers it desirable that the applicant should have a provisional licence pending the final disposal of the application, or

(ii) where the Director considers that although all the requirements of this Part cannot be immediately satisfied, an air transport service may be permitted to operate for a limited period without detriment to public safety.

Amendment of terms of licences.

203. The Director, so far as appears to him to be necessary for securing the more effective development of air transport or otherwise, in the public interest may—

(i) at any time amend the terms of a licence after giving the holder a reasonable opportunity of making representations, or

(ii) on the application of the holder of any licence, make such amendment in the licence as appears to him to be desirable.

Revocation and suspension of licences.

204. (1) The Director may revoke a licence or suspend a licence for such period as he thinks fit, if he is satisfied—

(*a*) that any of the conditions of the licence has not been complied with and that such non-compliance is due to some wilful act or negligence, or default on the part of the holder of the licence;

(*b*) that the holder of the licence has failed to establish a safe, efficient and reliable service; or

(*c*) that having regard to the financial resources of the holder of the licence or the losses incurred by him, he cannot be relied upon to continue the operation of the service in a safe, efficient or reliable manner; or

(*d*) that such substantial charges have taken place in regard to the matters specified in clauses (i) to (viii) of regulation 199 as to render it necessary or expedient in the public interest, or in the interest of safety, to suspend or revoke the licence; or

(*e*) that the licence has been obtained by fraud.

(2) Before any action is taken under paragraph (1), the Director shall give to the holder of the licence not less than fifteen days' notice in writing specifying the grounds upon which it is proposed to revoke or, as the case may be, suspend the licence, and shall give him an opportunity of showing cause, in writing, against the proposed action.

(3) Where a licence is revoked or suspended under paragraph (1) of this regulation, the Director shall record in writing the reason for his decision and the holder of the licence shall be entitled to a copy thereof.

(4) Where a licence is suspended under paragraph (1) of this regulation, the holder of the licence shall forthwith surrender the licence to the Director, who shall make an endorsement therein, showing the period of, and the reasons in brief for, the suspension.

Custody, production and surrender of licences.

205. (1) A licence issued under this Part shall be kept at the principal office of the holder thereof and shall be produced for inspection on demand by a person authorized by the Director.

(2) An extract from the licence giving the number and date of licence, name and address of licensee's air route and stopping places, frequency of service, class of aircraft operated and period of validity of licence shall be displayed in a conspicuous position accessible to the public in the principal traffic office of the holder of the licence.

(3) On the expiration of the currency of a licence, whether by effluxion of time, or in consequence of a decision under these regulations, or on the suspension of the licence, the holder shall surrender the licence to the Director for endorsement or cancellation, as the case may be.

Periodical returns.

206. Every person to whom a licence has been granted under this Part shall transmit to the Director in such form as may be approved by him for the purpose—

(*a*) monthly returns regarding the operation of the licensed air transport service and other air transport operations of the licensee so as to reach the Director not later than thirty days after the expiry of the month to which the return relates ; and

(*b*) annual returns regarding the accounts of the undertaking during each calendar year so as to reach the Director not less than three months after the expiry of the year to which the return relates.

Special conditions.

207. An operator licensed to operate air services under this Part shall comply with the following special conditions :—

(1) An operator shall conduct his air transport operations as not to involve the breach of any obligations imposed upon Ceylon under any agreement with another country.

(2) No alteration in the route to be operated, or in the frequency, or in the time and fare table shall be effected without the written approval of the Director, and any change proposed shall be communicated to the Director sufficiently in advance to enable him to give his approval, or deal with it otherwise, before the date on which the proposed change is to take effect.

(3) All officers and such other staff of the Department as may be authorized by the Director shall have the right of access, in the normal course of discharge of their duties, to the operator's hangars, workshop, stores and offices.

(4) No appointment to any high executive post in the air transport undertaking, requiring technical or flying experience, shall be made by the operator without the previous approval of the Director.

(5) No purchase of an aircraft or an engine and no sale thereof shall be effected by the operator without the approval of the Director in writing.

(6) The operator shall be liable for any expenses incurred by the Department in connection with air-sea rescue or search operations resulting from improper or negligent operation of his aircraft.

(7) The operator shall pay all landing and housing charges relating to his aircraft operating in Ceylon, according to the rates prescribed under these regulations.

(8) No aircraft, except with the previous permission in writing of the Director, shall be operated under a licence issued under this Part if the crew of the aircraft are not in the regular employment of the licensee; and for the purpose of this paragraph crew employed on hourly, daily or part-time basis shall be construed to be not in regular employment.

Staff employed by an operator. 595

208. (1) No operator shall employ in Ceylon in any capacity in any aircraft operation licensed under this Part a person who is not a citizen of Ceylon, except with the prior approval of the Director in writing.

(2) Before approving the appointment of any person not being a citizen of Ceylon to act in any capacity in an aircraft operation licensed under the provisions of this Part, the Director shall satisfy himself that no person who is a citizen of Ceylon with suitable qualifications is available for appointment.

PART II—SPECIAL REQUIREMENTS TO ENSURE THE SAFETY OF AIRLINE OPERATIONS

Organization.

209. The operator of an airline shall provide an adequate organization including trained staff, together with workshop and other equipment and facilities, in such quantities and at such places as the Director directs in order to ensure that the air-frames, engines, propellers, instruments, equipment and accessories are maintained in an airworthy condition at all times when they are in use.

Maintenance manual.

210. (1) The operator of an airline shall provide, for the use and guidance of the maintenance organization and personnel, a maintenance manual containing the information specified in paragraph 11.2 of the Sixth Schedule hereto.

(2) All practices and procedures specified in the maintenance manual which affect the airworthiness or safety of the aircraft, and any revision thereof, shall be subject to the prior approval of the State of Registry (if a Contracting State) and the Director who may at any time require variation of any portion of the maintenance manual which does not conform with the minimum requirements of the Convention and these regulations.

(3) Copies of the manual shall be furnished by the operator of the airline to such officers of the Department as the Director may direct, and also to such other persons associated with the maintenance of the aircraft of the airline as the Director considers necessary.

(4) The maintenance manual shall, from time to time, be amended and revised in the manner specified in paragraph 8.3 of the Sixth Schedule hereto, and the operator of the airline shall promptly furnish copies of

additions and amendments to all persons to whom the manual has been issued in accordance with the last preceding paragraph.

(5) The operator of an airline shall revise the maintenance manual from time to time, where necessary as a result of changes in operations, aircraft, or equipment, or of experience with existing aircraft or equipment.

(6) Each member of the operation personnel employed by an airline shall comply fully with all instructions relating to his duties contained in the maintenance manual.

Inspection of airlines.

211. An operator shall provide a system of inspection, as required in paragraph 8.2 of the Sixth Schedule hereto, and shall ensure that it conforms with sound aeronautical practices, standards and procedures which are appropriate to the particular type of aircraft and are approved by the State of Registry (if a Contracting State) and the Director.

Training of maintenance personnel.

212. The operator of an airline shall ensure that all maintenance personnel are trained in the manner prescribed in paragraph 8.4 of the aforesaid Schedule, and that the training programme shall be subject to the approval of the Director and, in the case of aircraft of a Contracting State, the State of Registry.

records.

213. The operator of an airline shall maintain the records prescribed in paragraph 8.8 of the aforesaid Schedule and shall make those records available to the Director for inspection and check at such times as he directs.

214. (1) The operator of an airline shall provide for the use and guidance of operations personnel an operations manual in accordance with paragraph 11.1 of the aforesaid Schedule; such manual shall contain complete instructions as to the conduct of flight operations, including the responsibilities of the operations personnel, and the contents thereof shall be subject to the approval of the Director who may at

Operations.

any time require a variation of any portion of the manual. The operations manual shall be amended or revised as is necessary to ensure that the information contained therein is kept up to date.

(2) The operator of an airline shall furnish copies of the operations manual, and amendments thereto, to such of its personnel who may require the same, and to the Director and to such other persons associated with the operation of aircraft as the Director considers necessary.

(3) Each member of the operations personnel employed by an airline shall comply fully with all instructions relating to his duties contained in the operations manual.

Flight time records.

215. The operator of an airline shall maintain current records of individual flight times of the members of its operating crew of aircraft.

Training and checking organization.

216. (1) The operator of an airline shall provide a training and checking organization, which shall be subject to the approval of the Director and, in the case of a Contracting State, to the State of Registry, so as to ensure that members of its operating crew maintain their competency.

(2) The tests and checks provided for by such organization shall comply with the requirements prescribed in that behalf in the Sixth Schedule hereto.

Co-pilot's qualifications.

217. (1) The operator of an airline shall not permit a pilot to act, and a pilot shall not act, in the capacity of co-pilot of an aircraft engaged in a regular public transport service, unless he has completed twenty hours of flying on an air route used by a regular public transport service and has, during that period of flying, acted as supernumerary co-pilot and performed all the normal duties of co-pilot under the supervision of the pilot in command. In addition, he shall have made a visual examination from the air of each aerodrome on the route which is not normally used, including alternate aerodromes, and shall perform in flights, or by simulated means on the ground, the approved

instrument approach procedure for each such aerodrome or alternate aerodrome: Provided however that, where the surrounding terrain of any such aerodrome or alternate aerodrome is such as to present special difficulties, he shall have performed in flight the approved instrument approach procedure for such aerodrome or alternate aerodrome.

(2) The visual examination required by this regulation shall be made when the visibility is not less than five miles.

(3) The requirements specified in this regulation in relation to the approved instrument approach procedure shall not apply in any case where operations are restricted to visual flight operations.

Fuel instructions and records.

218. (1) The operator of an airline shall include in its operations manual specific instructions for the computation of the quantities of fuel to be carried on each route, having regard to all the circumstances of the operations, including the possibility of failure of an engine *en route*, and the fuel and oil supplies carried shall not be less than the minima defined in paragraph 4.3.3 of the Sixth Schedule hereto.

(2) The operator of an airline shall maintain a record of the fuel remaining in the tanks at the end of each scheduled flight, and shall review continuously the adequacy of the instructions in respect of the fuel to be carried in the light of that record and shall make any such record available to the Director upon request.

Safety of the public.

219. The operator of an airline shall provide such facilities and safety devices for the protection of the public at the aerodromes normally used by the line, as the Director considers adequate and directs.

Proving tests.

220. (1) An aircraft of a new type shall not be used by an operator of an airline to carry passengers on a regular public transport service until it has undergone proving tests under the supervision and in accordance with the requirements of the Director.

(2) In the case of major changes to an aircraft previously in operation on regular public transport services, or previously approved for such operations, or the use of such an aircraft in an operation different to that in which it was previously used, the Director may require the aircraft to undergo such proving tests as he considers necessary in the circumstances.

(3) No persons other than those essential to the test shall be carried in the aircraft during the tests required under paragraphs (1) and (2) of this regulation, but mail or cargo may be carried with the permission of the Director.

Application of the Sixth Schedule.

221. The requirements regarding the operation of aircraft engaged in international commercial air transport shall be as prescribed in the Sixth Schedule hereto.

PART III—CONDUCT OF OPERATIONS

Pilot-in-command.

222. (1) In addition to the responsibilities defined in paragraph 4.5.1. of the Sixth Schedule hereto the pilot-in-command shall be responsible for the safety of cargo carried and for the conduct of the crew.

(2) The pilot-in-command shall have final authority as to the disposition of the aircraft while he is in command, and for the maintenance of discipline by all persons on board.

(3) The other duties of the pilot-in-command shall be as specified in paragraph 4.5 in the Sixth Schedule hereto.

Pilot at controls.

223. (1) In addition to the requirements laid down in paragraph 4.4.4 in the Sixth Schedule hereto two pilots shall remain at the controls during turbulent conditions in flight.

Dual controls.

(2) The control seats of an aircraft equipped with fully or partially functioning dual controls shall not be occupied in flight except by pilots—

(*a*) who are licensed in respect of the type of aircraft and the class of operations in which the aircraft is flown; or

(b) who hold such other licences, endorsements and ratings, and are authorized by the Director.

Persons entitled to occupy certain seats and positions in aircraft.

224. (1) No person, except a member of the operating crew of an aircraft or an authorized person, shall be admitted to the pilot's compartment during flight.

(2) A crew seat or crew position in an aircraft shall not be occupied by any person other than a member of the operating crew who is duly assigned for duty in the aircraft and is licensed for the duties associated with the seat or position, or a person authorized by the Director for the purpose of conducting examinations, tests or checks of a member of the operating crew of an aircrrft or of the aircraft or its equipment.

(3) Notwithstanding anything contained in the preceding provisions of the regulation, the Director may authorize officers of the Department to undertake examinations, inspections, or checks of the work of aircraft's crews, the operation of aircraft or their equipment or of the ground organization provided for use by aircraft, and such authorized officers shall be admitted to the pilot's compartments at any time while in the performance of their duties.

No person other than pilot to manipulate controls.

225. No person other than a pilot properly qualified for the duties to be performed and the category of operations in which the aircraft is engaged and who is assigned any duty as pilot in the particular aircraft, shall manipulate the controls of such aircraft while in flight :

Provided that this regulation does not apply to a person who is the holder of a student-pilot's licence and who is flying in accordance with the terms of such licence.

Aircrafts not to be taxied except by pilot or authorized person.

226. An aircraft shall not be taxied anywhere on the movement area of an aerodrome by a person other than a licensed pilot whose licence is endorsed for the particular type of aircraft concerned, or an approved aircraft maintenance engineer whose licence contains an endorsement for taxying the particular type of aircraft concerned.

Cockpit check system.

227. (1) The operator of an aircraft shall establish a flight check system for each type of aircraft setting out the procedure to be followed by the pilot in command and other flight crew members prior to and on take-off, on landing and in emergency situations.

(2) The check list of the procedures shall be carried in the aircraft and shall be located where they will be readily available to the crew member concerned.

(3) The pilot-in-command shall ensure that the flight check system is carried out in detail.

228. (1) A flight shall not be commenced unless the requirements of paragraph 4.3 of the Sixth Schedule hereto have been complied with, the requisite operating and other crew members on board are in a fit state to perform their duties, the air traffic control instructions have been complied with, and the aircraft is safe for flight in all respects.

(2) In computing the quantity of fuel required, account shall be taken of the rate consumption of the particular aircraft concerned, the wind and other meteorological conditions expected to be encountered as forecast for the route, the altitude at which the flight is to be conducted, the possibility of traffic delays and any other conditions affecting the safety of the flight.

Aircraft operating limitations.

229. (1) An aircraft shall be operated in compliance with the terms of its certificate of airworthiness and within the approved operating limitations contained in its flight manual or other document associated with the certificate of airworthiness.

(2) The operating limitations of an aircraft shall be as specified in the Sixth Schedule hereto.

(3) Any reduction in operating limitations made for the various types of aircraft shall be as the Director directs:

Provided that there shall be no reduction in the minimum standards required by the Convention.

Flight plans.

230. (1) Before any flight is commenced, the pilot-in-command of an aircraft shall notify the appropriate Air Traffic Controller of his intended flight by submitting a flight plan.

(2) Flights for which a flight plan is submitted shall not proceed until the flight plan has been approved by the Air Traffic Controller.

(3) A flight plan shall not be approved by the Air Traffic Controller when it is known to the Controller that any rule, regulation, or condition required for the operation of a particular flight or service has not been or cannot be complied with.

(4) The pilot-in-command shall be responsible for making the report of arrival required by paragraph 3.3.2 of the Second Schedule hereto.

Testing of radio apparatus.

231. (1) Before an aircraft is taxied on the movement area of an aerodrome for the purpose of moving to the take-off position, the pilot-in-command shall check that the radio apparatus fitted to the aircraft and to be used in flight is functioning correctly.

(2) If the checks indicate any malfunctioning of any portion of the prescribed radio apparatus, the aircraft shall not be flown until the apparatus has been duly certified as being in proper working order.

Listening watch.

232. (1) When radio apparatus is fitted to an aircraft and is to be used during flight, a listening watch shall be maintained at all times commencing immediately prior to the time the aircraft commences to move on the movement area of an aerodrome prior to flight and until the aircraft is brought to a stop at the apron or other point of termination of the flight.

(2) The pilot-in-command shall personally maintain a listening watch on the appropriate aerodrome control communications frequency at all times while the aircraft is under aerodrome control.

Safety precautions before taxying and taking off.

233. Immediately before taxying and taking off on any flight, the pilot-in-command of an aircraft shall—

(*a*) test the flight controls on the ground to the full limit of their travel and make such other tests as are necessary to ensure that those controls are functioning correctly; and

(*b*) ensure that the necessary action is taken for the removal of the locking and safety devices and for the security of hatches, doors and tank caps.

Taking off.

234. Every aircraft when taking off shall commence its take-off from a point which ensures that the maximum available length of aerodrome is used, having regard to the head-wind component of the prevailing wind.

Tests immediately prior to taking off.

235. (1) Before the take-off run is commenced, the pilot-in-command shall—

(*a*) test the engine or engines individually to full throttle or to the maximum power for such pre-take-off test as specified by the manufacturer of the engine or engines,

(*b*) test all flight instruments and particularly gyroscopic flight instruments which it is possible to test so as to ensure that they are functioning correctly; and

(*c*) ensure that all gyroscopic flight instruments are correctly set and uncaged.

(2) If such inspection, checks or tests indicate any departure from permissible tolerances or malfunctioning in any particular part, the aircraft shall not be flown until the necessary action to render the aircraft airworthy has been taken in accordance with these regulations.

Manoeuvring on movement area.

236. Immediately prior to take-off, the pilot-in-command shall manoeuvre his aircraft so that he is able to observe traffic, on the movement area of the aerodrome and incoming and outgoing traffic in order that he may avoid collision with other aircraft during the take-off.

Banking after take-off.

237. As far as is practicable, an aircraft shall not be banked immediately after take-off or before a minimum altitude of 500 feet above the terrain has been obtained.

Meteorological conditions observed *en route*.

238. (1) The pilot-in-command shall report, on the form approved by the Director for the purpose and at such times as requested by a meteorological officer, the meteorological conditions observed *en route*.

(2) When any meteorological condition, hazardous to flight, is encountered *en route*, the pilot-in-command shall report the position as soon as possible, giving such details as appear pertinent to the safety of other aircraft.

Reporting of defects.

239. (1) At the termination of each flight, or in any urgent case in the course of the flight, the pilot-in-command shall report, in the manner specified by the Director, all defects in the aircraft, aerodromes, air routes, air route facilities or airway facilities which have come to his notice.

(2) Where a defect in the aircraft is reported in accordance with the last preceding paragraph, the operator of the aircraft shall take such action in relation thereto as is required under these regulations.

PART IV—GENERAL PROVISIONS RELATING TO THE OPERATION OF AIRCRAFT

Passengers not to be carried on certain flights.

240. A person (other than a person engaged in instructing personnel or testing the aircraft in flight) shall not be carried in an aircraft on any of the following types of flights :—

(*a*) practice flights for the issue of a pilot's licence or a rating ;

(*b*) practice flights for the purpose of obtaining an endorsement of the aircraft-type in the pilot's licence ;

(*c*) forced landing practice ;

(*d*) acrobatic flights or low-flying practice ; or

(*e*) the testing of the aircraft or its components, power plant, or equipment ;

Provided, however, that on any flight of the type specified in paragraph (*e*) of this regulation, any engineering and maintenance personnel who are directly concerned in the overhaul, inspection or adjustment of the aircraft or its components, power plant or equipment, and who are required as part of their duties to be present in the aircraft during the flight, may be carried.

Carriage on wings, under-carriage, &c.

241. (1) A person shall not be carried on the wings or under-carriage of any aircraft or on or in any other part of the aircraft which is not designed for the accommodation of the operating crew or passengers, or on or in anything that is attached to the aircraft:

Provided that nothing in this regulation shall prevent a member of the operating crew having temporary access to—

(*a*) any part of the aircraft for the purpose of executing repairs or adjustments to the aircraft or its equipment, or for the purpose of doing anything which may be necessary for the safety of the aircraft or of any persons or cargo carried therein; or

(*b*) any part of the aircraft in which goods or stores are being carried and to which proper means of access is provided.

(2) Notwithstanding the preceding provisions of this regulation, a person may be carried on or in any part of the aircraft, or anything attached thereto, with the permission in writing of the Director and subject to any conditions which may be specified in that permission.

Safety belts.

242. (1) Safety belts shall be worn by all crew members and passengers at the following times:—

(*a*) during take-off and until the aircraft has obtained a height of at least 1,000 feet above terrain;

(*b*) during an instrument approach;

(*c*) for the final 1,000 feet above terrain during the the descent for a landing;

(*d*) during the landing; and

(*e*) at all times in turbulent conditions.

(2) The operator of an aircraft shall detail a member of the crew of the aircraft to ensure that safety belts are worn during the times specified in this regulation and also to ensure that belts are adjusted to fit the wearer without slack.

Emergency and life-saving equipment.

243. (1) Each member of an aircraft crew shall make himself competent in the use of such emergency and life-saving equipment as is carried in the aircraft of the crew of which he is a member, and the operator of an aircraft shall ensure that each member of the operating crew shall be periodically tested as to his competency in that regard.

(2) The operator of an aircraft shall detail a member of the crew to ensure that passengers are made familiar with the location of emergency exits of the aircraft in which they are travelling, and the location and the use of emergency equipment carried in the aircraft.

(3) The operator of an aircraft which is used in over-water flights shall ensure that each member of the crew is instructed in "ditching" and "abandon ship" procedures in so far as practicable and that he is periodically tested as to his knowledge of these procedures.

Smoking in aircraft.

244. (1) The operator of every such aircraft shall cause to be exhibited in a conspicuous place in every compartment (including every control cabin) of the aircraft, a legible notice, stating either that smoking is or is not permitted in that compartment, and no person shall smoke in any compartment of the aircraft unless smoking therein is stated by such notice to be permitted.

(2) Smoking shall be prohibited in the beds of sleeper aircraft.

(3) Smoking shall be prohibited during take-off, landing, and refuelling.

Intoxicated persons not to act as pilots, &c. and not to be caried on aircraft.

245. (1) No person shall enter or be in any aircraft while in a state of intoxication.

(2) A person acting as a member of an operating crew of an aircraft, or carried in the aircraft for the purpose of so acting, shall not, while so acting or being so carried, be in a state of intoxication, or in a state in which, by reason of his having taken or used any sedative, narcotic or stimulant, drug or preparation, his capacity so to act is impaired.

Flight over sea by certain aircraft.

246. No Ceylon aircraft which is incapable of maintaining a height of 5,000 feet in a standard atmosphere with one engine inoperative shall leave Ceylon on a flight over the sea at a distance from land greater than that which would allow the aircraft to reach land if all engines were inoperative, unless permission for the flight has been obtained from the Director prior to the commencement of the flight.

Free balloons.

247. A free balloon shall not be flown except with the express permission of the Director and in accordance with the terms of that permission : Provided that the preceding provisions of this regulation shall not apply to any balloon flown by the Department of Meteorology expressly for taking observations of weather conditions in the upper atmosphere.

Fixed balloons and kites.

248. (1) A fixed balloon or kite shall not be flown within three statute miles of an aerodrome or at a height in excess of 300 feet except with the written permission of the Director and in accordance with the terms of that permission.

(2) A fixed balloon or kite shall not be flown under conditions other than under visual flight conditions.

Land stations not to engage in aeronautical mobile radio service except with permision.

249. (1) A land station shall not engage in the aeronautical mobile radio service without the permission of the Director.

(2) A person shall not be employed at a land station as a radio operator engaged in the aeronautical mobile radio service unless he has such qualifications and experience relative to the duties to be performed as the Director directs.

Carriage of examiners.

250. (1) The Director may authorize officers of the Department to undertake examinations, inspections or checks of the work of an aircraft crew, the operation of the aircraft or its equipment or other ground organizations provided by the operator of an airline for use by aircraft of such line.

(2) Officers authorized under this regulation shall be provided with accommodation on aircraft in the following circumstances:—

(*a*) on receipt of seven days' notice prior to a flight from the officer of his intention to travel on a flight;

(*b*) on immediate demand from the officer, if his carriage in the aircraft does not mean the off-loading of a passenger or of cargo being carried in the aircraft on the particular flight concerned;

(*c*) on immediate demand from the officer of his intention to travel, irrespective of whether his carriage in the aircraft means the off-loading of a passenger or of goods, if the officer considers the circumstances of the case so warrant.

CHAPTER XIV

International Flights and Air Services

PART I—SCHEDULED AIR SERVICES

International airline licence.

251. A scheduled international air service conducted by an airline of a country other than Ceylon, shall not be operated over or into Ceylon, except in accordance with the terms of an international airline licence issued by the Director in pursuance of an agreement to which Ceylon and the country of the airline concerned are parties.

Decisions of Council affecting international airlines.

252. A scheduled international air service conducted by an airline of a Contracting State shall not be operated over or into Ceylon if the Council of the International Civil Aviation Organization has decided that that airline is not conforming to the final decision rendered in accordance with Article 86 of the Convention.

253. The Director may suspend or cancel an international airline licence issued to an airline of a country other than Ceylon or revoke any permission or authority given to such an airline if—

(*a*) in any case other than a case to which Article 77 of the Convention applies, he is satisfied that substantial ownership and effective control of the airline are not vested in the nationals of the country concerned ;

(*b*) the airline fails to comply with these regulations or the terms of its licence ; or

(*c*) the airline fails to fulfil any conditions of the agreement in pursuance of which its licence has been issued.

PART II—NON-SCHEDULED FLIGHTS

Interpretation.

254. For the purposes of this Part—

"non-scheduled flight" means any flight by an air-craft which possesses the nationality of a Contracting State over or into Ceylon otherwise than under the authority of an international airline licence ; and

"to land for non-traffic purposes" means to land for any purpose other than for taking on or discharging passengers, cargo or mails.

Right of non-scheduled flight.

255. An aircraft which possesses the nationality of a Contracting State may, subject to the observance of the terms of the Convention and of the provisions of these regulations where applicable, make a non-scheduled flight into and—

(*a*) land for non-traffic purposes without necessity of obtaining prior permission ; or

(*b*) if the aircraft is engaged in the carriage of passengers, cargo or mails for remuneration or hire, may, subject to the approval of the Director, in pursuance of the next succeeding regulation, take on passengers, cargo or mails not destined for another point in Ceylon or discharge passengers, cargo or mails.

Conditions of approval to take in and discharge passengers and cargo in Ceylon.

256. (1) In the case of an aircraft to which paragraph (*b*) of the last preceding regulation applies, the approval of the Director may be withheld for any reason which appears to him to be sufficient; and, in particular, if notice of the intended flight, together with particulars of the passengers, and cargo to be carried and the charges to be made in respect thereof, is not furnished to the Director at least two days prior to the commencement of the proposed flight.

(2) The Director in approving any such flight may—

(*a*) direct that the charges to be made in respect of passengers or cargo taken on or discharged in Ceylon shall not be less than such amounts as he may direct; and

(*b*) impose such other conditions as he may consider desirable in respect of the carriage of pasengers and cargo.

Non-scheduled flights by aircraft of Contracting States.

257. Aircraft of any Contracting State engaged—

(*a*) in private flights for pleasure or business; or

(*b*) in flights on business in relation to an enterprise by which the aircraft is owned or operated and for which flights the enterprise receives no remuneration for the carriage of passengers, cargo or mails; or

(*c*) for flights other than scheduled air services in which no passengers, cargo or mails are to be disembarked or embarked,

shall be required to give only such advance notice as is required to meet the essential requirements of the Air Traffic Controller:

Provided however that every such aircraft shall land at a customs aerodrome.

611

Aircraft of foreign countries other C-

258. Nothing in this Part shall be construed as applying to a foreign aircraft to which regulation 122 of these regulations applies.

CHAPTER XV

SUSPENSION, CANCELLATION AND AMENDMENT OF LICENCES AND CERTIFICATES

Suspension or cancellation of licences and certificates by the Director.

259. (1) Any licence or certificate issued under these regulations may be suspended or cancelled and any rating or other endorsement on a licence or certificate may be suspended or cancelled and the licence amended accordingly by the Director whenever he is satisfied that such action is necessary or desirable in order to ensure compliance with the provisions of the Convention and of these regulations.

(2) The succeeding provisions of this Chapter shall apply to and in relation to the cancellation or amendment of a rating or other endorsement on a licence or certificate in like manner as they apply to the suspension or cancellation of a licence or certificate.

(3) Where any person is convicted of an offence against these regulations, the Director may suspend or cancel any licence or certificate issued to that person.

(4) The suspension of a licence or certificate under these regulations may be for a specific period or pending further investigation.

(5) The period for which a licence or certificate may be suspended pending further investigation shall not exceed fourteen days unless the Director directs, not later than fourteen days after the suspension takes effect, that a specified additional period is necessary for the purposes of the investigation and notifies the holder of the licence or certificate accordingly.

(6) The suspension or cancellation shall take effect immediately or from such time as the Director directs, and notice of the suspension or cancellation shall forthwith be given to the holder of the certificate or licence, together with a statement of the reasons for the suspension or cancellation.

(7) If the holder of the licence or certificate is aggrieved by the decision of the Director, he may within fourteen days after receipt by him of the notice referred to in paragraph (6) appeal against the decision or the Director to the Minister by submitting a written statement setting forth the grounds upon which his appeal is based.

(8) The Minister shall consider such written statement of appeal and any other evidence which he may consider relevant to the matter and may confirm, revoke or vary the decision of the Director. Every such decision of the Minister shall be final.

CHAPTER XVI

ACCIDENT ENQUIRY

PART I—PRELIMINARY

Definitions.

260. In this Part, unless the contrary intention appears—

"serious accident" in relation to an aircraft, means any occurrence which takes place during the period from the time at which any person boards the aircraft with the intention of flying until the time at which all persons who so embarked disembark from the aircraft upon conclusion of the flight, and in which—

(*a*) any person suffers death or serious injury while in or upon, or by direct contact with the aircraft or anything attached to the aircraft; or

(*b*) aircraft suffers substantial damage;

"minor accident" in relation to an air-craft means an occurrance incidental to the operation of the aircraft which takes place either on the ground or in flight and in which—

(*a*) the aircraft suffers minor or easily repairable damage;

(*b*) the aircraft has forced landing;

(*c*) the aircraft lands at a scheduled aerodrome in an unairworthy condition;

(*d*) the aircraft is compelled to land at the aerodrome of departure without completing the scheduled flight;

(*e*) the aircraft lands owing to conditions which make continuance of the flight inadvisable;

(*f*) the whereabouts of the aircraft become unknown for any period; or

(g) safety of the aircraft or its occupants or any other aircraft or its occupants is jeopardized;

"minor or easily repairable damage" in relation to an aircraft means damage of such a nature that the aircraft can be rendered airworthy by simple repairs or replacements and that no extensive investigation is rendered necessary.

"substantial damage" in relation to an aircraft means damage of such a nature that major repairs or replacements and extensive investigations are necessary before the aircraft can be made airworthy.

"State of Registry" means the state in which the aircraft has been duly registered.

PART II—NOTIFICATIONS

Accidents to be reported.

261. Where a serious accident occurs—

(a) to any Ceylon aircraft; or

(b) to any foreign aircraft in or over Ceylon, the pilot, the hirer (if any) and the owner shall each be responsible for ensuring that a notification of the accident is duly furnished with the minimum of delay and by the quickest means to the Director.

Particulars to be reported.

262. (1) The notification referred to in the preceding regulation shall include as much of the following information as is readily available, but its despatch shall not be delayed due to the lack of complete information:—

(a) the type, nationality and registration marks of the aircraft;

(b) name of the owner, operator or hirer (if any) of the aircraft;

(c) name of the pilot-in-command;

(d) date and time (GMT) of the accident;

(e) the last point of departure and point of intended landing of the aircraft;

(*f*) position of the aircraft with reference to some easily defined geographical point;

(*g*) number of persons killed and number seriously injured and, where possible, the names of such persons;

(*h*) nature of the accident and extent of damage to aircraft so far as is known.

(2) When an aircraft in the case of which a serious accident has occurred is registered in a Contracting State, the Director shall notify the State of Registry, with the minimum of delay and by the quickest means, of the aircraft accident, giving the particulars conveyed to him by the notification referred to in regulation 261 and shall give an indication of the extent to which an enquiry will be made by him.

(3) In cases where all the particulars specified in paragraphs (1) and (2) of this regulation are not readily available, the notification shall state that fact, and a supplementary report, together with other known relevant information, shall be furnished at the earliest possible date.

(4) Where a minor accident occurs to any Ceylon aircraft the pilot shall furnish to the Director, within twelve hours after the occurrence of such accident, a notification containing the same particulars in relation to such accident as are specified in paragraph (1) of this regulation, except those specified in sub-paragraph (*g*) of that paragraph.

PART III—CUSTODY PRODUCTION AND REMOVAL OF AIRCRAFT

Removal or interference with aircraft

263. (1) Where any serious accident occurs to an aircraft in Ceylon, the aircraft shall be deemed to be in the custody of the Director and it shall not be removed or otherwise interfered with except with the permission of the Director, or as provided in paragraphs (2) and (3) of this regulation.

(2) Nothing in this regulation shall prevent any person from taking any action being action necessary for—

(*a*) the extrication of persons, animals or mails from the wreckage of an aircraft;

(*b*) the protection of the wreckage from destruction by fire or other cause;

(*c*) the prevention of danger, or removal of any obstruction, to air navigation or to other transport or to the public;

(*d*) the removal of the aircraft and its contents to a place of safety when the aircraft is worked on water; or

(*e*) the removal of goods or baggage under the supervision of a police officer: Provided however that in the case of an aircraft which has come from outside Ceylon, the goods or baggage of such aircraft shall not be removed from the vicinity of the aircraft except on a clearance by or with the consent of an officer of the Customs.

(3) The Director may authorize any person, so far as is necessary for the purpose of any inquiry under this Chapter, to take measures for the preservation of the aircraft and have access to, examine, remove, or otherwise deal with the aircraft.

(4) The Director shall take all reasonable measures to ensure the production of evidence, including the safe custody of the aircraft and its contents for such period as may be necessary for the purposes of an accident enquiry. Such safe custody shall include reasonable protection against further damage, access by unauthorized persons, pilfering and deterioration, and shall include the preservation, by photographic records or other adequate means, of any material evidence which might otherwise be removed, effaced, lost or destroyed.

Aircraft, &c. of Contracting State to remain undisturbed on request.

264. Upon receipt of a notification from the State of Registry of any aircraft to which regulation 262 (2) of these regulations applies, of its intention to send an accredited representative, together with a request by that country that the aircraft, its contents and any other evidence remain undisturbed pending inspection by the accredited representative, the Director shall take all necessary steps to comply with such request, so far as it is reasonably practicable so to do, including the facilitation of access to the aircraft, contents or evidence, as the case may be:

Provided however that, if the aircraft, or the contents thereof or any evidence lies in a prohibited area, the Director may refuse such request.

Release of aircraft, &c. from custody of Director.

265. Subject to the provisions of regulations 263 and 264 of these regulations, the Director shall release custody of the aircraft, the contents, or any parts thereof, which are no longer necessary for the purposes of an accident enquiry, to any person or persons duly designated by the State of Registry.

PART IV—ACCIDENT INVESTIGATION

Authorization of investigation into accidents.

266. (1) For the purpose of carrying out investigations into the causes and circumstances of accidents to which the provisions of this Chapter apply, the Director shall be the Chief Inspector of Accidents. The Director may authorize in writing any officer or person to hold an investigation into any accident or to assist the Director in the holding of any such investigation; and the person or officer so authorized shall for the purpose of such investigation be an Inspector of Accidents.

(2) The Chief Inspector of Accidents, if he thinks fit, may himself carry out an investigation or cause an investigation to be carried out by an Inspector of Accidents, of any accident to which the provisions of this Chapter apply.

(3) Public notice that such an investigation is about to take place shall be given in such manner as the Director may think fit, and shall state that any pers

who desires to make representations concerning the circumstances or causes of the accident may do so in writing within a time to be specified in the notice.

Powers of an Inspector of Accidents.

267. With respect to any investigation, the following provisions of this regulation shall have effect :—

(1) The Inspector of Accidents by whom the investigation is made (in this regulation referred to as the "Inspector") shall have power—

(*a*) to summon under his hand and call before him and examine all such persons whom he thinks fit, to require such persons to answer any question or furnish any information or produce any books, papers, documents and articles which the Inspector may consider relevant, and to retain any such books, papers, documents and articles, until the completion of his investigations ;

(*b*) to take statements from all such persons as he thinks fit and to require any such person to make and sign a declaration of the truth of the statement made by him ;

(*c*) to have access to and examine any aircraft involved in the accident and the place where the accident occurred and for that purpose to require any such aircraft or any part of equipment thereof to be preserved unaltered pending examination ;

(*d*) to examine, remove, test, take measures for the preservation of, and otherwise deal with the aircraft or any part thereof or anything contained therein ;

Manoeuvres on movement area.

(*e*) to enter and inspect any place or building, the entry for inspection whereof appears to the Inspector to be requisite for the purposes of the investigation ; and

(*f*) to take measures for the preservation of the evidence.

(2) Where any serious accident has occurred in or over Ceylon to an aircraft registered in a Contracting State, the Director may authorize an investigator appointed by the duly competent authority of that State to carry out an investigation, and in that event the Director, shall, so far as he is able, facilitate enquiries by the investigator so appointed; such investigator may be assisted by technical and other officers appointed by the Contracting State, and shall have all the powers of an Inspector of Accidents under the provisions of this Chapter.

(3) The investigation shall be held in private.

(4) Where it occurs to the Inspector that in order to resolve any conflict of evidence or that for any other reason it is expedient so to do, he may permit any person to appear before him to recall evidence or examine witnesses.

(5) Where it appears to the Inspector that any degree of responsibility for any accident may be attributed to any person, and if it appears to the Inspector to be practicable so to do, that person shall be given notice that blame may be attributed to him and be permitted to make a statement or give evidence and to produce witnesses and to examine any witnesses from whose evidence it appears he may be blameworthy.

(6) No person summoned as a witness at an investigation shall—

(*a*) disobey a summons; or

(*b*) refuse to be sworn or to make an affirmation as a witness; or

(*c*) fail to answer any question which he is lawfully required by the Inspector to answer; or

(*d*) refuse or fail to produce any documents or part of component of an aircraft which he is lawfully required to produce.

(7) A summons under this regulation shall be in writing under the hand of the Inspector and shall specify the time and the place for the taking of evidence and the documents and the parts or components of an aircraft (if any) required to be produced.

(8) A summons under this regulation may be served either personally on the person to be served or by registered letter addressed to the person at his last known place of abode or business or by leaving it at his last known place of abode or business with some other person apparently an inmate thereof and apparently not less than eighteen years of age.

Investigation of accidents to Ceylon aircraft outside Ceylon.

268. (1) Where any serious accident occurs outside Ceylon to any Ceylon aircraft the Director may authorize an accredited representative or investigator, or both, to participate in such investigation or enquiry as is conducted by the country in which the accident occurs.

(2) Where any minor accident occurs outside Ceylon to any Ceylon aircraft, the Director may authorize an Inspector to conduct an investigation into any matters connected with such accident.

Furnishing of information to foreign country which conducts investigation.

269. Where any serious accident occurs outside Ceylon to Ceylon aircraft, or in Ceylon to any foreign aircraft, the Director shall furnish any country which conducts an investigation or enquiry outside Ceylon with all relevant information in his possession.

Inquiry reports.

270. (1) Upon the completion of an investigation, the Director, or such other Inspector as may be authorized by him, shall make a report. He shall state the circumstances of the case and his conclusion as to the cause of the accident, adding any observations and recommendations which he thinks fit to make with a view to the preservation of life and the avoidance of similar accidents in the future. He may also state to what extent effect has been given to the provisions of paragraph (5) of regulation 267 and the Director may cause the whole or any part of such report to be published in such manner as he thinks fit.

(2) In the case of an enquiry relating to any foreign aircraft the Director shall send, with the minimum delay, a report containing the findings of the Inspector and including, in addition, a summary of evidence and other essential information on which the findings were based to the State of Registry, except that in such cases

where a State of Registry has had an accredited representative and officers participating in the enquiry, the report may be restricted to matters affecting or likely to affect that State.

General.

271. No person shall obstruct or impede any Inspector of Accidents or any person acting under the authority of the Director in the exercise of any powers or duties under this Chapter.

CHAPTER XVII

MISCELLANEOUS

Surrender of documents.

272. (1) The Director may, by notice in writing, require the holder of any licence, certificate or other document issued under these regulations or any person having the possession or custody of any such licence, certificate or document, to surrender to the Director, within a time specified in the notice, any such licence, certificate or document for cancellation, suspension, endorsement or variation in accordance with the provisions of these regulations.

(2) Where the holder of a licence, certificate, permit or authority issued under these regulations changes his place of abode or business or his address, he shall forthwith furnish to the Director notice in writing of such change.

(3) A person shall not, with intent to evade the requirements of this regulation, destroy, mutilate or deface any document which he is required to surrender to the Director.

Production of licences.

273. (1) Any person required under these regulations to be the holder of a licence shall, on demand by an authorized person, produce his licence and, in the case of a member of an operating crew, his log-book, for inspection by such authorized person.

(2) The owner or pilot-in-command of any aircraft shall, on demand, produce or cause to be produced for inspection by an authorized person, any certificates, licences, or log-book relating to the aircraft and, if it carries passengers or cargo, the list of the names of the passengers or the bills of lading and the manifests, as the case may be.

Access of authorized persons to aerodromes, aircraft, &c.

274. Any person authorized by the Director shall, at all reasonable times, have access to any place to which access is necessary for the purpose of carrying out any powers and functions vested in him in pursuance of the Act or these regulations, and in particular—

(a) shall have access at all times to any licensed aerodrome or place authorized for use as an aerodrome for the purpose of inspecting the aerodrome or place;

(b) shall, at all reasonable times, have access to any aircraft for the purpose of inspecting the aircraft.

Liability for damage to aircraft during official tests.

275. The Director or an officer acting under his authority shall not be liable for any loss or damage to an aircraft which occurs while the aircraft is in the custody of the Director for the purpose of any official flying trials or other official tests, or in the course of transit to and from the place fixed for those trials or tests, or during any inspection by an officer in pursuance of these regulations.

Supply of particulars of certificates and licences.

276. A person may, on payment of a fee of Rs. 2.50, be supplied with a certificate bearing the written, stamped or printed signature of the Director certifying to the particulars entered in the register or records of the Department in respect of any certificate of registration or of airworthiness, or any licence of a member of an operating crew or of an aircraft maintenance engineer, issued under these regulations.

Exits in aircraft.

277. In every Ceylon aircraft carrying passengers for hire or reward or, in a case where the carriage is effected by an air transport undertaking, whether for hire or reward or not—

(a) every means of exit from the aircraft and from every passenger compartment therein shall be kept free from any obstruction and no such means of exit shall be so fastened, by locking, or otherwise, as to hinder the immediate use thereof in an emergency; and

(b) the position of every such means of exit which is specially provided for use in an emergency shall be clearly marked with the words "Emergency Exit", and in each case the mode of operation shall be indicated.

Dimensional units to be used in air-ground communications.

278. The regulatory provisions concerning dimensional units to be used in air-ground communications shall be as laid down in the Fifth Schedule hereto.

Licensing of personnel.

279. (1) Licensing of personnel shall be as prescribed in the First Schedule hereto, and the fees chargeable therefor shall be as prescribed in the Eighth Schedule hereto.

(2) Specifications for personnel licences and the medical requirements shall be as prescribed in the First Schedule hereto.

Aeronautical charts.

280. The standards and recommended practices adopted in pursuance of the Convention in respect of Aeronautical Charts shall be applicable to the production of such charts in Ceylon.

Fire equipment in hangars and workshops.

281. Adequate fire-fighting equipment in conformity with standards approved by the Director shall be installed by an operator in every hangar and workshop owned or leased by him.

Implementation of I.C.A.O. Annex 14.

282. (1) The physical characteristics of aerodromes, aeronautical ground light and surface marking colours, obstruction clearing and marking, visual ground aids and aerodrome equipment, shall conform to the standards prescribed in Annex 14 to the Convention, and the recommended practices therein shall be implemented as far as possible.

(2) Any additions or amendments adopted hereafter by the Council of the International Civil Aviation Organization shall be construed as having the same force under this regulation as if prescribed under paragraph (1).

Fuelling of aircraft.

283. (1) No aircraft shall fill or replenish its fuel tanks from vehicles or vessels carrying fuel in bulk unless from specially constructed tank vehicles or vessels of a type approved by the Director.

(2) Before the commencement of refuelling, the aircraft, its fuel tanks and all metallic parts of the fuel dispensing apparatus of the aircraft shall be electrically connected and efficiently earthed.

(3) No smoking and no fire or other source of heat or light capable of igniting inflammable vapour shall be permitted within one hundred feet of any aircraft while it is being or is about to be fuelled.

(4) All aircraft engines within the distance specified in paragraph (3) of this regulation shall be stopped so long as fuelling is in progress.

(5) No person shall use an electric motor inside any aircraft during refuelling.

(6) During the fuelling of any aircraft used for the conveyance of passengers, the passengers may be permitted to remain in the cabin of the machine provided—

(i) that there is no smoking in the aircraft ;

(ii) that an employee of the operator is stationed in the entrance to the passenger cabin and remains alert for any emergency until fuelling is completed ;

(iii) that in the case of seaplanes, a suitable boat is kept alongside to disembark the passengers in case of an emergency ; and

(iv) that the safety belts are not fastened.

(7) Fuel tanks shall not be allowed to overflow except through special pipes incorporated in the system in such a way as to prevent the fuel from running on to the aircraft surface, the ground or water.

(8) All engine fuel cocks shall be closed while refuelling.

(9) All electric switches in the aircraft shall remain in the "off" position during the operation of refuelling, and all electric circuits other than those required or permitted to be in operation under this paragraph shall be controlled by a master switch or switches which shall be in the "off" position. The following electric switches may be operated or left in the "on" position, as the case may require :—

(i) Electric switches controlling the riding lights of seaplanes or any other lights required by law to be exhibited on the aircraft while on the surface of the water ;

(ii) Electric switches controlling the interior lights in the aircraft which are necessary for safety ;

(iii) Electric switches controlling petrol gauges which it is essential to operate ;

(iv) Electric switches (the maintenance of which to be limited to the replacement of complete units) for the operation of radio and electric equipment on aircraft using kerosene, so long as the inside temperature of such aircraft remains below 100 Fahrenheit.

(10) No person shall refuel any aircraft in any hangar.

Housing of aircraft.

284. (1) No aircraft containing dangerous fuel in bulk in any of its tanks may be housed in a hangar unless such hangar is constructed of uninflammable material and is effectively and safely ventilated.

(2) Every such hangar shall be in charge of a competent person who shall be responsible for taking all proper precautions against fire and shall prevent unauthorized persons from having access to the building.

Taxying of aircraft into hangars.

285. No aircraft shall be taxied into or out of or started up in any hangar in any aerodrome.

Prohibition of carriage of persons without passports.

286. The pilot-in-command of any Ceylon aircraft shall not allow such aircraft to enter Ceylon from a place outside Ceylon unless all persons on board the aircraft are in possession of valid passports as required by law for the time being in force relating thereto :

Provided that nothing in this regulation shall prejudice the adoption of any provisions made under the Convention in respect of the facilitation of international air transport or search and rescue operations.

Inspections.

287. Any person authorized by the Director by special or general order in writing may inspect and search any aircraft for the purpose of securing compliance with any of these regulations.

Photography at aerodromes.

288. The Director may at any time, as a security measure, forbid photography at any aerodrome or from aircraft except in accordance with, and subject to the terms and conditions of, a written permit granted by him.

Loading and load sheet.

289. A public transport aircraft of any class shall not, unless otherwise exempted by the Director, fly or attempt to fly unless—

(i) the operator of the aircraft has obtained the approval of the Director to written loading instructions in respect of the aircraft;

(ii) the loading thereof for the proposed flight has been carried out in accordance with the said instructions; and

(iii) the person superintending the loading of the aircraft for the proposed flight has made out, signed and dated, a load sheet in duplicate, containing such particulars as may be required by the Director, and the said load sheet has been submitted to and examined by the person in command of the aircraft in order to assist him to ascertain whether the load carried by the aircraft is of such weight and so distributed and secured that it may safely be carried on the proposed flight.

State aircraft to be exempt from fees.

290. State aircraft shall be exempt from the fees payable under these regulations—

(*a*) in respect of registration, and

(*b*) in respect of the issue of certificate of airworthiness.

They shall also be exempt from landing, housing, mooring and parking charges.

Detention of aircraft.

291. (1) Where it appears to the Director that any aircraft is intended or is likely to be flown in such circumstances that the flight would involve an offence against these regulations or be a cause of danger to persons in the aircraft or to persons or property on the ground, he may detain the aircraft or take such other action as is necessary for the purpose of causing the circumstances relating to the flight to be investigated or the aircraft to be inspected.

(2) Where an aircraft has been detained in pursuance of the last preceding paragraph, the aircraft shall not be used until the Director, after being satisfied that the regulations are being complied with, approves its use or until such alterations or repairs to the aircraft as the Director considers necessary to render the aircraft fit for flight, have been made.

Persons entering or remaining in aerodromes.

292. A person shall not enter or remain within the precincts of an aerodrome in circumstances in which the safety of an aircraft or its passengers or crew is likely to be imperilled or the proper functioning of the aerodrome is likely to be impeded.

Contravention of regulations by aircraft.

293. Where any aircraft contravenes any of these regulations or any direction given thereunder, the operator of the aircraft and the person in command (unless he is also the operator) thereof, shall, without prejudice to the liability of any other person under that regulation, be deemed to have contravened that regulation unless he proves to the satisfaction of the court that the contravention was due to accident, stress of weather or other unavoidable cause or that the contravention took place without his actual fault or privity.

[10,942/15-8-1956.]

294. Notwithstanding anything to the contrary in the preceding provisions of these regulations, the holder of a valid commercial pilot's licence or senior commercial pilot's licence may act as pilot-in-command of

any aircraft engaged in charter or regular public transport operations within Ceylon or between India and Ceylon if—

(*a*) the aircraft is of a type to which his licence applies; and

(*b*) he satisfies the requirements laid down in these regulations as to medical fitness and recent flying experience.

Repeals, &c.

295. (1) The Air Navigation Regulations, 1938, are hereby repealed.

(2) Every certificate, or licence or other document issued or validated, or any direction or any permission or authorization given or any registration effected under any law which has ceased to have effect as part of the law of Ceylon by virtue of any provisions of the Act shall, until revoked or superseded remain in force as though the same has been issued or validated, given or effected under these regulations; and these regulations shall accordingly apply to every such certificate, licence or other document, or to such direction, permission, authorization, or registration.

FIRST SCHEDULE

Requirements for the Licensing of Personnel

PART I—DEFINITIONS AND GENERAL PROVISIONS CONCERNING LICENSING

1.1. Definitions—

IN this Schedule the expression—

"aero-tow flight" means a flight during which a glider is being towed by an aircraft;

"aero-tow flight time in a glider" means the total time occupied in towing from the moment the glider first moves for the purpose of taking off until the moment it is released from the tow device;

"approved training" means training carried out under special curricula and supervision approved by the Director;

"dual instruction time" means flight time during which a person is receiving flight instruction from a pilot on board the aircraft;

"flight time in a glider" means the total time occupied in flight, whether being towed or not, from the moment the glider first moves for the purpose of taking off until the moment it comes to rest at the end of the flight;

"instrument time" means instrument flight time or instrument ground time;

"instrument ground time" means the time during which a pilot is practising, on the ground, simulated instrument flight on a mechanical device approved by the Director;

"instrument flight time" means the time during which a pilot is piloting an aircraft solely by reference to instruments and without external reference points;

"to pilot" means to manipulate the flight controls of an aircraft during flight time;

"rating" means an authorization entered on a licence and forming part thereof, stating special conditions privileges or limitations pertaining to such licence;

"rendering (a licence) valid" means the action taken by a Contracting State, as an alternative to issuing its own licence, in accepting a licence issued by any other Contracting State as the equivalent of its own licence;

"solo flight time" means flight time during which a pilot is the sole occupant of an aircraft;

"type of aircraft" means all aircraft of the same basic design including all modifications thereto except those modifications which result in a change in handling or flight characteristics; and

"to certify as airworthy" means to certify that an aircraft or parts thereof complies with current airworthiness requirements after being overhauled, repaired, modified or installed.

1.2. General Provisions concerning Licences—

1.2.1. *Authority to act as a flight crew member.* A person shall not act as a flight crew member of an aircraft unless he holds a valid licence appropriate to his duties as required in Chapter V of these regulations.

1.2.2. *Method of rendering a licence valid.* When the Director renders valid a licence issued by a Contracting State, as an alternative to the issue of a licence by him, he shall establish validity by a suitable authorization to be carried with the former licence accepting it as the equivalent of the latter. The validity of the authorization shall not extend beyond the period of validity of the licence.

1.2.3. *Privileges of the holder of licences.* The holder of a licence shall not exercise privileges other than the privileges of the licence he holds.

1.2.4. *Medical Fitness.* Applicants for the licences enumerated in paragraph 1.2.5. shall comply with the medical requirements prescribed in Part VI of this Schedule and have their medical fitness certified in the manner prescribed by these regulations. The Director shall withhold issue or renewal of a licence if the medical requirements prescribed for that licence are not obtained, except that, the licence may be issued or renewed if the following conditions are fulfilled:—

(1) Accredited medical conclusion indicates that—

(a) the condition of the applicant is not such as to introduce any hazard either of sudden incapacity or of inability to perform his duties safely during the validity period of the licence; and

(b) failure to attain the requirements is capable of being compensated.

(2) The Director has satisfactory evidence that the applicant's already acquired and demonstrated ability, skill and experience compensate for his deficiency.

(3) The licence is endorsed with any special limitations when the safe performance of flight duties is dependent on compliance with such limitations.

1.2.5. Licences shall be renewed or shall remain valid subject to renewal of certificate of medical fitness at intervals not greater than—

(*a*) 12 months for a student pilot's licence;
(*b*) 12 months for a private pilot's licence;
(*c*) 12 months for a private helicopter pilot's licence;
(*d*) 12 months for a glider pilot's licence;
(*e*) 12 months for a free baloon pilot's licence;
(*f*) 6 months for a commercial pilot's licence;
(*g*) 6 months for a commercial helicopter pilot's licence;
(*h*) 6 months for a senior commercial pilot's licence;
(*i*) 6 months for an airline transport pilot's licence;
(*j*) 12 months for a flight navigator's licence; and
(*k*) 12 months for a flight engineer's licence.

1.2.6. The holder of a licence shall not exercise the privileges of his licence during any period when such holder is aware of any decrease in medical fitness which would render him unable to comply with the requirements for the grant of his certificate of medical fitness. The Director shall, as far as is practicable, ensure that a licence holder does not exercise the privileges of his licence during any period in which his medical fitness has, from any cause, decreased to an extent that would have prevented the issue or renewal of his licence.

1.2.7. *Approved training.* Every course of training approved by the Director shall provide a level of safety at least equal to that provided by the minimum experience requirements for personnel not receiving such training.

PART II—LICENCES AND RATINGS FOR PILOTS

2.1. Ratings for Pilots and the Privileges relating thereto—

2.1.1. Aircraft ratings shall comprise the following:—
(*a*) category rating;
(*b*) class rating;
(*c*) type rating;

[10.942/15-6-1956.] Class ratings apply only to aeroplanes.

[10.942/15-6-1956.] 2.1.1.1. Category ratings shall comprise—
(*a*) aeroplane;
(*b*) gyroplane;
(*c*) helicopter;
(*d*) glider;
(*e*) free balloon.

2.1.1.2. Class ratings shall comprise—

(*a*) single-engine, land;

(*b*) single-engine, sea;

(*c*) multi-engine, land;

(*d*) multi-engine, sea;

2.1.1.3. Type ratings shall comprise a rating for each type of aircraft.

2.1.2 *Circumstances in which aircraft ratings are required.*—

2.1.2.1. The Director shall not permit the holder of a pilot's licence to act either as pilot-in-command of an aircraft carrying passengers or operated for remuneration or to act for remuneration as pilot-in-command of an aircraft, unless such holder has received the proper authorization.

2.1.2.2. Proper authorization shall comprise a category rating and, where applicable, a class rating entered on the holder's licence, provided that proper authorization shall also include a type rating similarly entered on the pilot's licence.

2.1.2.3. The category, class and type rating shall be appropriate to the aircraft in which the holder of the licence either acts as pilot-in-command carrying passengers or acts for remuneration as pilot-in-command.

2.1.3. *Demonstration of skill for aircraft ratings.*—

2.1.3.1. When an applicant demonstrates his skill for the issue of a pilot's licence, the rating appropriate to the category, class and type of aircraft used in the test, shall be entered on such licence.

2.1.3.2. When the holder of a pilot's licence seeks an additional aircraft rating, he shall demonstrate skill appropriate to the requirements of his licence, in the category and class, and, when required under paragraph 2.1.2.2., in the type of aircraft for which the rating is sought.

2.1.4. *Circumstances in which an instrument rating is required.* A private or commercial pilot shall not act as pilot-in-command of an aircraft under instrument flight rules (IFR) unless he has received proper authorization. Proper authorization shall comprise an instrument rating, entered on his licence by the Director.

2.1.5. *Circumstances in which a flight instructor rating is required.* A pilot shall not carry out the flight instruction required for the issue of a private pilot's licence, unless he has received proper authorization. Proper authorization shall comprise a flight instructor rating entered on his licence.

2.2. Student Pilot—

2.2.1. A student pilot shall not constitute a hazard to air navigation. He shall not be less than 17 years of age.

2.2.2. He shall not fly solo unless under the supervision of, or with the authority of, a licensed pilot holding a flight instructor's rating issued or rendered valid by the Director.

2.2.3. A student pilot shall not pilot an aircraft on an international flight.

2.2.4. A student pilot shall establish his medical fitness on the basis of compliance with the following medical requirements :—

(*a*) Physical requirement	..	No. 3
(*b*) Visual requirement	..	No. 3
(*c*) Colour perception requirement	..	No. 2
(*d*) Hearing requirement	..	No. 4

2.3. Private Pilot—

2.3.1. *Requirements for the issue of a licence.* The Director shall require an applicant for private pilot's licence to meet the following requirements in respect of age, knowledge, experience, skill and medical fitness :—

2.3.1.1. *Age.* He shall be not less than eighteen years of age.

2.3.1.2. *Knowledge.* He shall satisfy the Director as to his knowledge of—

(*a*) the regulations relating to air navigation ;
(*b*) elementary navigation ;
(*c*) elementary meteorology ;
(*d*) theory of flight and aircraft operating limitations ;
(*e*) aircraft engines and instruments for which a licence is required as prescribed by the Director ;
(*f*) radio telephony procedures ; and
(*g*) the elementary principles of aeronautical charts.

2.3.1.3. *Experience.* He shall have completed not less than—

(*a*) fifty hours of flight time, provided that :

(1) if he requires a licence to fly unconventional aircraft these requirements may be modified in accordance with the degree of skill and experience necessary in each case ; and

(2) where he is the holder of a licence to fly gliders, these requirements may be reduced in accordance with the degree of skill and experience ;

(*b*) three hours of cross-country flight time, solo, including a round-trip flight to an aerodrome not less than fifty nautical miles distant from the point of departure and including not less than two full-stop landings at different points along the route. (The three hours of cross-country flight may be included in the total of fifty hours specified in paragraphs 2.3.1.3. (*a*) and must have been carried out within the 6 months immediately preceding the date of application.) ;

(*c*) five hours' instrument time, half of which may be instrument ground time and may be included in the total of fifty hours specified in paragraphs 2.3.1.3. (*a*) ; and

(*d*) five hours' night flying, of which there must be a minimum of one hour dual and 3 hours solo, and including not less than 5 flights as pilot-in-charge, carried out within the 6 months immediately preceding the date of application to the satisfaction of a pilot who holds an instructor's rating. (The five hours' night flying may be included in the total of fifty hours specified in paragraph 2.3.1.3. (*a*).)

2.3.1.4. *Skill.* He shall demonstrate to the satisfaction of the Director his familiarity with and his ability to perform both normal and emergency flight manoeuvres appropriate to the category and class of aircraft used in the test and with a degree of competency appropriate to that of a private pilot in the course of flying tests with an examiner on board.

2.3.1.5. *Medical Fitness.* He shall have established his medical fitness on the basis of compliance with the following medical requirements:

(*a*)	Physical requirement	No. 3
(*b*)	Visual requirement	No. 3
(*c*)	Colour perception requirement ...	No. 2
(*d*)	Hearing requirement	No. 4

2.3.1.5. In the case of an applicant for an instrument rating the assessment of hearing acuity shall be made on the basis of compliance with hearing requirement No. 1.

2.3.2. *Privileges of the holder of a licence and the conditions to be observed in exercising such privileges.* Subject to compliance with the requirements specified in paragraphs 1.2.5., 1.2.6., 2.1.2. and 2.1.4., the privileges of the holder of a private pilot's licence shall be to act (but not for remuneration)—

(*a*) as pilot of any aircraft not operated for remuneration, if he is the sole occupant thereof;

(*b*) as pilot-in-command of any aircraft not operated for remuneration and to carry passengers therein, provided that he shall not carry passengers by night unless within the six months immediately preceding the flight during which passengers are to be carried, he has carried out not less than five take-offs and five landings, by night; and

(*c*) as co-pilot in any aircraft not operated for remuneration.

2.3.3. *Renewal of licences.* An applicant for the renewal of a private pilot's licence shall be required to produce satisfactory evidence that he has had during the 12 months immediately preceding the date of the application—

(*a*) in respect of aircraft of which the maximum total weight authorized exceeds 12,500 lb. at least one flight as pilot-in-command of each type of aircraft, and

(*b*) not less than 5 hours' flying experience as pilot-in-command of each class of aircraft for which the renewal is desired, and that he had during the six months immediately preceding the date of the application, carried out not less than 5 take-offs and landings by night. In default of such evidence the applicant may be required to undergo all or any part of the practical flying tests and the technical examination specified in the grant of a licence, as the Director may consider appropriate in the circumstances of the case.

2.3.4. *Extension of licence.* An applicant for the extension of the aircraft rating in the licence to include an additional class or type of flying machine will normally be required to undergo a technical examination in the method of operation and functioning of flying machines of the class or type to which the application relates and to carry out practical flying tests provided that exemption may be made at the discretion of the Director according to the applicant's qualifications and experience.

2.4. Commercial Pilot—

2.4.1. *Requirements for the issue of a licence.* The Director shall require an application for a commercial pilot's licence to comply with the following requirements in respect of age, knowledge, experience, skill and medical fitness :—

2.4.1.1. *Age.* He shall be not less than eighteen years of age or more than 45 years of age at the date of his application for the initial issue of the licence.

2.4.1.2. *Knowledge.* He shall satisfy the Director as to his knowledge of—

(*a*) the regulations governing civil aviation, which are pertinent to the operation of aircraft, including air traffic control practice and procedure ;

(*b*) practical air navigation, including the use of aeronautical charts ;

(*c*) elementary meteorology, including simple analyses of weather maps and meteorological reports ;

(*d*) navigational instruments and aids to flight under visual flight rules (VFR) ;

(*e*) theory of flight and aircraft operating limitations, including basic principles of loading and weight distribution, and their effect to flight characteristics ;

(*f*) aircraft equipment and installations ;

(*g*) the general aspects of airframe and powerplant maintenance ;

(*h*) Radio Telephony (Practical Communications).

[10,942/15-6-1956.]

2.4.1.3. *Experience.* He shall have completed not less than 200 hours of flight time or 150 hours of flight time if he has satisfactorily completed a course of approved training. The total of 200 hours or 150 hours, as the case may be, shall include—

(*a*) 100 hours as pilot-in-command ;

(*b*) twenty hours of cross-country flight time as pilot-in-command including one flight of not less than 300 nautical miles in the course of which not less than two full-stop landings at different points shall be made ;

(*c*) (i) five hours of night flight including not less than ten take-offs and ten landings by night as pilot-in-command and as sole manipulator of the control ;

(ii) five hours of night flight under a competent instructor ; not more than five hours may have been acquired on mechanical devices approved by the Director ;

(*d*) ten hours of instrument flight instruction, of which not more than five hours may have been acquired on mechanical devices approved by the Director ;

(*e*) a reasonable amount of flying experience as pilot in the type of aircraft to which the application relates ;

Provided however that flying experience as co-pilot may be reckoned towards the total requirement of 200 hours (or 150 hours) to the extent that one half of such flying, up to a maximum allowance of 50 hours may be included if it was carried out on (*a*) aircraft required by these regulations to have on board more than one pilot or (*b*) military aircraft which normally carry more than one pilot ;

(*f*) flying training under a competent instructor in a dual-controlled aircraft ; and

(*g*) ten hours' flight time carried out during the six months immediately preceding the date of the application.

Note.—The night flying experience specified in paragraph 2.4.1.3. (*c*) and the instrument flight instruction specified in paragraph 2.4.1.3. (*d*) do not entitle the holder of a commercial pilot's licence to pilot aircraft under IFR.

2.4.1.4. *Skill.* He shall demonstrate to the satisfaction of the Director his ability to perform both normal and emergency flight manoeuvres appropriate to the category and class of aircraft used in the test and with a degree of competency appropriate to that of a commercial pilot. The candidate will be under examination while undertaking preflight inspection, starting procedure and running up, cock-pit check, taxying, vital actions and take-off.

I. The general flying test shall consist of—

(A) *A Basic Flying Test* which will consist of a flight of about one hour's duration in an acrobatic aircraft with an examiner on board and will involve examination in—

(i) engine failure after take-off;

(ii) action in the event of fire;

(iii) straight and level flying;

(iv) precautionary landing (touch-down to be normally within 100 yards of the edge of the landing area);

(v) out-of-wind landing;

(vi) landing without power from a height specified by the examiner;

(vii) over shoot procedure;

(viii) turns of various degrees of bank with and without engine;

(ix) climbing and descending turns;

(x) stalling and recovery;

(xi) spinning and recovery—

(*a*) during a powered turn,

(*b*) during a descending turn without power;

(xii) instrument flying, including course keeping, rated turns and turns on to selected headings.

(B) *A Cross-country Flying Test*, which will consist of a flight with an examiner on board and will be of approximately 2½ hours duration. (The candidate will be given the route to fly, but will be expected to obtain all the necessary information from the Air Traffic Controller and Meteorological Office.) The examiner may instruct the candidate to make deviations from the planned route. Candidates will be assessed on the following:—

(i) flight planning and the use made of the weather and general briefing information,

(ii) map reading,

(iii) maintenance of course, height and speed for a period of at least 15 minutes, solely by the use of instruments,

(iv) interpretation and use of radio bearings supplied by the examiner,

(v) recording of relevant information in the air (from which the re-construction of the flight may be made after landing); and

(C) *A Night Flying Test.* Which will consist of a flight by night with an examiner on board. The candidate will be required—

(i) to fly a triangular cross-country flight of approximately 120 nautical miles, returning to the aerodrome of departure; the route being selected by the examiner before flight; and

(ii) to carry out two take-offs and landings at the aerodrome of return.

II. *Requirements for type rating in the aircraft rating.* In order to ensure that a pilot is fully competent to operate each type of aircraft he desires included in his aircraft rating, he will have to produce a certificate on the appropriate form duly signed by an authorized person or persons, of his having performed the manoeuvres detailed hereinunder whichever is appropriate to the group on the aircraft rating and the type rating of the aircraft concerned. An authorized person for this purpose shall be the holder of a "B" Licence, a commercial, a senior commercial or an airline transport pilot's licence, who himself has the type concerned in Group One of his aircraft rating. The person signing this certificate must have actually witnessed the manoeuvres concerned while on board the aircraft in which they were carried out.

Note.—All manoeuvres of which evidence is required must have been carried out within a period of six months immediately preceding the date of application for the licence or for the extension of the aircraft rating as the case may be.

Group 1.—Pilot-in-Command Rating—Multi-engine Aircraft

(1) By Day at Maximum Landing Weight—

(i) all manoeuvres used in normal flight including take-off and landing;

(ii) landing with one engine inoperative;

(iii) emergency manoeuvres including simulated engine failure after take-off and approach to the stall in both level and banked attitude.

(2) By Night at Maximum Landing Weight—

(i) all manoeuvres used in normal flight, including taking off and landing;

(ii) with one engine inoperative, all the manoeuvres used in normal flight, including landing.

Group 1.—Pilot-in-Command Rating—Single-engine Aircraft

By Day—

(i) All manoeuvres used in normal flight;

(ii) Emergency manoeuvres, including simulated forced landings and recovery from stalls entered from both level and banked attitude.

Group 2.—Co-Pilot Rating

Six take-off and six landings, by day or by night, as pilot-in-charge or as pilot under supervision.

2.4.1.5. *Medical Fitness.* He shall have established his medical fitness on the basis of compliance with the following medical requirements:—

(*a*)	Physical requirement	No. 1
(*b*)	Visual requirement	No. 1
(*c*)	Colour perception requirement ...	No. 2
(*d*)	Hearing requirement	No. 3

2.4.1.5.1. In the case of an application for an instrument rating, the assessment of hearing acuity shall be made on the basis of compliance with hearing requirement No. 1.

2.4.2. *Privileges of the holder of a licence and the conditions to be observed in exercising such privileges.* Subject to compliance with the requirements specified in paragraphs 1.2.5, 1.2.6, 2.1.2. and 2.1.4, the privileges of the holder of a commercial pilot's licence shall be as follows:—

(*a*) to exercise all the privileges of a private pilot;

(*b*) to act as pilot-in-command in any aircraft engaged in operations other than commercial air transportation;

(*c*) to act as pilot-in-command in non-scheduled commercial air transporation in any aircraft having a gross weight not exceeding 5,700 kilogrammes (12,500 lb.) provided that he shall not exercise this privilege by night unless, within the six months immediately preceding night flight, he has carried out not less than ten take-offs and ten landings, by night;

(*d*) to act as co-pilot in commercial air transporation in aircraft required to be operated with a co-pilot, provided that for flights under IFR he holds an instrument rating.

2.4.3. *Exemption.* An applicant who has been the holder of a commercial pilot's licence or a licence of a higher class may, at the discretion of the Director and having regard to the type of aircraft for which a licence is desired be exempted from all or any part of the requirements as to flying experience, practical tests and technical examinations specified above. Any exemption in respect of the said practical tests may be made conditional upon the satisfactory completion by the applicant of a special flying test.

2.4.4. *Renewal of Licence.* A commercial pilot's licence may be renewed for six months or for a shorter period, the six months to run from the date of the medical examination except that if the medical examination for renewal takes place during the last 21 days of its invalidity, the new period of six months may run from the date of expiry. For renewal of a licence, two requirements shall be satisfied: that is to say, medical fitness and recent experience as a pilot. The principal flying requirement for renewal of licence shall be six hours' flying as pilot-in-command, including 6 take-offs and 6 landings during the 6 months immediately preceding the application. If, however, the pilot has no Group 1 type rating, but only Group 2 type ratings, the requirement shall be 6 hours' flying as co-pilot including 6 take-offs and landings made under supervision.

In addition, the applicant shall have performed at least one flight during the past 12 months on each type included in Group 1 of the aircraft rating of the licence. This flight must have been made as pilot-in-command; if no such flight has been made, the type will be removed from Group 1 and downgraded to Group 2. Where a licence to be renewed has been allowed to lapse, the applicant *may* be required to pass any

or all of the flying tests and examinations specified; but each application will be considered on its merits, having regard to the length of time since the licence expired and the flying done recently by the applicant. If the holder of a licence has also an instrument rating for which there is a hearing requirement higher than for the licence itself, the instrument rating may be removed from the licence if, at the medical examination for renewal of licence, he does not obtain this higher standard. Unless the rating is so removed it will remain on the licence, but the exercise of its privileges will be limited by the requirement for periodical instrument flying check by an authorized examiner.

2.4.5. *Extension of licence.* An applicant for the extension of the aircraft rating of a licence to include the flying of an additional type of aircraft, either as pilot-in-command or as co-pilot shall be required to satisfy the Director as to his competence to fly the type of aircraft concerned. For this purpose the applicant shall be required to satisfy the requirements as to flying experience, practical flying test and technical examinations specified by the Director.

2.5. Senior Commercial Pilot—

2.5.1. *Requirements for the issue of a licence.* The Director shall require an applicant for a senior commercial pilot's licence to comply with the following requirements in respect of age, knowledge, experience, skill, and medical fitness:—

2.5.1.1. *Age.* He shall be not less than 21 years of age or more than 45 years of age at the date of his application for the initial issue of the licence.

2.5.1.2. *Knowledge.* He shall satisfy the Director as to his knowledge of—

(*a*) the regulations governing civil aviation which are pertinent to the operation of aircraft, including air traffic control practices and procedures;

(*b*) the basic principles of air navigation including the use of formulae instruments and other navigational aids necessary for the navigation of aircraft by instruments;

(*c*) the general system of collection of meteorological data and its dissemination;

(*d*) weather maps, weather forecasts, and weather abbreviations, symbols, and nomenclature;

(*e*) elementary meteorology including—

(i) a knowledge of pressure systems based on modern conceptions;

(ii) the association of pressure system with fronts, cloud forms and icing conditions;

(iii) the movement of upper winds and the effects thereof on aircraft operation;

(*f*) weather service circulars and instructions for air route meteorological service which are pertinent to aircraft operation;

(*g*) radio communication procedures as applied to aircraft operation;

(*h*) theory of flight and aircraft operating limitations including the basic principles of loading and weight distribution and their effect on flight characteristics;

(*i*) aircraft equipment and installations;

(*j*) the general aspects of airframe and powerplant maintenance.

2.5.1.3. *Experience.* He shall—

(*a*) have completed not less than 700 hours of total flight time, including not less than 200 hours as pilot-in-command. The 200 hours as pilot-in-command shall include twenty-five hours of night flight; ten hours' cross-country or overseas night flight, 50 hours, cross-country or overseas flight time, and at least 10 hours' flight carried out during the 6 months immediately preceding the date of application), and

(*b*) have completed not less than forty hours of instrument time, of which not more than twenty hours shall be instrument ground time, or, if the applicant has satisfactorily completed a course of approved training, thirty hours of instrument time, of which not more than ten hours shall be instrument ground time.

2.5.1.4. *Skill.* He shall demonstrate his ability in the course of flying tests with an examiner on board and including an instrument flying test—

(*a*) to pilot aircraft satisfactorily in all manœuvres used in normal flight;

(*b*) to execute emergency manœuvres which may include simulated forced landings and recovery from stalls entered both from level and steeply banked attitudes

(*c*) to operate multi-engine aircraft at authorized maximum landing weight with one engine inoperative, if a rating on such aircraft is sought;

(*d*) to execute all normal manœuvres, solely by reference to instruments, including stalls, spirals and a turn of not less than 720 degrees in a banked attitude of not less than 45 degrees;

(*e*) to execute any other manœuvres which may be essential to establish his competency;

(*f*) to carry out the tests specified in paragraphs 2.5.1.4. (*b*) and (*c*) in an aircraft of the class for which a rating is sought, and where the rating is sought for an aircraft having a gross weight exceeding 12,500 lb. in the type of aircraft for which the rating is sought:

Provided that any manœuvre required during the course of the tests specified in paragraphs 2.5.1.4. (*a*) to (*f*) above may be modified or eliminated if such manœuvre is inadvisable in the type of aircraft used in the tests.

2.5.1.5. *Medical Fitness.* He shall have satisfied his medical fitness on the basis of compliance with the following medical requirements:—

(*a*) Physical requirement ..	.. No. 1
(*b*) Visual requirement ..	.. No. 1
(*c*) Colour perception requirement	.. No. 1
(*d*) Hearing requirement ..	.. No. 2

2.5.1.5. In the case of an applicant for instrument rating, the assessment of hearing acuity shall be made on the basis of compliance with—

Hearing requirement ..	.. No. 1

2.5.2. *Privileges of the holder of a licence and the conditions to be observed in exercising such privileges.* Subject to compliance with the requirements specified in paragraphs 1.2.5, 1.2.6, 2.1.2, and 1.2.5, the privileges of the holder of a senior commercial pilot's licence shall be—

[10.945/15-6-1956.]

(*a*) to exercise all the privileges of a private and commercial pilot;

(*b*) to act as pilot-in-command in commercial air transportation in any aircraft having a gross weight not exceeding 30,000 lb;

(*c*) to act as pilot-in-command in commercial air transportation not carrying passengers for remuneration, in any aircraft having a gross weight exceeding 30,000 lb. but not exceeding 44,000 lbs.;

(*d*) to act as co-pilot in commercial air transportation in aircraft required to be operated with a co-pilot, provided that, for flight under IFR, he holds an instrument rating.

2.5.3. *Exemptions.* (i) An applicant who is the holder of a commercial pilot's licence in respect of the type of aircraft to which the application relates shall not be required to undergo again the flying tests and technical examination normally required in respect of that type;

(ii) An applicant who has been the holder of a senior commercial pilot's licence or a licence of a higher class may, at the discretion of the Director and having regard to the type of aircraft for which a licence is desired, be exempted from all or any part of the requirements as to flying experience, practical flying tests and technical examination prescribed. Any exemption in respect of the said practical flying tests may be made conditional upon the satisfactory completion by the applicant of a special flying test.

2.5.4. *Renewal of licence.* An applicant for the renewal of a licence shall be required to produce satisfactory evidence that he has carried out not less than six hours' flying including six take-offs and landings, hereinafter referred to as "recent flying" during the six months immediately preceding the application for renewal. If the licence contains ratings in Group 1, this recent flying shall be as pilot-in-command. Where the licence contains no ratings in Group 1 of the aircraft rating, flight time as co-pilot and flight time acquired as pilot-in-command under supervision, on the basis that two as pilot-in-command under supervision or as co-pilot shall hours be considered as equal to one hour flight time as pilot-in-command, may be counted. In default of such evidence as aforesaid, the applicant may be required to undergo all or any part of the practical flying tests and technical examinations specified for the grant or extension of a licence as the Director may consider appropriate in the circumstances of the case.

Types of aircraft included in the aircraft rating on which there has been no recent flying shall be down-graded from Group 1 to Group 2 or removed altogether from the licence as hereinafter provided. Types so down-graded or removed may be subsequently reinstated on the licence on the applicant passing the practical flying tests specified for the grant or extension of a licence as the Director may consider appropriate in the circumstances of the case. To retain a type in Group 1 the applicant must furnish evidence of having performed at least one complete flight as pilot-in-command

in the 12 months immediately preceding the date of the application for renewal, in default of which the type will be downgraded to Group 2. To retain a type in Group 2, the applicant must furnish evidence of having carried out at least one complete flight as co-pilot in the 12 months immediately preceding the date of the application in default of which the type will be removed from the licence. In the case of conversion from "B" Licence to Senior Commercial Pilot's Licence, a type on the "B" Licence on which there has been one flight as pilot-in-command or as co-pilot in the 12months immediately preceding the date of the application for renewal will be included in Group 1; a type on which there has been one flight in the 24 months immediately preceding the date of the application for renewal shall be included in Group 2. The requirements for re-instatement of a type on the licence may be varied by the Director according to the total and recent experience of the licence holder, the total experience on the particular type and time which has elapsed since that type was last flown. If the holder of a licence has also an instrument rating its privileges shall not be exercised unless within the 12 months immediately preceding the date of the application for renewal, the holder of the licence has passed a check test to the satisfaction of an approved examiner.

The Senior Commercial Pilot's Licence shall not be renewed unless the requirements as to medical fitness have also been satisfied. The maximum period of validity of the licence (i.e. 6 months) runs, on renewal, from the date of the medical examination, except that, if the pilot is medically examined during the 21 days immediately preceding the expiry of the licence, the period of validity upon renewal may be allowed to run from the date that the licence actually expired.

2.5.5. *Extension of Licence.* An applicant for the extension of the aircraft rating of a licence to include the flying of an additional type of aircraft, either as pilot-in-command or as co-pilot, shall be required to satisfy the Director as to his competence to fly the type of aircraft concerned. For this purpose, the applicant shall be required to satisfy the Director as to flying experience, skill in practical flying tests and technical knowledge.

2.6. Airline Transport Pilot—

2.6.1. *Requirements for the issue of a licence.* The Director shall require an applicant for an airline transport pilot's licence to comply with the following requirements in respect of age, knowledge, experience, skill, and medical fitness:—

2.6.1.1. *Age.* He shall be not less then 21 years of age or more than 45 years of age at the date of his application for the initial issue of the licence.

2.6.1.2. *Knowledge.* He shall satisfy the Director as to his knowledge of—

(a) the regulations governing civil aviation which are pertinent to the operation of aircraft, including air traffic control practices and procedures;

(b) the basic principles of air navigation including the use of formulae instruments, and other navigational aids necessary for the navigation of aircraft by instruments.

(c) the general system of collection of meteorological data and its dissemination.

(*d*) weather maps, weather forecasts, and weather abbreviations, symbols, and nomenclature;

(*e*) elementary meteorology including—

a knowledge of pressure system based on modern conceptions;

the association of presure systems with fronts, cloud forms and icing conditions;

the movements of upper winds and its effects on aircraft operation;

(*f*) weather service circulars and instructions for air route meteorological service which are pertinent to aircraft operation;

(*g*) radio communication procedures as applied to aircraft operation;

(*h*) theory of flight and aircraft operating limitations, including the basic principles of loading and weight distributions and their effect on flight characteristics;

(*i*) aircraft equipment and installations;

(*j*) the general aspects of airframe and power-plant maintenance, and any other knowledge required for the instrument rating.

2.6.1.3. *Experience.* He shall have completed not less than 1,200 hours of flight time credited as in paragraph 2.11. This total shall include not less than—

[10.942/15-6-1956.]

(*a*) 100 hours of night flight as pilot-in-command or as co-pilot;

(*b*) 250 hours as pilot-in-command, including 100 hours of cross-country or oversea flight time, of which not less than twenty-five hours shall have been by night, and not less than 10 hours must have been carried out during the 6 months immediately preceding the date of application;

(*c*) 200 hours of cross-country flight time as co-pilot, credited in accordance with paragraph 2.13 or in lieu thereof, 100 additional hours of cross-country flight time as pilot-in-command which may have been part of the 250 hours specified in paragraph 2.6.1.3 (*b*);

(*d*) 75 hours of instrument time of which not more than twenty-five hours shall be instrument ground time.

2.6.1.4. *Skill.* He shall demonstrate his ability in the course of flying tests with an examiner on board and including an instrument flying test—

(*a*) to pilot aircraft satisfactorily in all manoeuvres used in normal flight;

(*b*) to execute emergency manoeuvres which may include simulated forced landings and recovery from stalls entered from both level and steeply banked attitudes;

(*c*) to operate multi-engine aircraft at authorized maximum landing weight with one engine inoperative, if a rating on such aircraft is sought;

(*d*) to execute all normal manoeuvres solely by reference to instruments;

(*e*) to operate multi-engine aircraft solely by reference to instruments, at authorized maximum landing weight with one engine inoperative if a rating on such aircraft is sought;

(*f*) to interpret International Morse Code radio signals and while piloting aircraft under actual or simulated instrument flight conditions, the carrying out of orientation and approach procedure by the use of radio, and to give any other demonstration of skill required for the instrument rating;

(*g*) to execute any other manoeuvres which may be essential to establish his competency; and

(*h*) to carry out the tests specified in paragraphs 2.6.1.4 (*b*), (*c*) and (*e*) in an aircraft of the class which a rating is sought, and where the rating is sought for an aircraft having a gross weight exceeding 5,700 kilogrammes in the type of aircraft for which the rating is sought, provided that any manoeuvre required during the course of the tests specified in paragraphs 2.6.1.4 (*a*) to (*h*) above may be modified or eliminated if such manoeuvre is inadvisable in the type of aircraft used in the tests.

2. 6. 1. 5. *Medical Fitness.* He shall have established his medical fitness on the basis of compliance with the following medical requirements;— [10,042/15-6-1956.]

(*a*) Physical requirement	..	No. 1
(*b*) Visual requirement	..	No. 1
(*c*) Colour perception requirement	..	No. 1
(*d*) Hearing requirement	..	No. 1

2.6.2. *Privileges of the holder of a licence and the conditions to be observed in exercising such privileges—*

2.6.2.1. Subject to compliance with the requirements specified in paragraphs 1.2.5, 1.2.6 and 2.1.2 the privileges of the holder of an airline transport pilot licence shall be—

(*a*) to exercise all the privileges of a private pilot and of a commercial pilot and of the holder of an instrument rating; and

(*b*) to act as pilot-in-command and as co-pilot in air transportation.

2.6.3. *Exemptions.* (i) An applicant who is the holder of a commercial pilot's licence in respect of the type of aircraft to which the application relates shall not be required to undergo again the flying tests and technical examination normally required in respect of that type; and

(ii) An applicant who has been the holder of a senior commercial pilot's licence or a licence of a higher class may, at the discretion of the Director and having regard to the type of aircraft for which a licence is desired, be exempted from all or any part of the requirements as to flying experience, practical flying tests and technical examination prescribed. Any exemption in respect of the said practical flying tests may be made conditional upon the satisfactory completion by the applicant of a special flying test.

2.6.4. *Renewal of Licence.* An applicant for the renewal of an Airline Transport Pilot's licence shall be required to produce satisfactory evidence that he had carried out not less than six hours' flying, including six take-offs and landings, hereinafter referred to as "recent flying" during the six months immediately preceding the date of application for renewal. If the licence contain ratings for Group 1, this recent flying shall be as pilot-in-command or co-pilot on aircraft for which the applicant holds a Group 1 rating. Where the licence contains no ratings in Group 1 or the aircraft rating,

flight time as co-pilot and flight time as pilot-in-command under supervision may be counted on the basis that two hours as pilot-in-command under supervision or as co-pilot shall be considered as equal to one hour flight time as pilot-in-command. In default of such evidence as aforesaid, the applicant may be required to undergo all or any part of the practical flying tests and technical examination specified for the grant or extension of a licence as the Director may consider appropriate in the circumstances of the case.

2.6.5. *Extension of Licence.* An applicant for the extension of the aircraft rating of a licence to include the flying of an additional type of aircraft, either as pilot-in-command or as co-pilot, shall be required to satisfy the Director as to his comptence to fly the type of aircraft concerned. For this purpose the applicant shall be required to satisfy the Director as to flying experience, skill in practical flying tests, and technical knowledge.

At renewal, types on which there has been no recent flying will be down-graded from Group 1 to Group 2 or removed altogether from the licence as hereinafter provided. To retain a type in Group 1, the applicant must furnish evidence of having carried out at least one complete flight in the 12 months immediately preceding the date of the application for renewal as pilot-in-command or as co-pilot, in default of which the type will be down-graded to Group 2. To retain a type in Group 2 the applicant must furnish evidence of having carried out at least one complete flight as co-pilot during the 12 months immediately preceding the date of the application, in default of which the type will be removed from the licence. In the case of conversion from "B" licence to Airline Transport Pilot's licence, a type on the "B" Licence on which there has been one flight as pilot-in-command or as co-pilot in the 12 months immediately preceding the date of the application will be included in Group 1; a type on which there has been one flight in the 24 months immediately preceding the date of the application will be included in Group 2; the requirements for reinstatement of a type on the licence may be varied by the Director according to the total and recent experience of the licence holder, the total experience on the particular type and the time which has elapsed since that type was last flown. If the holder of a licence has also an instrument rating, its privilege shall not be exercised unless within the last 12 months immediately preceding the date of the application for renewal, the holder of the licence has passed a check test to the satisfaction of an approved examiner.

The licence shall not be renewed unless the requirements as to medical fitness have also have satisfied. The maximum period of validity of the fitness (i.e., 6 months) runs, on renewal, from the date of the medical examination; except that, if the pilot is medically examined during the 21 days immediately preceding the expiry of the licence, the period of validity on renewal may be allowed to run from the date that the licence actually expired.

2.7. Glider Pilot—

2.7.1. *Requirements for the issue of a licence.* The Director shall require an applicant for a glider pilot's licence to meet the following requirements in respect of age, knowledge, experience, skill and medical fitness:—

2.7.1.1 *Age.* He shall be not less than sixteen years of age.

2.7.1.2. *Knowledge.* He shall satisfy the Director as to knowledge of—

(a) the regulations relating to visual flight;

(b) the elementary principles of—

(i) aeronautical charts;

(ii) meteorology in relation to flights in gliders;

(iii) the compass and instruments used in gliders;

(iv) theory of flight and glider operating limitations.

2.7.1.3. *Experience.* He shall have completed not less than three hours of flight time in a glider suitable for cross-country flights. The total of three hours shall include two hours solo flight time, during which he shall have performed not less than twenty take-offs and landings, provided that, where he is the holder of a licence to fly aircraft, these requirements may be reduced in accordance with his degree of skill and experience.

2.7.1.4. *Skill.* He shall demonstrate his familiarity with and his ability to perform both normal and emergency flight manœuvres appropriate to a glider suitable for cross-country flights and with a degree of competency appropriate to that of a glider pilot.

2.7.1.5. *Medical fitness.* He shall have established his medical fitness on the basis of compliance with the following medical requirements:—

(a) Physical requirement	...	No. 3
(b) Visual requirement	..	No. 3
(c) Colour perception requirement	..	No. 2
(d) Hearing requirement	..	No. 4

2.7.2. *Privileges of the holder of a licence and the conditions to be observed in exercising such privileges.* Subject to compliance with the requirements specified in paragraphs 1.2.5, 1.2.6, and 2.1.2, the privileges of the holder of a glider pilot licence shall be to act—

(a) as pilot of any glider if he is the sole occupant thereof;

(b) as pilot-in-command of any glider and to carry passengers therein, provided that before carrying passengers in aero-tow flights, he shall have carried out not less than six aero-tow flights of a total duration of not less than one hour, as the sole occupant of a glider.

2.8. Free Balloon Pilot

2.8.1. *Requirements for the issue of a licence.* The Director shall require an applicant for a free balloon pilot's licence to comply with the following requirements in respect of age, knowledge, experience, skill, and medical fitness:—

2.8.1.1. *Age.* He shall be not less than seventeen years of age.

2.8.1.2. *Knowledge.* He shall satisfy the Director as to his knowledge of—

(a) the regulations relating to visual flight;

(b) acrostatics and of meteorology in relation to ballooning;

(c) a balloon and its accessories, inflation, rigging, management of an ascent, precautions against cold and high altitudes, as well as patching a ripping seam; and

(d) the elementary principles of—
(i) aeronautical charts; and
(ii) instruments used in balloons.

2.8.1.3. *Experience.* He shall have completed not less than eight ascents of an average duration of two hours. This total shall include—

(a) six ascents under instruction;

(b) one ascent in control, under supervision of a licensed free balloon pilot, to an altitude of not less than 10,000 feet; and

(c) one ascent as the sole occupant of the balloon.

2.8.1.4. *Skill.* He shall demonstrate his familiarity with and his ability to perform both normal ascents and manoeuvres under difficult circumstances appropriate to the balloon used in the test and with a degree of competency appropriate to that of a free balloon pilot.

2.8.1.5. *Medical fitness.* He shall have established his medical fitness on the basis of compliance with the following medical requirements:—

(a)	Physical requirement	No. 3
(b)	Visual requirement	No. 3
(c)	Colour perception requirement ...	No. 2
(d)	Hearing requirement	No. 4

2.8.2. *Privileges of the holder of a licence and the conditions to be observed in exercising such privilige.* Subject to compliance with the requirements specified in paragraphs 1.2.5. and 1.2.6, the privileges of the holder of a free balloon pilot's licence shall be to act as pilot-in-command in any free balloon, provided that, before exercising this privilege by night, he shall have carried out two ascents by night of an average duration of two hours each under supervision of a free balloon pilot rated for that purpose.

2.9 Private Helicopter Pilot—

2.9.1. *Requirements for the issue of a licence.* The Director shall require an applicant for a private helicopter pilot's licence to meet the following requirements in respect of age, knowledge, experience, skill, and medical fitness:—

2.9.1.1. *Age.* He shall not be less than eighteen years of age.

2.9.1.2. *Knowledge.* He shall satisfy the Director as to his knowledge of—

(a) the regulations relating to air navigation;

(b) the elementary principles of—
(i) navigation;
(ii) aeronautical charts;
(iii) meteorological information in relation to cross-country flights;
(iv) the compass.

(c) theory of flight and helicopter operating limitations;

(d) helicopter engines and instruments; and

(e) radio telephony procedures.

2.9.1.3. *Experience.* He shall have completed in a helicopter not less than—

(a) fifty hours of flight time, dual and solo; and

(b) five hours of flight time, solo, three hours of which should be cross-country flight time including a flight to a landing ground not less than twenty-five nautical miles distance from the point of departure and including a landing at that landing ground. The five hours solo flight time may be included in the total of fifty hours specified in paragraph 2.9.1.3 (a), provided that the requirements to complete the experience specified in sub-paragraphs (a) and (b) above in a helicopter may be reduced in accordance with the degree of skill and experience of the holder of a licence to fly aeroplanes.

2.9.1.4. *Skill.* He shall demonstrate, in the course of flying tests with an examiner on board, his ability to perform, both normal and emergency manoeuvres appropriate to the type of helicopter used in the test, and with a degree of competency appropriate to that of a private helicopter pilot.

2.9.1.5. *Medical Fitness.* He shall have established his medical fitness on the basis of compliance with the following medical requirements:—

(a)	Physical requirement	No. 3
(b)	Visual requirement	No. 3
(c)	Colour perception requirement ..	No. 2
(d)	Hearing requirement	No. 4

2.9.1.6. *Privileges of the holder of a licence and the conditions to be observed in exercising such privileges.* Subject to compliance with the requirements specified in paragraphs 1.2.5, 1.2.6, and 2.1.2, the privileges of the holder of a private helicopter licence shall be to act—

(a) as pilot of any helicopter not operated for remuneration, if he is the sole occupant thereof;

(b) as pilot-in-command of any helicopter not operated for remuneration and to carry passengers therein, provided that he shall not carry passengers by night unless, within the six months immediately preceding the flight during which passengers are to be carried, he has carried out not less than five take-offs and five landing patterns, by night;

(c) as co-pilot in any helicopter not operated for remuneration.

2.10 Commercial Helicopter Pilot—

2.10.1. *Requirements for the issue of a licence.* The Director shall require an applicant for a commercial helicopter pilot's licence to meet the following requirements in respect of age, knowledge, experience, skill, and medical fitness:—

2.10.1.1. *Age.* He shall not be less than eighteen years of age or more than 45 years of age at the date of his application for the initial issue of the licence.

2.10.1.2 *Knowledge.* He shall satisfy the Director as to his knowledge of—

(a) the regulations governing civil aviation, which are pertinent to the operation of aircraft, including air traffic control practices and procedures;

(*b*) practical air navigation, including the use of aeronautical charts;

(*c*) elementary meteorology, including simple analysis of weather maps and meteorological reports;

(*d*) navigational instruments and aids to flight under visual flights rules (VFR);

(*e*) theory of flight and helicopter operating limitations, including basic principles of loading and weight distribution, and their effect on flight characteristics;

(*f*) helicopter equipment and installations; and

(*g*) the general aspects of helicopter airframe and power plant maintenance.

2.10.1.3. *Experience.* He shall have completed in a helicopter not less than 100 hours of flight time. The total of 100 hours shall include—

(*a*) thirty-five hours' flight time as pilot-in-command of a helicopter;

(*b*) ten hours of cross-country flight time as pilot-in-command of a helicopter; and

(*c*) ten hours' flight time as pilot-in-command of a helicopter within the six months immediately preceding the date of application for the licence;

Provided that the requirements to complete the experience specified in sub-paragraphs (*a*), (*b*) and (*c*) above in a helicopter may be reduced in accordance with the degree of skill and experience of the holder of a licence to fly aeroplanes.

2.10.1.4. *Skill.* He shall demonstrate his ability to perform both normal and emergency manoeuvres appropriate to the type of helicopter used in the test and with a degree of competency appropriate to that of a commercial helicopter pilot.

2.10.1.5. *Medical fitness.* He shall have established his medical fitness on the basis of compliance with the following medical requirements:—

(*a*)	Physical requirement	No. 1
(*b*)	Visual requirement	No. 1
(*c*)	Colour perception requirement ..	No. 2
(*d*)	Hearing requirement	No. 3

2.10.1.6. *Privileges of the holder of a licence and the conditions to be observed in exercising such privileges.* Subject to compliance with the requirements specified in paragraphs 1.2.5., 1.2.6 and 2.1.2, the privileges of the holder of a commercial helicopter pilot shall be—

(*a*) to exercise all the privileges of a private helicopter pilot; and

(*b*) to act as a pilot-in-command or as co-pilot of any helicopter engaged in commercial air transportation, provided that he shall not carry passengers by night unless, within the six months immediately preceding the flight during which passengers are carried, he has carried out not less than five take-off patterns and five landing patterns, by night.

2.11. Instrument Rating—

2.11.1. *Requirements for the issue of the rating.* The Director shall require an applicant for an instrument rating to meet the following requirements in respect of knowledge, experience, and skill:—

2.11.1.1. *Knowledge.* He shall satisfy the Director as to his knowledge of—

(*a*) practical air navigation including the use of aeronautical charts, navigation by dead-reckoning and by radio, and the use and adjustment of flight instruments;

(*b*) radio system provided to aid navigation, including instrument approach to land systems, the manner in which such systems are used in flight under IFR, the procedures associated herewith and the assessment of reliability under operational conditions of the indication obtained from such radio aids;

(*c*) elementary meteorology, elementary principles of forecastings, and the arrangements and procedures for the issue of aviation meteorological reports; and

(*d*) IFR and flight planning in relation to air traffic control services, aircraft performance and meteorological conditions including the estimation of time of arrival at points along a route, the fuel quantities required for flight and the anticipation of flight plan modification which may prove necessary owing to changes in flight conditions.

2.11.1.2. *Experience.* He shall—

(*a*) be a licensed pilot;

(*b*) have completed not less than 150 hours of flight time as pilot-in-command including not less than fifty hours of cross-country flight time by day; and

(*c*) have completed not less than forty hours of instrument time of which not more than twenty hours shall be instrument ground time, or, if the applicant has satisfactorily completed a course of approved training, thirty hours of instrument time of which not more than ten hours shall be instrument ground time.

2.11.1.3. *Skill.* He shall demonstrate in flight and solely by reference to instruments, his ability—

(*a*) to perform such manoeuvres as are necessary to demonstrate his competency in the operation of aircraft;

(*b*) to solve problems of dead-reckoning navigation, to fix his position and, while piloting aircraft under actual or simulated instrument flight conditions, to carry out orientation, let-down and approach procedures by the use of radio at a given aerodrome including the communication procedures required in the circumstances;

(*c*) to interpret International Morse Code signals; and

(*d*) to fly multi-engine aircraft solely by reference to instruments, at authorized maximum landing weight with one engine inoperative, if a rating on such aircraft is sought:

Provided that any manoeuvre required during the course of the tests specified in paragraphs 2.11.3. (*a*) to (*d*) above may be modified or eliminated if such manoeuvre is inadvisable in the type of aircraft used in the tests.

2.11.2. *Privileges of the holder of a rating.* The privileges of the holder of an instrument rating shall be to pilot aircraft under IFR.

2.12 Flight Instructor Rating—

2.12.1. *Requirements.* (1) An applicant for an Instructor's rating shall be required to produce satisfactory evidence that—

(*a*) he has carried out not less than five hundred hours' flying as pilot-in-command of an aircraft, of which not less than fifty hours shall have been carried out on the class and type of aircraft to which the application relates; and

(*b*) his flying experience includes not less than one hundred hours' flying in the capacity of an Assistant Instructor:

Provided that an applicant who has qualified as an instructor in flying aircraft in the air force of any member of the Commonwealth may according to his qualification and experience be exempt from any or all of the above requirements. Such exemptions may be made conditional upon the satisfactory completion of any part of such examinations and tests as may be required by the Director.

(2) An applicant for an Assistant Instructor's rating shall be required—

(i) to produce satisfactory evidence that he has carried out not less than two hundred hours' flying as pilot-in-command of an aircraft, of which not less forty hours shall have been carried out on the class of aircraft to which the application relates;

(ii) to have passed such examinations and tests as may be prescribed in that behalf, in consultation with the Director, by a duly appointed examining body;

(iii) if such application relates to seaplanes—

(*a*) to undergo an oral examination for the purpose of determining his knowledge of the practical matters relating to the manoeuvring of seaplanes on the water; and

(*b*) to undergo a test on a seaplane of the type or group to which the application relates, with an approved examiner on board, for the purpose of determining the applicant's practical ability to give instruction in handling of such seaplane on the water:

Provided that an applicant who has qualified as an instructor in flying aircraft in the air force of any member of the Commonwealth may according to his qualification and experience be exempted from all or any of the above requirements. Such exemption may be made conditional upon the satisfactory completion of any part of such examinations and tests, as may be required by the Director.

(3) An applicant for a rating to give instruction in flying gliders of which the maximum total weight authorized exceeds 1,250 lb. towed by aeroplanes shall be required—

(a) to produce satisfactory evidence that he has carried out not less than 500 hours flying as pilot-in-command of a glider or aeroplane, of which—

(i) not less than 30 hours flying and eighty landings shall have been carried out by him as pilot-in-command of a glider; and

[10.942/15-6-1956.]

(ii) not less than 50 hours' flying, including ten flights during which a glider has been towed by the aeroplane and released therefrom, shall have been carried out by him as pilot-in-command of an aeroplane; and

(b) to undergo an oral examination in the subjects of a gliding instructor's course conducted in accordance with an approved syllabus.

In addition, the applicant may be required to undergo a flying test, on an aeroplane or a glider towed by an aeroplane, or on both, with an approved examiner on board, for the purpose of determining his practical ability to give instruction in flying gliders towed by aeroplanes:

Provided that an applicant in whose licence there is included a rating to give instruction in flying aeroplanes, or who has qualified as an instructor in flying aeroplanes or gliders in the air force of any member of the Commonwealth may, according to his qualifications and experience, be exempted from all or any of the above requirements. Such exemption may be made conditional upon the satisfactory completion of a special examination or test.

2.12.2. *Privileges of the holder of a rating*—

(1) The privileges of the holder of a flight instructor rating shall be—

(a) to supervise solo flights by student pilots;

(b) to carry out the flight instruction required for the issue of a private pilot's licence; and

(c) to exercise such other privileges relating to flight instruction as may be granted under these regulations.

(2) The privilege of the holder of an assistant flight instructor shall be to give instruction in flying under the direction of an authorized Flight Instructor.

2.13. Crediting of Flight Time—

2.13.1. A private pilot shal be entitled to be credited with the total flight time during which he acts as pilot-in-command and is the sole manipulator of the controls, towards the total flight time required for a higher grade of pilot's licence provided that, if he is the holder of a flight instructor rating, he shall be entitled to be credited with the total flight time during which he is giving flight instruction.

2.13.2. A private pilot when acting as co-pilot in an aircraft normally required to be operated with a co-pilot, shall be entitled to be credited with not more than fifty *per centum* of the co-pilot flight time towards the total flight time required for a commercial pilot's licence. Flight time so credited shall not exceed fifty hours.

2.13.3. A commercial pilot or senior commercial pilot shall be entitled to be credited with the total flight time whilst acting as pilot-in-command, towards the total flight time required for a higher grade of pilot's licence.

2.13.4. A commercial pilot or senior commercial pilot, whilst acting as co-pilot in aircraft normally required to be operat-d with a co-pilot, shall be entitled to be credited with not more than fifty *per centum* of the co-pilot flight time towards the total flight time required for a higher grade of pilot's licence.

2.13.5. An airline transport pilot shall be entitled to be credited with the total flight time whilst acting as pilot-in-command or as co-pilot, provided that he has received the proper authorization specified in paragraphs 2.1.2 and 2.13.6.

2.13.6. A pilot actually manipulating the flight controls of an aircraft under actual or simulated instrument flight conditions solely by reference to instruments and without external reference points, shall be entitled to be credited with the instrument flight time thus acquired towards the total flight time required for a higher grade of pilot's licence.

2.13.7. In addition to the flight time credited in accordance with paragraphs 2.13.1 and 2.13.3, dual instruction time shall be counted in full towards the total flight time required for a higher grade of pilot's licence.

PART III—LICENCES FOR FLIGHT CREW MEMBERS OTHER THAN LICENCES FOR PILOTS

3.1 Flight Navigator—

3.1.1. *Requirements for the issue of a licence.* The Director shall require an applicant for a flight navigator's licence to comply with the following requirements in respect of age, knowledge, experience, skill, and medical fitness:—

3.1.1.1. *Age.* He shall be not less than 21 years of age or more than 50 years of age at the date of his application for the initial issue of the licence.

3.1.1.2. *Knowledge.* He shall satisfy the Director as to his knowledge of—

(*a*) the regulations governing civil aviation which are pertinent to the navigation of aircraft;

(*b*) the form of the earth and the celestial sphere, including—

[10,942/15-6-1956.]

(i) definitions, units and formulae used in air navigation;

(ii) the practical properties and use of aeronautical charts;

(iii) the movement of heavenly bodies and their selection and identification for the purpose of observation and reduction of sights;

(*c*) Flight navigation, including—

(i) air navigation facilities and procedures in current use;

(ii) pre-flight planning and *en route* flight planning;

(iii) the keeping of navigation logs;

(iv) navigation by dead-reckoning;

(v) navigation by the use of aeronautical charts;

(vi) navigation by radio; and

(vii) navigation by celestial observations;

(*d*) the calibration and use of instruments and aircraft equipment used in flight navigation, including—

(i) their principles of operation;

(ii) the errors to which they are subject and, where applicable, the methods of correction.

(The examination in this subject shall include practical tests in the use and adjustment of navigation equipment and the interpretation of radio aids identification signals.)

(e) the meteorological elements and their general distribution and seasonal variations including—

(i) meteorological phenomena of concern to air navigation;

(ii) meteorological observations and the systems of issue of meteorological reports for aviation;

(iii) the construction and analysis of synoptic charts;

(iv) the weather associated with pressure system and fronts, and the principles of forecasting.

3.1.1.3. *Experience*—

3.1.1.3.1. He shall have completed not less than two hundred hours of air navigation experience in aircraft engaged in cross-country flights of a minimum duration of 2 hours *en route* flying time, including not less than fifty hours of cross-country flight by night; provided that—

(a) where he has had experience as pilot engaged in air transportation, fifty *per centum* of the flight time so acquired may be credited towards one-half of the two hundred hours required above but shall not be credited towards the fifty hours of cross-country night flight time;

(b) where he is the holder of a certificate of competency as Master or Mate of an ocean-going vessel, he shall have completed not less than one hundred hours air navigation experience, including not less than fifty hours of cross-country flight by night; and

(c) 50 hours cross-country flights have been carried out during the 12 months immediately preceding the date of application.

3.1.1.3.2. He shall produce evidence of having satisfactorily determined in flight his position by celestical observations not less than twenty-five times by night and not less than twenty-five times by day in conjunction with radio, altimetry or other aids to air navigation and of having applied them to the navigation of the aircraft.

3.1.1.3.3. An applicant who has satisfactorily completed a course of approved training in flight navigation shall be deemed to hve met the experience requirements in paragraph 3.1.1.3.1.

3.1.1.3.4. Not less than 100 hours, including at least 50 hours by night, of the air experience required under paragraphs 3.1.1.3.1. (a) and (b) shall have been on flights of the order of a distance of 1,500 nautical miles (or 1,000 nautical miles over the sea) without landing, or of 5 hours' duration.

3.1.1.3.5. Evidence covering the above air experience requirements shall be produced in the form of navigation logs, charts (for flights under paragraph 3.1.1.3.4.) and working of astronomical observations, showing—

(a) that the applicant has navigated satisfactorily by the use of dead reckoning, radio bearings, and such other navigational aids as may be available to him; and

(b) that he has made during flight 50 astronomical observations (to include observations of the sun, moon, stars and planets) of which at least 25 shall be by night, and that he has properly used the results of these observations in navigating the aircraft.

3.1.1.4. *Skill.* He shall demonstrate, or shall have demonstrated, in flight by day and by night, his competency in the navigation of aircraft by dead reckoning, celestial and other navigational methods.

3.1.1.5. *Medical fitness.* He shall have established his medical fitness on the basis of compliance with the following medical requirements :—

(*a*) Physical requirement	No. 2
(*b*) Visual requirement	No. 1
(*c*) Colour perception requirement ...	No. 1
(*d*) Hearing requirement	No. 3

3.1.2. *Privileges of the holder of a licence and the conditions to be observed in exercising such privileges.* Subject to compliance with the requirements specified in paragraphs 1.2.5 and 1.2.6, the privileges of the holder of a flight navigator's licence shall be to act as flight navigator in any aircraft provided he has familiarized himself with all pertinent and current information.

3.1.3. *Exemption.* At the discretion of the Director, an applicant who has at any time qualified as a navigator in the air forces of any member of the Commonwealth may, according to his qualifications and experience as navigator, be exempted from all or any of the requirements as to experience and knowledge.

3.1.4. *Renewal of licence.* An applicant for the renewal of a licence shall be required to produce satisfactory evidence that he has had reasonable experience in the navigation of aircraft during the twelve months immediately preceding the date of the application. In default thereof, the applicant shall, at the discretion of the Director, be required either to—

(*a*) undergo further training in navigational duties in aircraft under the supervision of a person who is the holder of a flight navigator's licence ; or

(*b*) undergo all or any part of the technical examination prescribed by the Director for the grant of a licence.

3.2 Flight Engineer—

3.2.1. *Requirements for the issue of a licence.* The Director shall require an applicant for a flight engineer's licence to comply with the following requirements in respect of age, knowledge, experience, skill, and medical fitness :—

3.2.1.1. *Age.* He shall not be less than twenty-one years of age.

3.2.1.2. *Knowledge.* He shall satisfy the Director as to his knowledge of—

(*a*) elementary theory of flight and aerodynamics ;

(*b*) general principles of maintenance and functioning of airframe, power plants and installed equipment in aircraft normally requiring a flight engineer ;

(*c*) methods of effecting, in flight, minor repairs, adjustments and replacements ;

(*d*) aircraft performance in respect of speed limitations and action to be taken in the event of a failure or a partial failure of one or more power plants ;

(*e*) flight planning based on loading, centre-of-gravity computations, performance, fuel consumption, engine power and efficiency tables and curves; control of power output and the effect thereon of varying meteorological conditions; and

(*f*) the rules and regulations governing civil aviation which are pertinent to the duties of a flight engineer.

3.2.1.3. *Experience.* He shall have completed not less than fifty hours of flight training or the equivalent thereof in the performance of the duties of a flight engineer.

3.2.1.4. *Skill.* He shall demonstrate, or have demonstrated in flight, his competency in the duties of a flight engineer including competency in emergency procedures.

3.2.1.5. *Medical fitness.* He shall have established his medical fitness on the basis of compliance with the following medical requirements:—

(*a*) Physical requirement ..	.. No. 2
(*b*) Visual requirement	.. No. 2
(*c*) Colour perception requirement	.. No. 2
(*d*) Hearing requirement ..	.. No. 3

3.2.2. *Privileges of the holder of a licence and the conditions to be observed in exercising such privileges.* Subject to compliance with the requirements specified in paragraphs 1.2.5, 1.2.6 and 1.2.7, the privileges of the holder of a flight engineer's licence shall be to act in the capacity of flight engineer in any aircraft, provided that within the preceding twelve months he has—

(*a*) demonstrated, under supervision, his competency to undertake the duties of a flight engineer in that type of aircraft and has familiarized himself with all the current information concerning the pertinent operating procedures for such aircraft; or

(*b*) had equivalent flight engineering experience in that type of aircraft.

3.2.3. *Exemptions.* An applicant, who has at any time served as a flight engineer in the air forces of any member of the Commonwealth, may, at the discretion of the Director and according to the applicant's qualifications and experience, be exempted from all or any of the requirements as to flight experience and knowledge.

3.2.4. *Renewal of licence.* An applicant for the renewal of a licence shall be required to produce satisfactory evidence that he has had reasonable experience in flight engineering duties during the twelve months immediately preceding the date of the application, including experience on board each type of aircraft for which the renewal is desired. In default of such evidence, the applicant may be required to satisfy all or any of the requirements specified for the grant or extension of the licence as the Director may consider appropriate in the circumstances of the case.

3.2.5. *Extension of licence.* An applicant for the extension of the aircraft rating of a licence to include an additional type of aircraft shall be required to satisfy the requirements as to flight experience. He may also, at the discretion of the Director, be required to undergo all or any part of the technical examination.

PART IV—LICENCES AND RULINGS FOR PERSONNEL OTHER THAN FLIGHT CREW MEMBERS

4.1. Aircraft Maintenance Engineer—

4.1.1. *Requirements for the issue of a licence.* An applicant for an aircraft maintenance engineer's licence shall comply with the following requirements in respect of age, knowledge, and experience:—

4.1.1.1. *Age.* He shall be not less than twenty-one years of age.

4.1.1.2. *Knowledge.* He shall satisfy the Director as to his knowledge of—

(*a*) the assembly, functioning, inspection, servicing and maintenance, and the principles of construction of aircraft, airframes or engines including their respective accessories, instruments and items of equipment and installation thereof;

(*b*) methods and procedure for inspection and approval of the repair, overhaul and functional testing of aircraft, airframes or engines including their components, accessories, instruments and items of equipment;

(*c*) the regulations pertinent to the duties of an aircraft maintenance engineer.

4.1.1.3. *Experience.* He shall have completed not less than five years experience in the maintenance and inspection, overhaul, authorized repair and approved modification of aircraft, including its engine (s), accessories, instruments and items of equipment, provided that—

(*a*) where the applicant has satisfactorily completed a course of approved training, the requirement for experience may be reduced by a period of not more than two years; or,

(*b*) where the Director desires to restrict the privileges specified in paragraph 4.1.2., either to airframes or to engines, the requirement for experience may be reduced to three years in connection with air frames or engines as appropriate.

4.1.2. *Privileges of the holder of a licence and the conditions to be observed in exercising such privilages—*

4.1.2.1. Subject to regulation 24, and to compliance with paragraph 4.1.2.2. the privileges of the holder of an aircraft maintenance engineer licence shall be—

(*a*) to certify an aircraft, airframe or engine as airworthy after minor repairs, authorized minor modifications, and the installations of previously approved engine (s), accessories, instrument and/or items of equipment and to issue a certificate of safety after inspection, maintenance operations and/or routine servicing;

(*b*) to certify as airworthy any overhaul, authorized repair or authorized modification of an aircraft, airframe or engine including their respective accessories, instruments and items of and installation thereof; provided that such overhauls, repairs and/or modifications incorporate the fitment only of approved parts and components.

4.1.2.2. The privileges of the holder of an aircraft maintenance engineer licence specified in paragraph 4.1.2.1. shall be exercised only—

(a) in respect of such operations or aircraft, airframes, engines or components as are entered on his licence either specifically or under broad categories;

(b) if he has familiarized himself with all pertinent and current information regarding the maintenance and airworthiness of the particular type of aircraft, airframes, engines, or components he is certifying; and

(c) on condition that within the preceding twelve months either he has served as a licensed aircraft maintenance engineer for not less than six months or has satisfied the Director that he is able to meet the standards prescribed for the issue of a licence.

PART V—SPECIFICATIONS FOR PERSONNEL LICENCES

5.1. Personnel licences issued in accordance with the provisions of paragraph 1.2.1. shall conform to the following specifications:—

5.1.1. *Detail.* The following details shall be printed on the licence:—

(i) Name of State (in bold type);

(ii) Title of licence (in very bold type);

(iii) Number;

(iv) Name of holder in full;

(v) Address of holder;

(vi) Nationality of holder;

(vii) Signature of holder;

(xiii) REMARKS, i.e. special endorsement relating to which the licence is issued;

(ix) Certification concerning validity and authorization for holder to exercise privileges appropriate to licence;

(x) Signature of officer issuing licence and the date of such issue;

(xi) Seal or stamp of authority issuing licence;

(xii) RATINGS, e.g., category, class and type of aircraft, &c.;

(xiii) REMARKS, i.e. special endorsement relating to limitations and endorsements for privileges;

(xiv) Any other details desired by the Director.

5.1.2. *Paper.* First quality paper shall be used and the items printed thereon shall be in black type.

5.1.3. *Colour.*—

5.1.3.1. Where the same coloured paper is used for all classes of licences issued, that colour shall be white.

5.1.3.2. Where each class of licence issued carries a distinguishing colour marking, the colour shall be as follows:—

(a) Private pilot	..	light brown
(b) Commercial pilot	..	light blue
(c) Senior Commercial pilot	..	dark blue
(d) Airline Transport pilot	..	dark green

(*e*) Flight navigator	..	red
(*f*) Flight radio operator	..	orange
(*g*) Flight engineer	..	brown
(*h*) Glider pilot	..	pink
(*i*) Free balloon pilot	..	violet
(*j*) Private helicopter pilot	..	light grey
(*k*) Commercial helicopter pilot	..	dark grey
(*l*) Aircraft Maintenance Engineer		maroon

5.1.4. *Language.* Licences shall be printed in the English language.

5.1.5. *Size and arrangement of items*—

(*a*) *Arrangement of items.* Item headings on the licence shall be uniformly numbered in Roman numerals as indicated in paragraph 5.1.1., so that on any licence the number will, under any arrangement, refer to the same items heading.

(*b*) *Size.* The form shall be not larger than 15 × 10 centimetres.

PART VI—MEDICAL REQUIREMENTS

6.1. General Medical Requirements—

6.1.1. The assessment of medical fitness shall be made as the result of a complete medical examination conducted throughout in accordance with high standards of medicine and having due regard to the requirements of the licence for which the candidate is applying and the conditions in which he will have to carry out his duties.

6.1.2. The medical examiner shall report to the Director any individual case where, in his judgment, already demonstrated ability, skill and experience of a candidate could compensate for a failure to meet a prescribed medical standard without adversely influencing the same performance of his duties when exercising the privileges of the licence.

6.1.3. The candidate shall give a statement, certified by himself, of medical facts concerning his personal, family and hereditary history on the approved form. The candidate shall be made aware of the necessity for giving a statement that is as complete and accurate as his knowledge permits.

6.1.4. *Initial and subsequent examination.* The requirements for medical re-examination to verify the continuing efficiency of the holder of a licence shall be the same as those prescribed in this Part for the initial examination required for the issue of the licence concerned, except where relaxations have been specifically provided for in this Part.

6.2. Physical Requirements for Licences—

6.2.1. *Physical requirement No. 1.* The medical examination and assessment of a candidate shall be based on the following requirements as to mental and physical fitness.

6.2.1.1. The candidate shall be required to be free from such active or latent, acute or chronic, physical disability, as would entail a degree of functional incapacity which is likely to interfere with the safe handling of an aircraft at any altitude throughout a prolonged or difficult flight.

6.2.1.2. *Examination of the nervous system.* The candidate shall have no history of significant mental or nervous trouble. He shall be required to be free from any mental impairment or presumptive evidence of latent epilepsy. He shall be required to be free from any progressive disease of the nervous system and from any non-progressive disease of that system, the effects of which are likely to interfere with the safe handling of an aircraft. Cases of past or present insanity and cases in which syphilis, past or present, has affected the central nervous system, shall be assessed as permanently unfit.

6.2.1.2.2. *Injuries of the head.*—

(*a*) Cases of simple concussion or simple fracture of the skull without associated intracranial injury shall be assessed as temporarily unfit until such time as the medical examiner is satisfied that the effects of the concussion or fracture are no longer likely to jeopardise safety in flight. If the candidate has been incapacitated for a period in excess of one month a designated medical examiner's decision as to ultimate fitness shall be reached in accordance with the following:—When the licence is renewed it shall be valid only for a period of two months in the first instance: thereafter its validity shall be restricted to consecutive periods of two months until the medical examiner reports that the after-effects of the concussion or fracture are no longer likely to cause a sudden incapacity in flight.

(*b*) Cases of head injury associated with intracranial injuries shall be assessed as permanently unfit if a local lesion of the brain or meninges persists.

(*c*) Cases of head injury in which there has been an operation on the skull with loss of bony substance involving the two tables of the cranial vault shall be associated as permanently unfit.

6.2.1.3. *General Surgical Examination.*—

6.2.1.3.1. The candidate shall neither suffer from any wound or injury, nor have undergone any operation nor possess any abnormality, congenital or acquired, which is likely to interfere with the safe handling of an aircraft at any altitude throughout a prolonged or difficult flight. He shall be required to be completely free from hernia.

6.2.1.3.2. *Locomotor System.* Any active disease of the bones, joints, muscles or tendons, and all serious functional sequelae of congenital or acquired disease shall be assessed as unfit.

On issue or renewal of a licence, functional after-effects of lesion affecting the bones, joints, muscles or tendons, and certain anatomical defects compatible with safe handling of aircraft at any altitude and throughout a prolonged or difficult flight may be assessed as fit.

6.2.1.3.3. *Digestive tract.* Any sequelae of disease or surgical intervention on any part of the digestive tract and its annexae liable to cause sudden incapacity in flight, in particular any obstructions due to stricture or compression shall be assessed as unit.

6.2.1.3.4. *Thoracic Cage.* Any extensive mutilation of the chest wall with collapse of the thoracic cage and sequelae of surgical procedures resulting in decreased respiratory efficiency at altitude shall be unfit.

7—H 12687 (3/88)

6.2.1.3.5. *Urinary system.* Any sequelae of disease or surgical procedures on the kidneys and the urinary tracts liable to cause sudden incapacity, in particular any obstructions due to stricture or compression, shall be assessed as unfit. Compensated nephrectomy without hypertension or uraemia may be assessed as fit.

6.2.1.3.6. A candidate who has undergone a major surgical operation of the biliary passages or the digestive tract or its adnexae, or the urinary system, which has involved a total or partial excision or a diversion of any of these organs shall be assessed as unfit until the medical examiner having access to the details of the operation concerned considers that the effects of the operation are not liable to cause sudden incapacity in the air.

6.2.1.4. *General Medical Examination.—*

6.2.1.4.1. The candidate shall not suffer from any disease or disability which renders him liable suddenly to become unable to handle aircraft safely.

6.2.1.4.2. The heart shall not possess any abnormality, cogenital or acquired, which is likely to interfere with safe handling of aircraft. Respiratory arrhythmia, occasional extra systoles which disappear on exercise, increase of pulse rate from excitement or exercise, or a slow pulse not associated with auriculoventricular dissociation may be regarded as coming within normal limits.

6.2.1.4.3. The systolic and diastolic blood pressure shall be within normal limits.

6.2.1.4.4. There shall be no significant functional nor structural abnormality of the circulatory system.

6.2.1.4.5. There shall be no acute disability of the lungs nor any active disease of the structure of the lungs, mediastinum or pluera. Radiography shall form a part of the medical examination in all doubtful clinical cases. In the case of an examination for the first issue of a licence, radiography shall form part of the chest examination and similar periodic examinations shall be carried out thereafter.

6.2.1.4.6. Cases of pulmonary emphysema shall be assessed as unfit only if the condition is causing symptoms.

6.2.1.4.7. Cases of active pulmonary tuberculosis, duly diagnosed, shall be assessed as unfit. Cases of quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculosis in origin, may be assessed as fit. Cases of doubt about the activity of a lesion, where symptoms of activity of the disease are lacking, clinically, shall be assessed as temporarily unfit for a period of not less than three months from the date of the medical examination. At the end of three month's period, a further radiographic record shall be made and compared carefully with the original. If there is no sign of extension of the disease and there are no general symptoms nor symptoms referable to the chest, the candidate may be assessed as fit for three months. Thereafter, provided there continues to be no sign of extension of the disease as shown by radiographic examination carried out at the end of such three months' period, the validity of the licence should be restricted to consecutive periods of three months. When the candidate has been under observation under this scheme for a total period of at least two years and comparison of all the radiographic records shows no changes or only retrogression of the lesion, the lesion shall be regarded as "quiescent" or "healed".

6.2.1.4.8. Cases of disabling disease with important impairment of function of the gastro-intestinal tract and its adnexae shall be assessed as unfit.

6.2.1.4.8.1. Cases of significant metabolic, nutritional or endocrine disorders shall be assessed as unfit. Proven cases of diabetes mellitus shall be assessed as permanently unfit; doubtful cases shall be assessed as unfit until the condition is proven to be non-diabetic.

6.2.1.4.9. Cases of severe and moderate enlargement of the spleen persistently below the costal margin shall be assessed as unfit.

6.2.1.4.9.1. Cases of significant localized and generalized enlargement of the lymphatic glands and of diseases of the blood shall be assessed as unfit, except that when due to a transient condition they shall be assessed as only temporarily unfit.

6.2.1.4.10. Cases presenting any signs of organic disease of the kidney shall be assessed as unfit; those due to a transient condition may be assessed as temporarily unfit. The urine shall contain no abnormal element considered by the medical examiner to be pathological. Cases of affections of the urinary passages and of the genital organs shall be assessed as unfit; those due to a transient condition may be assessed as temporarily unfit.

6.2.1.4.11. A candidate for the first issue of a licence who has a personal history of syphilis shall be required to furnish evidence, satisfactory to the medical examiner, that he has undergone adequate treatment. A candidate showing any clinical signs of active syphilis shall be assessed as temporarily unfit for a period of not less than three months from the date of the medical examination. At the end of the three months' period, provided the candidate furnishes proof satisfactory to the medical examiner that he has undergone adequate treatment in the interim and that the serological reaction for syphilis is negative, he may be assessed as fit, but, where a licence is issued or renewed in these circumstances, it shall be valid only for a period of three months in the first instance. Thereafter, provided serological reactions for syphilis continue to be negative at the end of each three months' period, the validity of the licence may be restricted to consecutive periods of three months. When the candidate has been under observation under this scheme for a total period of at least three years and the serological reaction have continued to be negative, the restriction on the period of validity of the licence may be removed. In cases where the serological reaction for syphilis remains persistently positive examination of the cerebro-spinal fluid at the end of each period of six months, with negative results may be accepted in lieu of negative serological reactions at the end of each period of three months.

6.2.1.4.12. Candidates of the female sex who have a history of severe menstrual disturbances that have proved unamenable to treatment and that are likely to interfere with the safe handling of aircraft shall be assessed as unfit. In the event of presumed pregnancy the candidate shall be assessed as temporarily unfit. After confinement or miscarriage the candidate shall not be permitted to exercise the privileges of her licence until she has undergone re-examination and has been assessed as fit. Candidates of the female sex who have undergone gynaecological operations should be considered individually.

6.2.1.5. *Eye Examination.* The functions of the eye and its adnexae shall be normal. There shall be no active pathological condition, acute or chronic, of either eye or adnexae which

is likely to interfere with its proper function to an extent that would jeopardise safety in flight. The details of the visual requirements are as set out in paragraph 6.3., and those for colour perception as in paragraph 6.4.

6.2.1.6. *Ear Examination.*—

There shall be—

(a) no active pathological process, acute or chronic, of the internal ear or middle ear cleft;

(b) no unhealed (unclosed) perforations of the tympanic membranes except that a single dry perforation of nox-infectious origin, need not render the candidate ineligible. (Licences shall not be issued or renewed in these circumstances unless the appropriate hearing requirements in paragraph 6.5 are complied with);

(c) no permanent obstruction of the Eustachian tubes; and

(d) no permanent disturbances of the vestibular apparatus.

Transient conditions may be assessed as temporarily unfit. The details of the hearing requirements are set out in paragraph 6.5.

6.2.1.7. *Nose, Throat and Mouth Examination.* There shall be free nasal air entry on both sides. There shall be no serious malformation nor serious, acute or chronic affection of the buccal cavity or upper respiratory tract. Defects of speech and stuttering shall be assessed as unfit.

6.2.2. *Physical Requirement No. 2.*—

The medical examination and assessment shall be based on the following requirements of mental and physical fitness:—

6.2.2.1. The candidate shall be required to be free from such active or latent, acute or chronic, physical disability, as would entail a degree of functional incapacity which is likely to interfere with the safe performance of his duties at any altitude throughout a prolonged or difficult flight.

6.2.2.2. *Examination of the Nervous System.*—

6.2.2.2.1. The candidate shall have no history of significant mental or nervous trouble. He shall be required to be free from any mental impairment, or presumptive evidence of latent epilepsy. He shall be required to be free from any progressive disease of the nervous system and from any non-progressive disease of that system, the effects of which are likely to interfere with the safe performance of his duties. Cases of past or present insanity and cases in which syphilis past or present has affected the central nervous system shall be assessed as permanently unfit.

6.2.2.2.2. *Injuries of the Head.*—

(a) Cases of simple concussion or simple fracture of the skull without associated intracranial injury shall be assessed as temporarily unfit until such time as the medical examiner is satisfied that the effect of the concussion or fracture are no longer likely to jeopardise safety in flight.

(b) Cases of head injury associated with intracranial injuries shall be assessed as permanently unfit if a local lesion of the brain or meninges persists.

(c) Cases of head injury in which there has been an operation on the skull with loss of bony substance involving the two tables of the cranial vault shall be assessed as permanently unfit.

6.2.2.3. *General Surgical Examination.*—

6.2.2.3.1. The candidate shall neither suffer from any wound, or injury, nor have undergone any operation, nor possess any abnormality, congenital or acquired, which is likely to interfere with the safe performance of his duties at any altitude throughout a prolonged or difficult flight. He shall be required to be completely free from hernia.

6.2.2.3.2. *Locomotor System.*—

Any active disease of the bones, joints, muscles or tendons and all serious functional sequelae of congenital or acquired disease shall be assessed as unfit. On issue or renewal of a licence, functional after-effects of lesion affecting the bones, joints, muscles or tendons and certain anatomical defects compatible with the safe performance of his duties at any altitude and throughout a prolonged or difficult flight may be assessed as fit.

6.2.2.3.3. *Digestive tract*—

Any sequelae of disease or surgical intervention on any part of the digestive tract and its adnexate, liable to cause sudden incapacity in flight, in particular any obstructions due to stricture or compression shall be assessed as unfit.

6.2.2.3.4. *Thoracic Cage*—

Any extensive mutilation of the chest wall with collapse of the thoracic cage and sequelae of surgical procedure resulting in decreased respiratory efficiency at altitude shall be assessed as unfit.

6.2.2.3.5. *Urinary system*—

Any sequelae of disease or surgical procedures on the kidneys and the urinary tracts liable to cause sudden incapacity, in particular any obstructions due to stricture or compression shall be assessed as unfit. Compensated nephrectomy without hypertension or uraemia may be assessed as fit.

6.2.2.3.6. A candidate who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexae, or the urinary system which has involved a total or partial excision or a diversion of any of these organs should be assessed as unfit until such time as the medical authority having access to the details of the operation concerned considers that the effects of the operation are not likely to cause sudden incapacity in the air.

6.2.2.4. *General Medical Examination*—

6.2.2.4.1. The candidate shall not suffer from any disease or disability which renders him liable suddenly to become unable to perform his duties safely.

6.2.2.4.2. The heart shall not possess any abnormality, congenital or acquired which is likely to interfere with safe performance of duties.

Respiratory arrhythmia, occasional extra systoles which disappear on exercise, increase of pulse rate from excitement or exercise, or a slow pulse not associated with auriculoventricular dissociation may be regarded as coming within "normal" limits.

6.2.2.4.3 The systolic and diastolic blood pressure shall be within normal limits.

6.2.2.4.4. There shall be no significant functional nor structural abnormality of the circulatory system.

6.2.2.4.5. There shall be no acute disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleura. Radiography shall form a part of the medical examination in all doubtful clinical cases.

The requirements should be applied as in paragraph 6.2.1.4.5.

6.2.2.4.6. Cases of pulmonary emphysema should be assessed as unfit only if the condition is causing symptoms.

6.2.2.4.7. Cases of active pulmonary tuberculosis, duly diagnosed, shall be assessed as unfit. Cases of quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, may be assessed as fit.

The requirements should be applied as in paragraph 6.2.1.4.7.

6.2.2.4.8. Cases of disabling disease with important impairment of function of the gastro-intestinal tract and its adnexae shall be assessed as unfit.

6.2.2.4.8.1. Cases of significant metabolic, nutritional or endocrine disorders shall be assessed as unfit. Proven cases of diabetes mellitus shall be assessed as unfit until the condition is proven to be non-diabetic.

6.2.2.4.9. Cases of severe and moderate enlargement of the spleen persistently below the costal margin shall be assessed as unfit.

6.2.2.4.91. Cases of significant localized and generalized enlargement of the lymphatic glands and of disease of the blood shall be assessed as unfit.

Cases due to a transient condition should be assessed as only temporarily unfit.

6.2.2.4.10. Cases presenting any signs of organic disease of the kidney shall be assessed as unfit; those due to a transient condition may be assessed as temporarily unfit. The urine shall contain no abnormal element considered by the medical examiner to be pathological. Cases of affections of the urinary passages and of the genital organs shall be assessed as unfit; those due to a transient condition may be assessed as temporarily unfit.

6.2.2.4.11 A candidate for the first issue of a licence who has a personal history of syphilis shall be required to furnish evidence, satisfactory to the medical examiner, that he has undergone adequate treatment.

The requirements should be applied as in paragraph 6.2.1.4.11.

6.2.2.4.12. Candidates of the female sex who have a history of severe menstrual disturbances that have proved unamenable to treatment and that are likely to interfere with the safe performance of their duties shall be assessed as temporarily unfit. In the event of presumed pregnancy the candidate shall be assessed as temporarily unfit. After confinement or miscarriage the candidate shall not be permitted to exercise the privileges of her licence until she has undergone re-examination and has been assessed as fit.

Candidates of the female sex who have undergone gynaecological operations shall be considered individually.

6.2.2.5. *Eye Examination.* The function of the eye and its adnexae shall be normal. There shall be no active pathological condition, acute or chronic, of either eye or adnexae which is likely to interfere with its proper function to an extent that would jeopardise safety in flight.

The details of the visual requirements shall be as set out in paragraph 6.3, and those for colour perception as in paragraph 6.4.

6.2.2.6. *Ear Examination.* There shall be—

(a) no active pathological process, acute or chronic, of the internal ear or middle ear cleft;

(b) no unhealed (unclosed) perforation of the tympanic membranes except that a dry perforation need not render the candidate ineligible. Licences shall not be issued or renewed in these circumstances unless the appropriate hearing requirements in paragraph 6.5 are complied with;

(c) no permanent obstruction of the Eustachian tubes;

(d) no permanent disturbances of the vestibular apparatus. Transient conditions may be assessed as temporarily unfit.

The details of the hearing requirements shall be as set out in paragraph 6.5.

6.2.2.7. *Nose, Throat and Mouth Examination.* There shall be free nasal air entry on both sides. There shall be no serious malformation nor serious acute or chronic affection of the buccal cavity or upper respiratory tract. Candidates suffering from a serious degree of stuttering shall be assessed as unfit.

6.2.3. *Physical Requirement No. 3.* The medical examination and assessment shall be based on the following requirements of mental and physical fitness.

6.2.3.1. The candidate shall be required to be free from any congenital or acquired disability causing such degree of functional incapacity as is considered likely to interfere with the safe handling of the aircraft under ordinary conditions.

6.2.3.2. *Examination of the Nervous System.*—

6.2.3.2.1. The candidate shall have no history of significant mental or nervous trouble. He shall be required to be free from any mental impairment, or presumptive evidence of latent epilepsy. He shall be required to be free from any progressive disease of the nervous system and from any non-progressive disease of that system the effects of which are likely to interfere with the safe handling of an aircraft. Cases of past or present insanity and cases in which syphilis past or present have affected the central nervous system shall be assessed as permanently unfit.

6.2.3.2.2. *Injuries of the Head.*—

(a) Cases of simple concussion or simple fracture of the skull without associated intracranial injury shall be assessed as temporarily unfit until such time as the medical examiner is satisfied that the effects of the concussion or fracture are no longer likely to jeopardise safety in flight.

(b) Cases of head injury associated with intracranial injuries shall be assessed as permanently unfit if a local lesion of the brain or meninges persists.

(c) Cases of head injury in which there has been an operation on the skull with loss of bony substance involving the two tables of the cranial vault shall be assessed as permanently unfit; cases repaired by plates ensuring present and future integrity of the central nervous system may be assessed as fit. A period of one year shall expire before the licence is renewed.

6.2.3.3. *General Surgical Examination.*—

6.2.3.3.1. The candidate shall neither suffer from any wound, or injury, nor have undergone any operation, nor possess any abnormality, congenital or acquired. He shall be required to be free from hernia. Cases in which the medical examiner is satisfied that a well-fitted truss will be worn may be assessed as fit.

6.2.3.3.2. *Locomotor System.* Any active disease of the bones, joints, muscles or tendons, and all serious functional sequelae of congenital or acquired disease shall be assessed as unfit. Certain qualifying functional after-effects of lesion affecting the bones, joints, muscles or tendons, and certain anatomical defects compatible with safe handling of aircraft in flight may be assessed as fit.

6.2.3.3.3. *Digestive Tract.* Any sequelae of disease of surgical intervention on any part of the digestive tract and its adnexae, liable to cause sudden incapacity in flight, in particular any obstruction due to stricture or compression, shall be assessed as unfit.

6.2.3.3.4. *Thoracic Cage.* Any extensive mutilation of the chest wall with collapse of the thoracic cage and sequelae of surgical procedures resulting in decreased respiratory efficiency at altitude shall be unfit.

6.2.3.3.5. *Urinary System.* Any sequelae of disease or surgical procedures on the kindneys and the urinary tract liable to cause sudden incapacity, in particular any obstructions due to stricture or compression shall be assessed as unfit. Compensated nephrectomy without hypertension or uraemia may be assessed as fit.

6.2.3.3.6. A candidate who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexae, or the urinary system, which has involved a total or partial excision or a diversion of any of those organs should be assessed as unfit until such time as the medical authority having access to the details of the operations concerned considers that the effects of the operation are not liable to cause sudden incapacity in the air.

6.2.3.4. *General Medical Examination.*—

6.2.3.4.1. The candidate shall not suffer from any disease or disability which renders him liable suddenly to become unable to handle aircraft safely.

6.2.3.4.2. The heart shall not possess any abnormality, congenital or acquired, which is likely to interfere with safe handling of aircraft.

Respiratory arrhythmia, occasional extra systoles which disappear on exercise, increase of pulse rate from excitement or exercise, or a low pulse not associated with auriculoventricular dissociation may be regarded as coming within "normal" limits.

6.2.3.4.3. The systolic and diastolic blood pressure shall be within normal limits with due regard to age.

6.2.3.4.4. There shall be no significant functional nor structural abnormality of the circulatory system. The presence of varicosities does not necessarily entail unfitness.

6.2.3.4.5. There shall be no acute disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleura. Radiography shall form a part of the medical examination in all doubtful clinical cases.

In the case of an examination for the first issue of a licence, radiography shall form a part of the chest examination and similar periodic examination should be carried out thereafter.

6.2.3.4.6. Cases of pulmonary emphysema should be assessed as unfit only if the condition is causing symtoms.

6.2.3.4.7. Cases of active pulmonary tuberculosis, duly diagnosed, shall be assessed as unfit. Cases of quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, may be assessed as fit.

6.2.3.4.8. Cases of disabling disease with important impairment of functions of the gestro-intestinal tract and its adnexae shall be assessed as unfit.

6.2.3.4.8.1. Proven cases of diabetes mellitus shall be assessed as unfit; doubtful cases shall be assessed as unfit until the condition is proven to be non-diabetic.

6.2.3.4.9. Cases of significant localized and generalized enlargement of the lymphatic glands and of diseases of the blood shall be assessed as unfit.

Cases due to a transient condition should be assessed as only temporarily unfit.

6.2.3.4.10. Cases presenting any signs of organic disease of the kidneys shall be assessed as unfit; those due to a transient condition may be assessed as temporarily unfit. The urine shall contain no abnormal element considered by the medical examiner to be pathological. Cases of affections of the urinary passages and of the genital organs shall be assessed as unfit; those due to a transient condition may be assessed as temporarily unfit.

6.2.3.4.11. A candidate for the first issue of a licence who has a personal history of syphilis shall be required to furnish evidence, satisfactory to the medical examiner, that he has undergone adequate treatment.

6.2.3.4.12. In the event of presumed pregnancy the candidate should be assessed as temporarily unfit.

6.2.3.5. *Eye Examination.* There shall be no active pathological condition, acute or chronic, of either eye or adnexae, which is likely to interfere with its proper function to an extent that would jeopardise safety in flight.

The details of the visual requirements shall be as set out in paragraph 6.3, and those for colour perception as in paragraph 6.4.

6.2.3.6. *Ear Examination.* There shall be—

(a) no active pathological process, acute or chronic, of the internal ear or middle ear cleft; and

(b) no permanent disturbances of the vestibular apparatus.

Transient conditions may be assessed as temporarily unfit.

The details of the hearing requirements shall be as set out in paragraph 6.5.

6.2.3.7. *Nose, Throat and Mouth Examination.* There shall be no serious malformation nor serious, acute or chronic affection of the buccal cavity or upper respiratory tract.

6.2.4. *Physical Requirement No. 4.* The medical examination and assessment shall be based on the following requirements of mental and physical fitness:—

6.2.4.1. The candidate shall be required to be free from any congenital or acquired disability causing such degree of functional incapacity as is considered likely to interfere with the efficient performance of his duties while exercising the privileges of his licence or of his employment.

6.2.4.2. *Examination of the Nervous System.*—

6.2.4.2.1. The candidate shall have no history of significant mental or nervous trouble. He shall be required to be free from any mental impairment, or presumptive evidence of latent epilepsy. He shall be required to be free from any progressive disease of the nervous system and from any non-progressive disease of that system, the effects of which are likely to interfere with the safe, efficient performance of his duties. Cases of insanity and cases in which syphilis, past or present, has affected the central nervous system, shall be assessed as permanently unfit.

6.2.4.2.2. *Injuries of the Head.*—

(a) Cases of simple concussion or simple fracture of the skull without associated intracranial injury shall be assessed as temporarily unfit until such time as the medical examiner is satisfied that the effects of the concussion or fracture are no longer likely to jeopardise safety in the performance of his duties.

(b) Cases of head injury associated with intracranial injuries shall be assessed as permanently unfit if a local lesion of the brain or meninges persists.

(c) Cases of head injury in which there has been an operation on the skull with loss of bony substance involving the two tables of the cranial vault shall be assessed as permanently unfit; cases repaired by plates ensuring present and future integrity of the central nervous system may be assessed as fit. A period of one year shall expire before the licence is renewed.

6.2.4.3. *General Surgical Examination.*—

6.2.4.3.1. The candidate shall neither suffer from any wound, or injury, nor have undergone any operation, nor possess any abnormality, congenital or acquired, which is likely to interfere with the safe performance of his duties. He shall be required to be free from hernia. Cases in which the medical examiner is satisfied that a well-fitted truss will be worn may be assessed as fit.

6.2.4.3.2. *Locomotor System.* Any active disease of the bones, joints, muscles or tendons and all serious functional sequelae of congenital or acquired diseases shall be assessed as unfit. On issue or renewal of a licence, functional after-effects of lesion affecting the bones, joints, muscles or tendons and certain anatomical defects compatible with the safe performance of duties may be assessed as fit.

6.2.4.3.3. *Digestive Tract.* Any sequelae of disease or surgical intervention on any part of the digestive tract and its adnexae, liable to cause sudden incapacity, in particular any obstructions due to stricture or compression, shall be assessed as unfit.

6.2.4.3.4. *Urinary System.* Any sequelae of disease or surgical procedures on the kidneys and the urinary tracts liable to cause sudden incapacity, in particular any obstructions due to stricture or compression, shall be assessed as unfit. Compensated nephrectomy without hypertension or uraemia may be assessed as fit.

6.2.4.4. *General Medical examination—*

6.2.4.4.1. The candidate shall not suffer from any disease or disability which renders him liable suddenly to become unable to perform his duties safely.

6.2.4.4.2. The heart shall not possess any abnormality, congenital or acquired, which is likely to interfere with safe performance of duties.

Respiratory arrhythmia, occasional extra systoles which disappear on exercise, increase of pulse rate from excitement or exercise, or a slow pulse not associated with auriculoventricular dissociation may be regarded as coming within "normal" limits.

6.2.4.4.3. The systolic and diastolic blood pressure shall be within normal limits with due regard to age.

6.2.4.4.4. There shall be no significant functional nor structural abnormality of the ciculatory system. The presence of varicosities does not necessarily entail unfitness.

6.2.4.4.5. There shall be no acute disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleura. Radiography shall form a part of the medical examination in all doubtful clinical cases.

In the case of an examination for the first issue of a licence, radiography should form a part of the chest examination and similar periodic examination should be carried out thereafter.

6.2.4.4.6. Cases of pulmonary emphysema should be assessed as unfit only if the condition is causing symptoms.

6.2.4.4.7. Cases of active pulmonary tuberculosis, duly diagnosed, shall be assessed as unfit. Cases of quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, may be assessed as fit.

6.2.4.4.7.1. Proven cases of diabetes mellitus shall be assessed as unfit; doubtful cases shall be assessed as unfit until the condition is proven to be non-diabetic.

6.2.4.4.8. Cases of significant localized and generalized enlargement of the lymphatic glands and of diseases of the blood shall be assessed as unfit.

Cases due to a transient condition should be assessed as only temporarily unfit.

6.2.4.4.9. Cases presenting any signs of organic disease of the kidneys shall be assessed as unfit; those due to a transient condition may be assessed as temporarily unfit. The urine shall contain no abnormal element considered by the medical

examiner to be pathological. Cases of affections of the urinary passages and of the genital organs shall be assessed as unfit; those due to transient condition may be assessed as temporarily unfit.

6.2.4.4.10. A candidate for the first issue of a licence who has a personal history of syphilis shall be required to furnish evidence, satisfactory to the medical examiner, that he has undergone adequate treatment.

6.2.4.5. *Eye Examination.* The functions of the eye and its adnexae shall be normal. There shall be no active pathological condition, acute or chronic, of either eye or adnexae, which is likely to interfere with its proper function to an extent that would jeopardise the safe performance of duties.

The details of the visual requirements shall be as set out in paragraph 6.3, and those for colour perception as in paragraph 6.4.

6.2.4.6. *Ear Examination.* There shall be—

(*a*) no active pathological process, acute or chronic, of the internal ear or middle ear cleft;

(*b*) no permanent disturbances of the vestibular apparatus.

Transient conditions may be assessed as temporarily unfit.

The details of the hearing requirements shall be as set out in paragraph 6.5.

6.2.4.7. *Nose, Throat, and Mouth Examination.* There shall be no serious malformation nor serious, acute or chronic affection of the buccal cavity or upper respiratory tract. Defects of speech and stuttering shall be assessed as unfit.

6.3. *Visual Requirements for licence.* The methods in use for the measurement of visual acuity are likely to lead to widely differing evaluations. To ensure uniformity, therefore, each Contracting State shall employ methods that ensure full equivalence with an evaluation of 20/20 (6/6, 1.0) for normal acuity of vision.

6.3.1. *Visual Requirement No. 1.* The candidate shall be required to have—

(*a*) normal fields of vision; and

(*b*) a visual acuity of at least 20/30 (6/9, .7) in each eye separately, without correction, provided that if the vision in either or both eyes is less than 20/30 (6/9, .7) but not less than 20/60 (6/18, .3) and can be brought up to 20/20 (6/6, 1.0) or better in each eye by glasses, the candidate may be assessed as fit. Instances of visual acuity of not lower than 20/40 (6/12, .5) in each eye separately, without correction, may be accepted by virtue of paragraph 1.2.4.4., except that a candidate with a visual acuity below 20/40 (6/12,, .5) may be accepted if when exercising the privileges of his licence, he wears correcting lenses constantly and carries a second set on his person.

~~6.3.1.1. The candidate should be required to have—~~

(*a*) not more than ± 2.25 diopters of hypermetropia, in the case of a candidate for the initial issue of a licence;

(*b*) not more than 1 diopter of hyperphoria in either eye;

(*c*) not more than 6 diopters of esophoria;

(*d*) not more than 6 diopters of exophoria;

(e) an accommodation of at least V = 1.00 at 30 centimetres with each eye separately without the use of correcting lenses, provided that where the candidate is over forty years of age, and already holds a licence, correcting glasses may be used to provide the same character of near vision.

6.3.2. *Visual Requirement No. 2.* The candidate shall be required to have—

(a) a visual acuity of at least 20/40 (6/12, .5) in each eye separately, without correction, provided that if the vision in either or both eyes is less than 20/40 (6/12, .5) but not less than 20/100 (6/30, .20) and can be brought up to 20/30 (6/9, 0.7) or better in each eye by glasses, the candidate may be assessed as fit upon condition that correcting glasses be worn while exercising the privileges of the licence; and

(b) normal fields of vision.

6.3.3. *Visual Requirement No. 3.* The candidate shall be required to have—

(a) a visual acuity of at least 20/40 (6/12, .5) in each eye separately, without correction, provided that if the vision in either or both eyes is less than 20/40 (6/12, .5) but not less than 20/200 (6/60, .1) and can be brought up to 20/30 (6/9, .7) or better in each eye by glasses, the candidate may be assessed fit upon condition that correcting glasses be worn constantly while exercising the privileges of the licence; and

(b) normal fields of vision.

6.3.3.1. The candidate should be required to have—

(a) not more than 6 diopters either of esophoria or exophoria;

(b) an accommodation of at least V = 1.00 at 30 centimetres with each eye seperately without the use of correcting lenses, provided that where the candidate is over forty years of age, and already holds a licence, correcting glasses may be used to provide the same character of near vision.

6.4.1. *Colour Perception Requirement No. 1.* The candidate shall be required to have normal colour perception.

6.4.2. *Colour Perception Requirement No. 2. The candidate* shall be required to demonstrate his ability readily to percieve those colours used in aviation for the safe performance of his duties.

6.5.2. The measurement of the auditory acuity in paragraph 6.5.3 should be made by means of a standard pure tone audiometer in a quiet room, that is, a room in which the intensity of the background noise in the room is less than 50 decibels as measured by a sound level meter. The Director may set alternative means of testing which, in his opinion, are the equivalent of those detailed.

6.5.3. Hearing Requirements should be—

Hearing Requirement No. 1. The candidate shall be required not to have a loss in either ear of more than 20 decibels at any one of the four frequencies, 500, 1,000, 2,000 and 3,000 cycles per second.

Hearing Requirement No. 2. The candidate shall be required not to have a loss in either ear of more than 20 decibels at any one of the three frequencies, 500, 1,000 and 2,000 cycles per second, nor of more than 40 decibels at the frequency of 3,000 cycles per second.

Hearing Requirement No. 3. The candidate shall be required not to have loss in either ear of more than 40 decibels at any one of the three frequencies, 500 1,000 and 2,000 cycles per second.

Hearing Requirement No. 4. The candidate shall be required to be able to hear a conversation voice, using both ears and standing with his back towards the examiner, at a distance of 2.5 meters from the examiner.

SECOND SCHEDULE

RULES OF THE AIR

PART I—DEFINITIONS

Note.—Throughout the text of this Schedule the term service is used as an abstract noun to designate functions, or service rendered; the term unit is used to designate a collective body performing a service.

In this Schedule the expression—

"flight information service" means a service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights;

"air traffic control service" means a service provided for the purpose of—

(1) preventing collisions—

(*a*) between aircraft; and

(*b*) on the manoeuvring area between aircraft and obstructions; and

(2) expediting and maintaining an orderly flow of air traffic;

"area control service" means an air traffic control service for IFR flights in control areas;

"approach control service" means an air traffic control service for arriving or departing IFR flights;

"aerodrome control service" means an air traffic control service for aerodrome traffic;

"alerting service" means a service provided to notify appropriate organizations regarding aircraft in need of search and rescue aid, and assist such organizations as required;

"flight information centre" means a unit established to provide flight information service and alerting service;

"area control centre" means a unit established to provide air traffic control service to IFR flights;

"approach control office" means a unit established to provide air traffic control service to IFR flights arriving at, or departing from, one or more aerodromes;

"aerodrome control tower" means a unit established to provide air traffic control service to aerodromes traffic;

"ceiling" means the height above the ground or water, of the base of the lowest layer of cloud covering more than half the sky;

"controlled airspace" means an airspace of defined dimensions within which air traffic control service is provided to IFR flights;

"control area" means a controlled airspace extending upwards from a specified height above the surface of the earth;

"control zone" means a controlled airspace extending upwards from the surface of the earth;

"cruising level" means a level maintained during a significant portion of a flight;

"current flight plan" means the flight plan, including changes, if any, brought about by subsequent clearances or instructions;

"danger area" means a specified area within or over which there may exist activities constituting a potential danger to aircraft flying over it;

"expected approach time" means the time at which it is expected that an arriving aircraft will be cleared to commence approach for a landing;

"flight information region" means an airspace of defined dimensions within which flight information service and alerting service are provided;

"heading" means the direction in which the longitudinal axis of an aircraft is pointed, usually expressed in degrees from north (true, magnetic or compass);

"IFR weather conditions" means weather conditions of such a nature that flight in compliance with the visual flight rules is precluded;

"quadrantal cruising levels" means specified cruising levels determined in relation to magnetic track within quadrants of the compass;

"track" means the projection on the earth's surface of the path of an aircraft, the direction of which at any point is usually expressed in degrees from north (true or magnetic);

"VFR weather conditions" means weather conditions of such a nature that flight may be conducted in compliance with the visual flight rules;

"visibility" means the ability, as determined by atmospheric conditions and expressed in units of distance, to see and identify prominent unlighted objects by day and prominent lighted objects by night; and

"ground visibility" means the visibility at an aerodrome as reported by an accredited observer.

3.1.6. *Airspace restrictions.* Aircraft shall not be flown over areas where there are flight restrictions, except in accordance with the conditions of the restrictions or by permission of the appropriate authority of the State imposing the restriction.

3.2. Avoidance of Collisions—

3.2.1. *Proximity.*—

3.2.1.1. An aircraft shall not be operated in such proximity to other aircraft as to create a collision hazard.

3.2.1.2. Aircraft shall not fly in formation except by and after notification has been given to air traffic control, and then only in VFR conditions.

3.2.2. *Right-of-way.* The aircraft that has the right-of-way shall maintain its heading and speed, but nothing in these rules shall relieve the pilot-in-command of an aircraft from the responsibility of taking such action as will best avert a collision. An aircraft that is obliged by the following rules to keep out of the way of another shall avoid passing over or under the other, or crossing ahead of it, unless passing well clear.

3.2.2.1 *Approaching head-on.* When two aircraft are approaching head-on or approximately so and there is danger of collision, each shall alter its heading to the right.

3.2.2.2. *Converging.* When two aircraft are converging at approximately the same altitude, the aircraft that has the other on its right shall give way, except as follows:—

(*a*) power-driven heavier-than-air aircraft shall give way to airships, gliders and balloons;

(*b*) airships shall give way to gliders and balloons;

(*c*) gliders shall give way to balloons;

(*d*) power-driven aircraft shall give way to aircraft which are seen to be towing other aircraft or objects.

3.2.2.3. *Overtaking.* An overtaking aircraft is an aircraft that approaches another from the rear on a line forming an angle of less than 70 degrees with the plane of symmetry of the latter, i.e., is in such a position with reference to the other aircraft, that at night it should be unable to see either of the aircraft's navigation lights specified in paragraph 1.1.1. (*a*) or (*b*) of Appendix B of the Schedule. An aircraft that is being overtaken has the right-of-way and the overtaking aircraft, whether climbing, descending or in horizontal flight, shall keep out of the way of the other aircraft by altering its heading to the right, and no subsequent change in the relative positions of the two aircraft shall absolve the overtaking aircraft from this obligation until it is entirely past and clear.

3.2.2.4. *Landing.*—

3.2.2.4.1. An aircraft in flight, or operating on the ground or water, shall give way to other aircraft landing or on final approach to land.

3.2.2.4.2. When two or more heavier-than-air aircraft are approaching an aerodrome for the purpose of landing, aircraft at the higher altitude shall give way to aircraft at the lower altitude, but the latter shall not take advantage of this rule to cut-in in front of another which is on final approach to land, or to overtake that aircraft. Nevertheless, power-driven heavier-than-air aircraft shall give way to gliders.

3.2.2.4.3. *Emergency landing.* An aircraft that is aware that another is compelled to land shall give way to that aircraft.

3.2.2.5. *Taking-off.* An aircraft about to take off shall not attempt to do so until there is no apparent risk of collision with other aircraft.

3.2.5. *Stimulated instrument flights.* An aircraft shall not be flown under simulated instrument flight conditions unless—

(*a*) fully functioning dual controls are installed in the aircraft; and

(*b*) a competent pilot occupies a control seat to act as safety pilot for the person who is flying under simulated instrument conditions. The safety pilot shall have adequate vision forward and to each side of the aircraft, or a competent observer in communication with the safety pilot shall occupy a position in the aircraft from which his field of vision adequately supplements that of the safety pilot.

3.2.6. *Operation on and in the vicinity of an aerodrome—*

3.2.6.1. An aircraft operated on or in the vicinity of an aerodrome shall—

(*a*) observe other aerodrome traffic for the purpose of avoiding any collision;

(*b*) conform with or avoid the pattern of traffic formed by other aircraft in operation; and

(*c*) make all turns to the left, when approaching for a landing and after taking off, unless—

(i) the Director has directed otherwise for a particular aerodrome, or

(ii) the aerodrome controller directs otherwise either by radio, visual signal or signals displayed in the signal area, in so far as practicable, into the wind.

3.2.7. *Water operations—*

3.2.7.1. When two aircraft or an aircraft and a vessel are approaching one another and there is a risk of collision, the aircraft shall proceed with careful regard to existing circumstances and conditions including the limitations of the respective aircraft.

3.2.7.1.1. *Converging.* An aircraft which has another aircraft or a vessel on its right shall give way so as to keep well clear.

3.2.7.1.2. *Approach head-on.* An aircraft approaching another aircraft or a vessel head-on, or approximately so, shall alter its heading to the right to keep well clear.

3.2.7.1.3. *Overtaking.* The aircraft or vessel which is being overtaken has the right of way, and the one overtaking shall alter its heading to keep well clear.

3.2.7.1.4. *Landing and taking-off.* Aircraft landing on or taking off from the water shall, in so far as practicable, keep well clear of all vessels and avoid impeding their navigation.

3.3. Information of Flights—

3.3.1. *Flight Plans.* A flight plan which is required by the instrument flight rules or which is submitted for facilitating search and rescue or for any other reason shall be in the form prescribed in Appendix D of this Schedule.

3.3.1.1. No deviation shall be made from a flight plan used for the above purposes without informing the appropriate air traffic services unit as soon as practicable.

3.3.2. *Report of arrival.* A report of arrival shall be made to the appropriate air traffic services unit at the earliest practicable moment after the arrival of any flight for which a flight plan has been provided.

3.4. Signals—

3.4.1. Upon observing or receiving any of the signals given in Appendix A to this Schedule aircraft shall take such action as may be required by the interpretation of the signal given in that Appendix.

3.4.2. The signals of Appendix A to this Schedule shall be used only for the purpose indicated therein and no other signals likely to be confused with them shall be used.

3.5. Air Traffic Control Service.—

3.5.1. *Air Traffic Control instructions or clearance.*—

3.5.1.1. The pilot-in-command of an aircraft shall be responsible for compliance with air traffic control instructions or clearance received.

3.5.1.2. Whenever an aircraft has requested a clearance involving priority a report explaining the necessity for such priority shall be made, if requested by the appropriate air traffic control unit.

3.5.2. Control of Aerodrome Traffic—

3.5.2.1. When an aerodrome control tower is in operation at an aerodrome, an aircraft forming part of the aerodrome traffic shall—

(a) maintain a continuous listening watch on the appropriate radio frequency of the aerodrome control tower, unless under approach control service furnished by another air traffic control unit, or, if this is not possible, keep a watch for such instructions as may be issued by visual signals, and

(b) obtain, either by radio or by visual signals, prior authorization for any manoeuvre preparatory to or associated with taxying, landing or take-off.

PART IV—VISUAL FLIGHT RULES

4.1. VFR flights shall be conducted so that an aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in the following table, except as otherwise authorized by the appropriate air traffic control unit for VFR flights within control zones:—

Table

	1. Within controlled airspace 2. Outside controlled airspace, 1,500 feet or more from the ground or water	Outside controlled airspace below 1,500 feet from the ground or water
Flight visibility	5 km. (3 miles)	1.5 km. (1 mile)
Distance from clouds	600 metres (2,000 feet) horizontally; 150 metres (500 feet) vertically	Clear of clouds

[10.942/15-6-1956.]

4.2. VFR flights within a control zone shall not be conducted if the ground visibility is less than 5 km. (3 miles) or if the ceiling is less than 300 metres (1,000 feet) at the aerodrome concerned, except when authorized by the appropriate air traffic control unit.

PART V—INSTRUMENT FLIGHT RULES

5.1. Rules Applicable to all IFR Flights—

5.1.1. *Aircraft equipment.* Aircraft shall as required regulation 159 be equipped with suitable instruments and with radio navigation apparatus for the route to be flown.

5.1.2. *Minimum heights.* Except when necessary for take-off or landing, or except when specifically authorized by the Director, aircraft shall be flown at a height of at least 300 metres (1,000 feet) above the highest obstacle located within 8 kilometres (5 miles) of the estimated position of the aircraft in flight.

5.2. Rules Applicable to IFR Flights outside of controlled Airspace—

5.2.1. *Cruising Levels.* Except when climbing or descending, an IFR flight operating outside controlled airspace shall be flown at a quadrantal cruising level appropriate to its magnetic track as indicated in the table in Appendix C to this Schedule.

5.3. Rules Applicable to IFR Flights within controlled airspace—

5.3.1. *IFR air traffic control clearance and adherence to it.* An air traffic control clearance shall be obtained prior to operating an IFR flight, or a portion of a flight as an IFR flight in controlled airspace. Such clearance shall be obtained by the submission of a flight plan to an air traffic control unit. No deviations shall be made from the requirements of an air traffic control clearance unless an emergency situation arises which necessitates immediate action in which

case, as soon as possible after such emergency authority is exercised, the aircraft shall inform the appropriate air traffic control unit of the deviation and, if necessary, obtain an amended clearance.

5.3.2. *Position reports.* The time level of passing each designated reporting point, or the reporting points specified by the appropriate air traffic control unit, together with any other required information shall be reported by radio as soon as possible to the appropriate air traffic control unit. In the absence of designated reporting points, position reports shall be made at intervals specified by the appropriate air traffic control unit or by the State concerned.

5.3.3. *Termination of control.* When an IFR flight operating under the air traffic control service has landed, or leaves a controlled airspace and it is no longer subject to air traffic control service, the appropriate air traffic control unit shall be notified as soon as possible.

5.3.4. *Change from an IFR flight to a VFR flight.* When an aircraft decides to change from compliance with instrument flight rules to compliance with visual flight rules while within controlled airspace, the appropriate air traffic control unit shall be notified.

5.3.4.1. When an aircraft operating under the instrument flight rules is flown in or encounters VFR weather conditions, the flight plan shall not be cancelled unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted VFR weather conditions.

5.3.5. Communications—

5.3.5.1. An aircraft shall not be flown on an IFR flight within controlled airspace unless a continuous listening watch is maintained on the appropriate radio frequency of, and two-way communication can be established as necessary with, the appropriate air traffic control unit.

5.3.5.2 *Communication failure.* If a radio failure precludes compliance with paragraph 5.3.5.1, the aircraft (except as provided in paragraph 5.3.5.3), shall—

(1) if in VFR weather conditions—

(a) continue to fly in VFR weather conditions; and

(b) land at the most suitable aerodromes; or

(2) if in IFR weather conditions or when weather conditions are such that it does not appear feasible to complete the flight in accordance with subparagraph (1)—

(a) proceed according to the current flight plan, maintaining the last acknowledged assigned cruising level (or levels) for the portion of route for which the aircraft has received clearance, and thereafter at the cruising level (or levels) indicated in the current flight plan; and

(b) arrange the flight so as to arrive as closely as possible to his estimated time of arrival; and

(c) commence descent as nearly as possible to the expected approach time last received and acknowledged, or, if no expected approach time has been received and acknowledged, as nearly as possible to the estimated time of arrival specified in the flight plan.

5.3.5.3. Aircraft shall comply with paragraph 5.3.5.2 except in so far as procedures prescribed for application in a particular location necessitate a variation in detail.

APPENDIX A—SIGNALS

1. Distress, Urgency, and Safety Signals

1.1. Distress Signals—

The following signals, used either together or separately, mean that grave and imminent danger threatens, and immediate assistance is requested :—

[10,943/15-4-1954.]

(1) a signal made by radio-telegraphy or by any other signalling method consisting of the group . . . . . in the Morse Code ;

(2) a signal sent by radio-telephony consisting of the spoken word "Mayday" ;

(3) rockets or shells throwing red lights, fired one at a time at short intervals ;

(4) a parachute flare showing a red light ;

(5) the two-flag signal corresponding to the letters NC of the International Code of Signals (Fig. 1) :

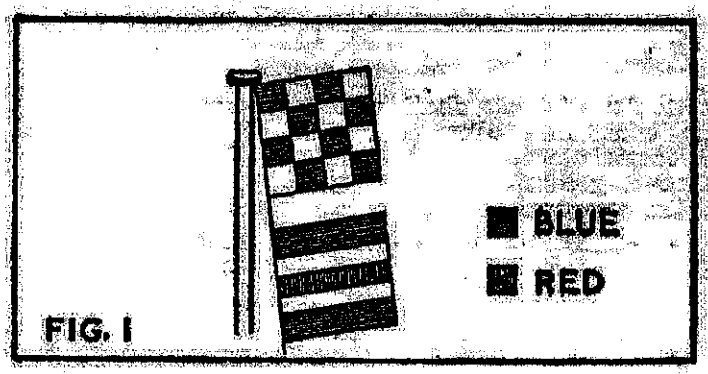


FIG. 1

(6) a signal consisting of a square flag having above it or below it a ball or anything resembling a ball (Fig. 2) :

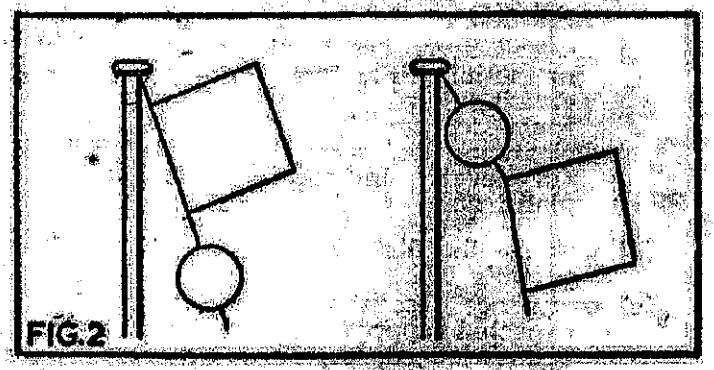


FIG. 2

(7) a gun or other explosive signal fired at intervals of about a minute.

1.2. Urgency Signals—

1.2.1. The following signals, used either together or separately, mean that an aircraft wishes to give notice of difficulties which compel it to land without requiring immediate assistance :—

(1) the repeated switching on and off of the landing lights ; or

(2) the repeated switching on and off of the navigation lights ; or

(3) a succession of white pyrotechnical lights.

1.2.2. The following signals, used either together or separately, mean that an aircraft has a very urgent message to transmit concerning the safety of a ship, aircraft or other vehicle, or of some person on board or within sight :—

(1) in radio-telegraphy, three repetitions of the group XXX, sent with the letters of each group, and the successive groups clearly separated from each other ;

(2) in radio-telephony, three repetitions of the expression PAN ;

(3) a succession of green pyrotechnical lights ;

(4) a succession of green flashes with signal apparatus.

1.3. Safety Signals—

The following signals, used either together or separately, mean that an aircraft is about to transmit a message concerning the safety of navigation or giving important meteorological warnings :—

(a) in radio-telegraphy, three repetitions of the group TTT, sent with the letters of each group and the successive groups clearly separated from each other ;

(b) in radio-telephony, the words SECURITE (pronounced as the French word SECURITE) repeated three times.

2. *Visual Signals used to Warn an Aircraft that is flying in the Vicinity of a Restricted, Prohibited or Danger Area*

By day and by night, a series of projectiles discharged at intervals of 10 seconds, each showing, on bursting, red and green lights or stars will indicate to an aircraft that it is flying in the vicinity of a restricted, prohibited or danger area, and that the aircraft is to take such remedial action as may be necessary.

3. Signals for the Control of Aerodrome Traffic

3.1. Light Signals—

3.1.1. From aerodrome control to aircraft (Fig. 3) :

Directional light towards the Aircraft concerned	*Aircraft in flight*	*Aircraft on the Ground*
Steady green ..	Cleared to land ..	Cleared for take-off
Steady red ..	Give way to other craft and continue circling	Stop
Series of green flashes	Return for landing* ..	Cleared to taxi
Series of red flashes ..	Aerodrome unsafe, do not land	Taxi clear of landing area in use
Series of white flashes		Return to starting point on the aerodrome
Red pyrotechnical light	Notwithstanding previous instructions, do not land for the time being	

*Authorization to land will be thereafter given as a steady green light.

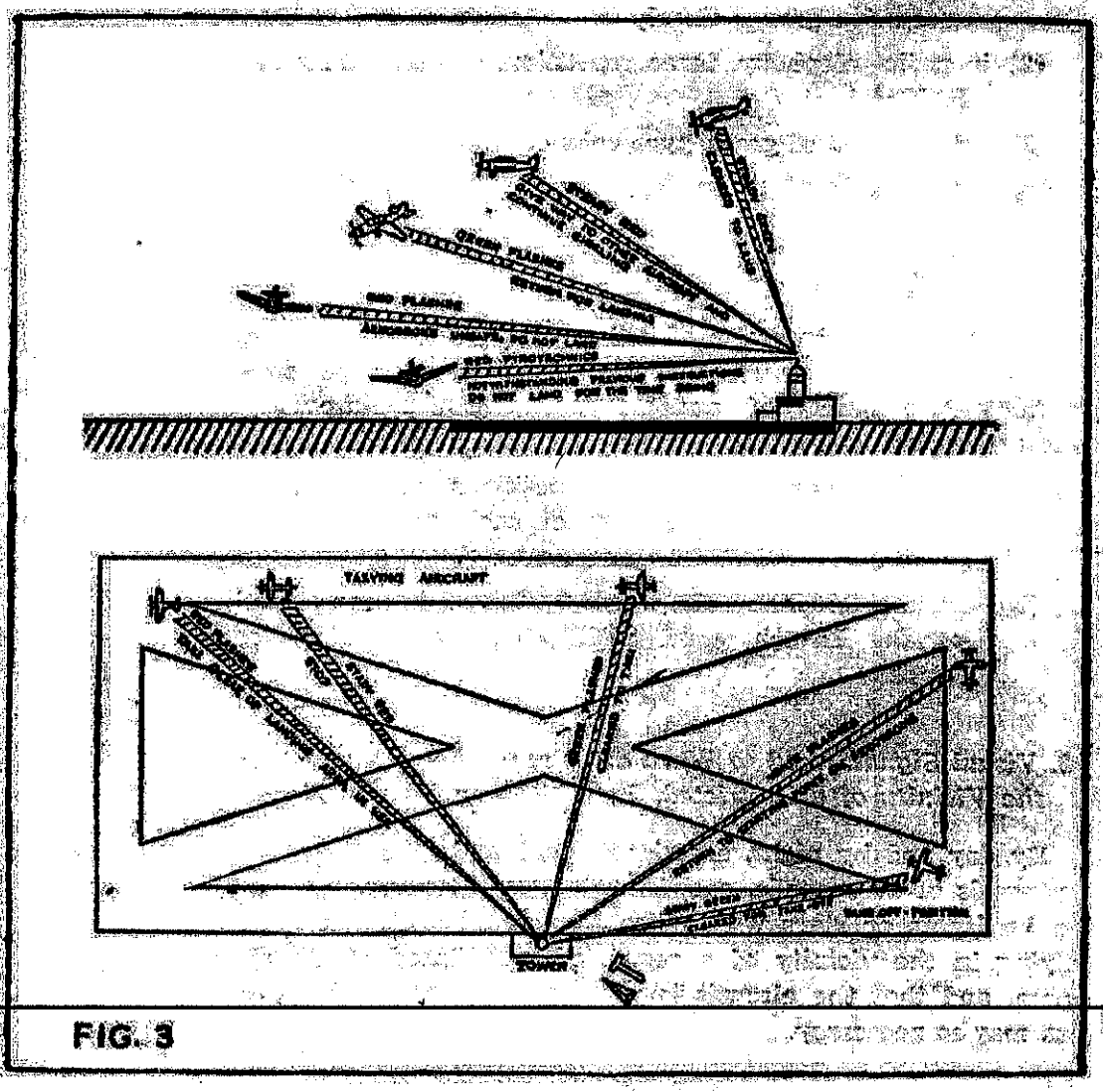


FIG. 3

3. Signals for the Control of Aerodrome Traffic

3.1. Light Signals—

3.1.1. From aerodrome control to aircraft (Fig. 3) :

Directional light towards the Aircraft concerned	*Aircraft in flight*	*Aircraft on the Ground*
Steady green ...	Cleared to land ...	Cleared for take-off
Steady red ...	Give way to other craft and continue circling	Stop
Series of green flashes	Return for landing* ...	Cleared to taxi
Series of red flashes ...	Aerodrome unsafe, do not land	Taxi clear of landing area in use
Series of white flashes		Return to starting point on the aerodrome
Red pyrotechnical light	Notwithstanding previous instructions, do not land for the time being	

*Authorization to land will be thereafter given as a steady green light.

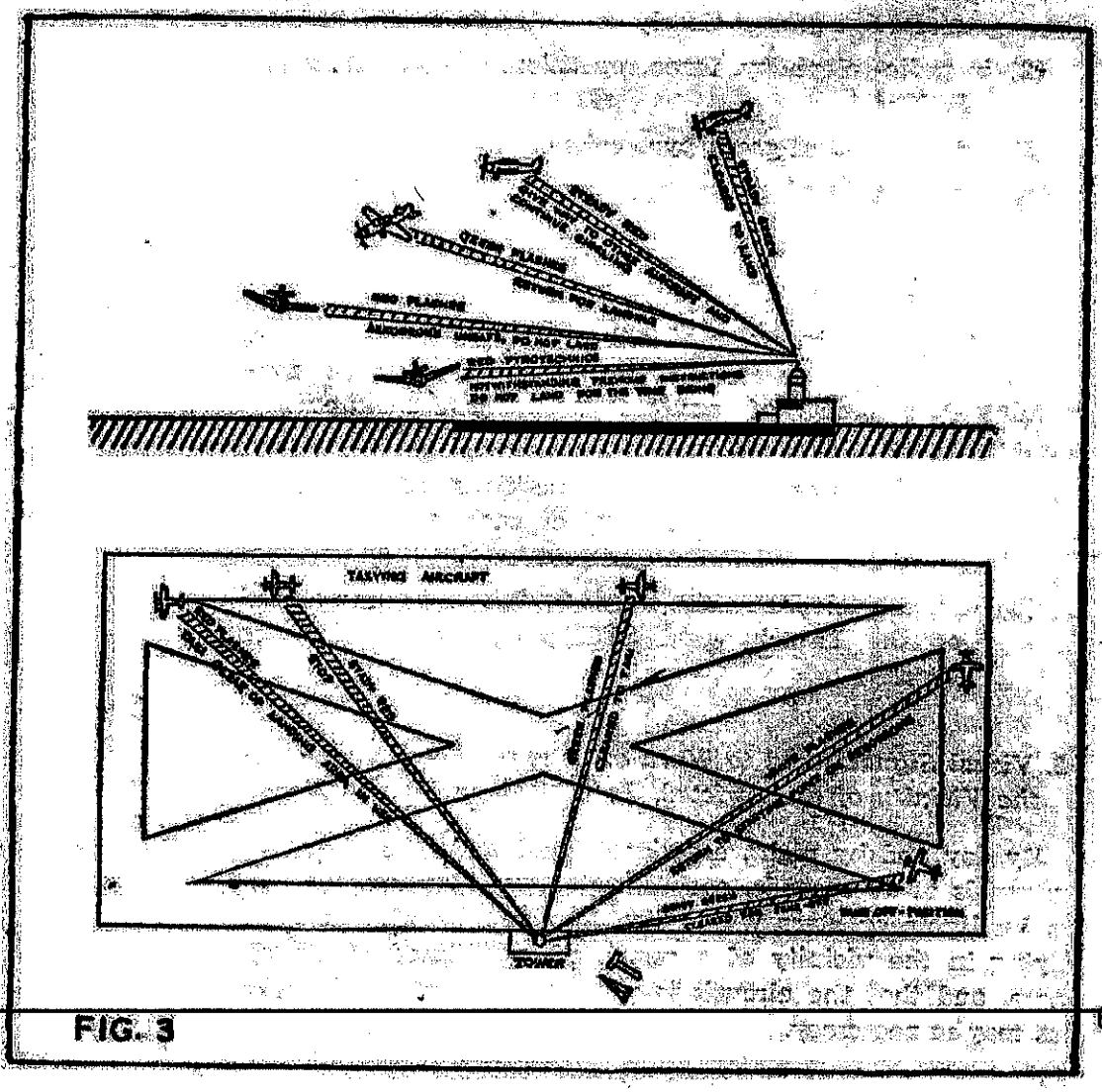


FIG. 3

3. Signals for the Control of Aerodrome Traffic

3.1. Light Signals—

3.1.1. From aerodrome control to aircraft (Fig. 3) :

Directional light towards the Aircraft concerned	*Aircraft in flight*	*Aircraft on the Ground*
Steady green ...	Cleared to land ...	Cleared for take-off
Steady red ...	Give way to other craft and continue circling	Stop
Series of green flashes	Return for landing* ...	Cleared to taxi
Series of red flashes ...	Aerodrome unsafe, do not land	Taxi clear of landing area in use
Series of white flashes		Return to starting point on the aerodrome
Red pyrotechnical light	Notwithstanding previous instructions, do not land for the time being	

*Authorization to land will be thereafter given as a steady green light.

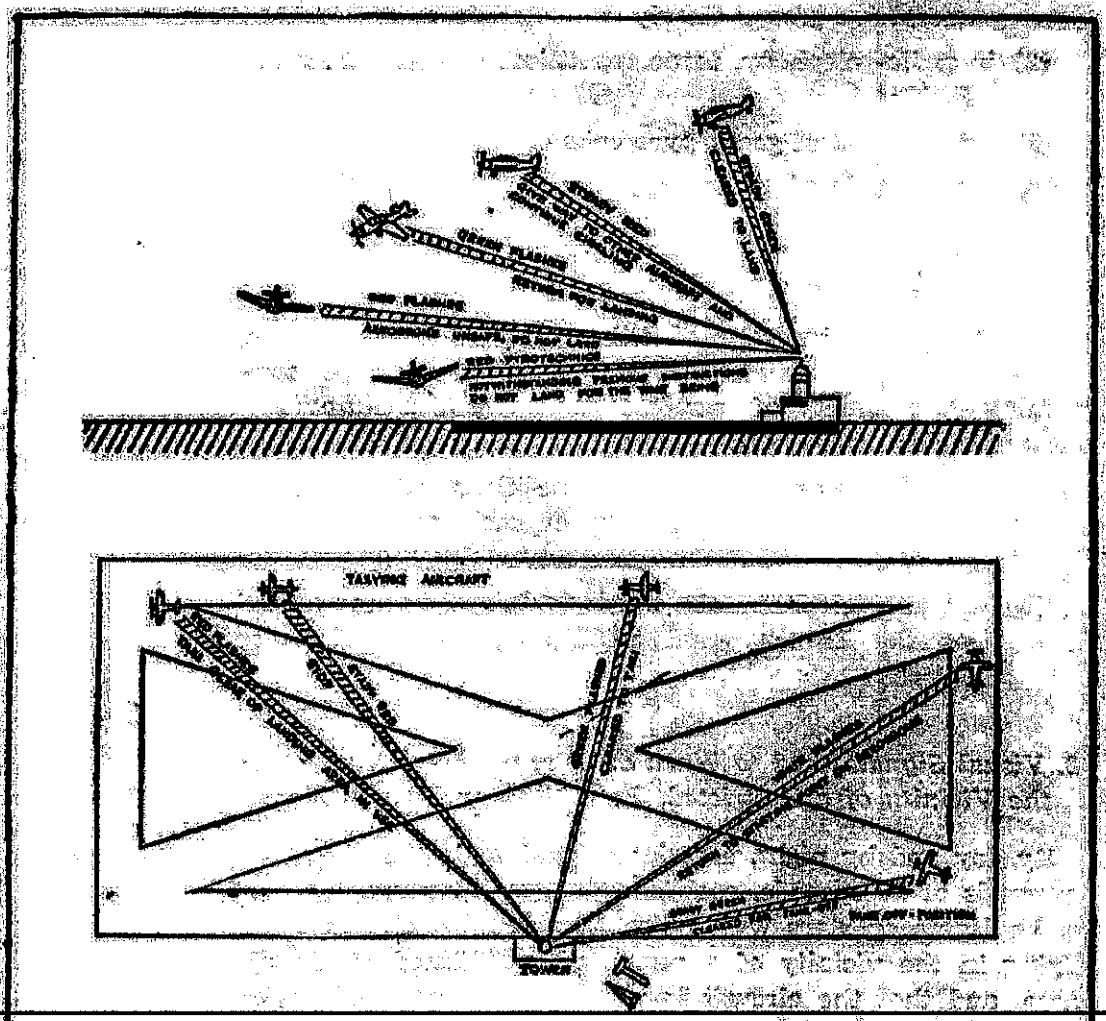


FIG. 3

3.2. Prohibition of Landing—

A horizontal red square panel with yellow diagonals (Fig. 4) indicates that landings at the aerodrome concerned are prohibited and that the prohibition is liable to be prolonged.

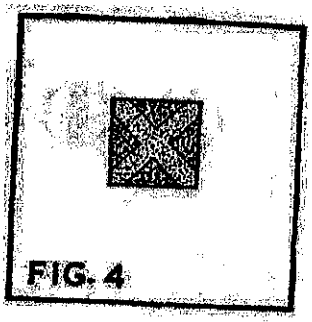


FIG. 4

3.3. Need for Special Precautions while Approaching or Landing—

A horizontal red square panel with one yellow diagonal (Fig. 5) indicates that owing to the bad state of the manoeuvring area, or for any other reason, special precautions must be observed in approaching to land or in landing.

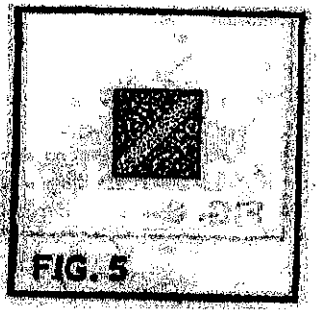


FIG. 5

3.4. Use of Runways and Taxiways

3.4.1. A horizontal white dumbell (Fig. 6) indicates that aircraft are required to land, take-off and taxi on runways and taxiways only.

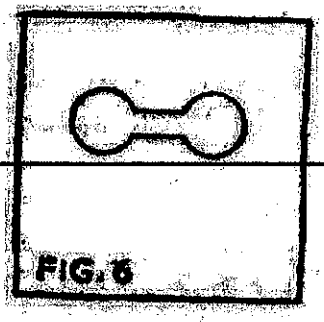


FIG. 6

3.4.2. The same horizontal white dumb-bell as in paragraph 3.4.1., but with a black bar placed perpendicular to shaft across each circular portion of the dumb-bell (Fig. 7) indicates that aircraft are required to land and take-off on runways only, but other manoeuvres need not be confined to runways and taxiways.

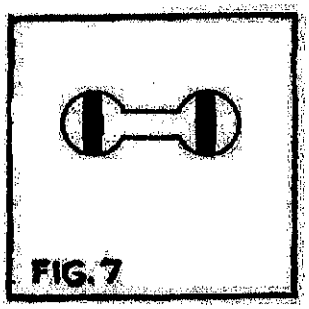


FIG. 7

3.5. Unserviceability of the Manoeuvring Area—

Crosses of a single conspicuous colour, preferably white (Fig. 8) displayed horizontally on the manoeuvring area indicate an area unfit for the movement of aircraft.

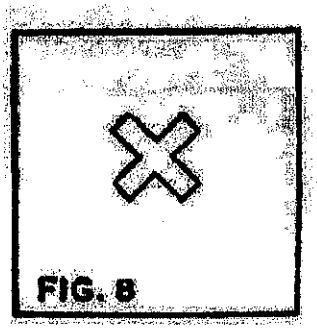


FIG. 8

3.6. Directions for Landing or Take-off—

3.6.1. When either one or both of the following signals are used, they indicate the direction to be used by aircraft for landing or take-off as follows :—

(1) A horizontal white or orange landing T (Fig. 9) in a a direction parallel to the shaft of the T towards the cross arm :

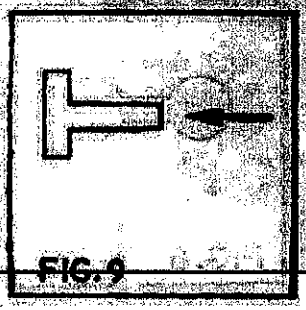


FIG. 9

(2) A tetrahedron orange or black on the left side, white or aluminium on the right side, when viewed from the back towards the apex (Fig. 10) in the direction towards which the tetrahedron points.

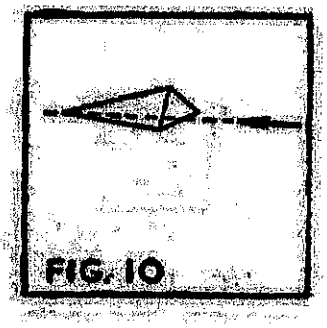


FIG. 10

3.6.2. A black ball displayed on mast (Fig. 11) and clearly visible to aircraft on the manoeuvring area indicates that the direction of take-off is to be verified with the aerodrome control tower.

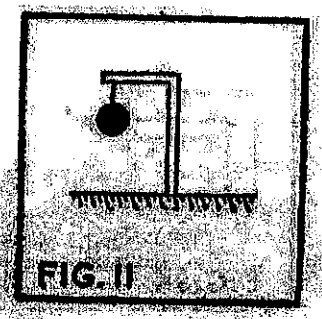


FIG. 11

3.6.3. A white or orange disc displayed horizontally alongside the cross-piece of a landing T in line with its shaft (Fig. 12) is a cautionary signal indicating that a single direction is not being used for all landing and take-offs.

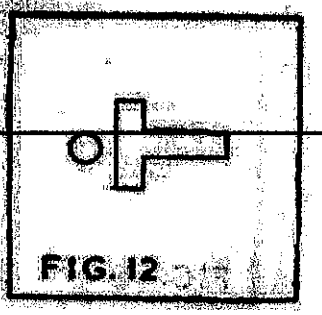


FIG. 12

3.6.4. A set of two digits (Fig. 13) displayed vertically at or near the aerodrome control tower indicates to aircraft on the manoeuvring area the direction for take-off expressed in units of ten degrees to the nearest ten degrees of the magnetic compass.

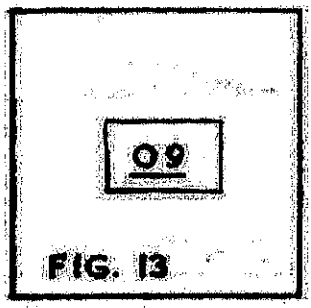


FIG. 13

3.7. Right-hand Traffic—

When displayed in a signal area, or horizontally at the end of the runway or strip in use, a right-hand arrow of conspicuous colour (Fig. 14) indicates that circuits or partial circuits are to be made to the right before landing and after take-off.

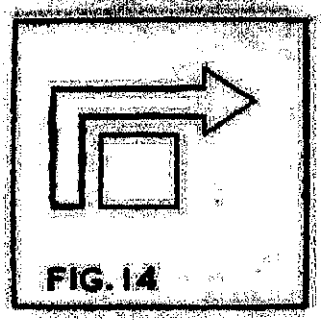


FIG. 14

3.8. Aerodrome Control Reporting Office—

The letter C displaced vertically in black against a yellow background (Fig. 15) indicates to aircraft on the manouvering area the place at which reports concerning air traffic services are made.

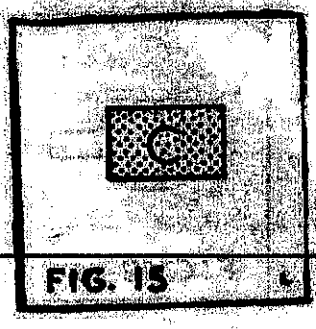


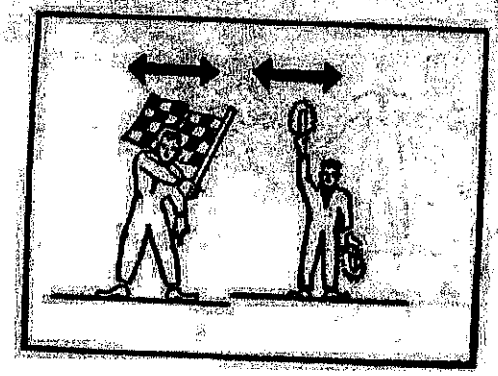
FIG. 15

4. *Marshalling Signals*

4.1. From a Signalman to an Aircraft on the movement area—

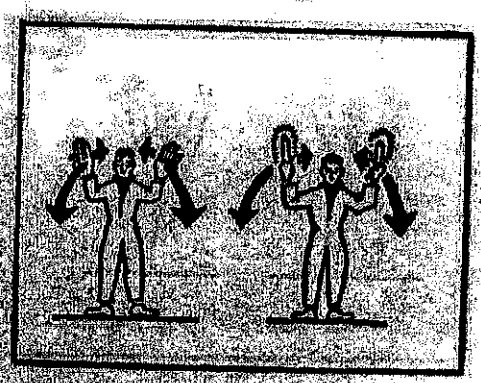
1. *To proceed under further guidance by signalman*

Signalman directs pilot if traffic conditions on aerodromes require this action



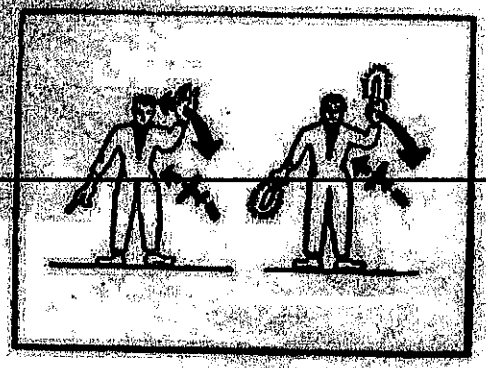
2. *Straight ahead*

Arms a little aside and repeatedly moved upward-backward, beckoning onward



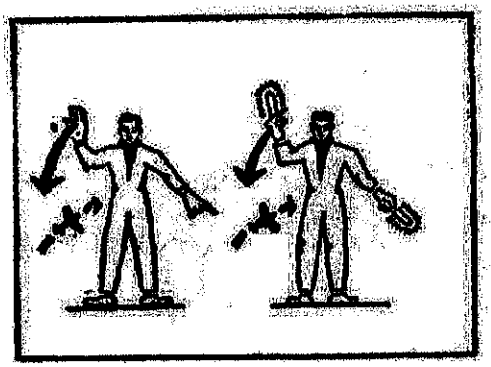
3. (a) *Turn to your left*

Right arm downward, left arm repeatedly moved upward-backward. Speed of arm movement indicating rate of turn



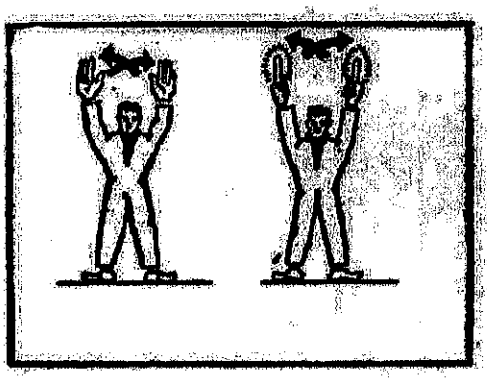
3. (b) *Turn to your right.*

Left arm downward, right arm repeatedly moved upward backward. Speed of arm movement indicating rate of turn



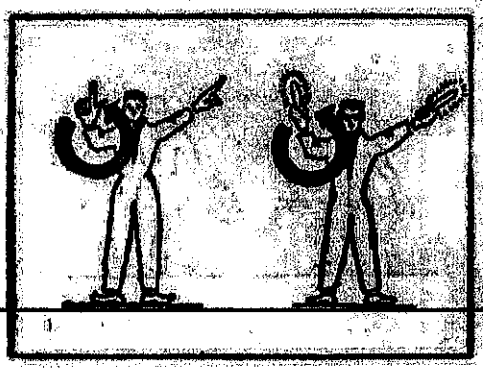
4. *Stop*

Arms repeatedly crossed above head (the rapidity of the arm movement should be related to the urgency of the stop, i.e., the faster the movement the quicker the stop)



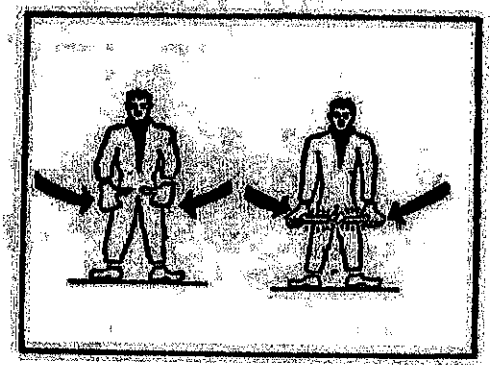
5. *Start engines*

Circular motion of right hand at head level with left arm pointing to engine



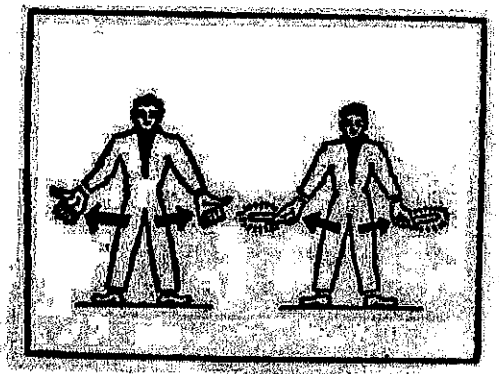
6. (a) *Insert chocks*

Arms down, palms facing inwards, swing arms from extended position inwards



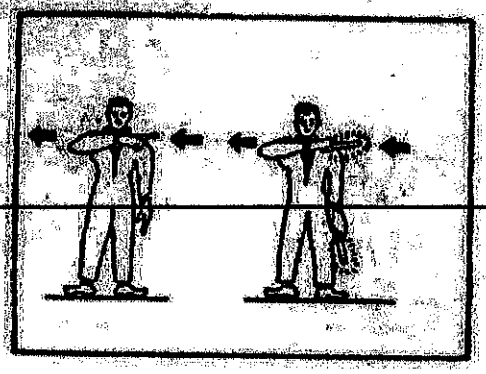
6. (b) *Chocks away*

Arms down, palms facing outwards, swing arms outwards



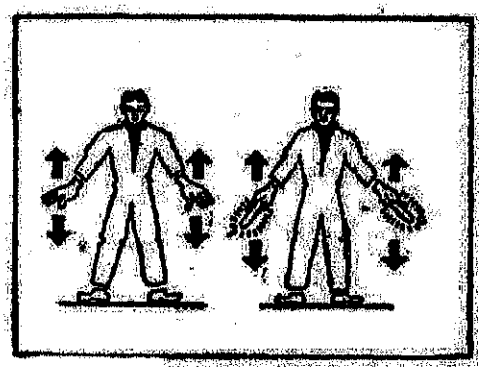
7. *Cut Motors*

Either arm and hand level with shoulder, hand across throat, palm downward



8. *Slow down*

Arms down with palms toward ground, then moved up and down several times

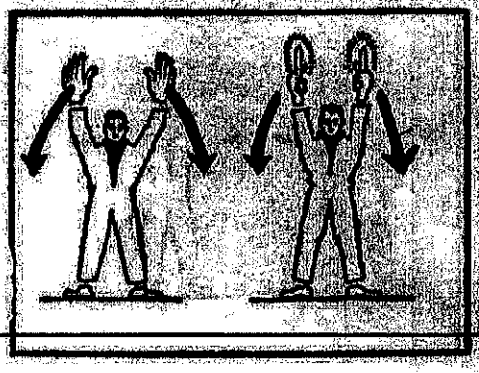


9. *Slow down motor (s) on indicated side*

Arms down with palms towards ground, then either *right or left* hand waved up and down indicating that *left or right* side motor (s) respectively should be slowed down

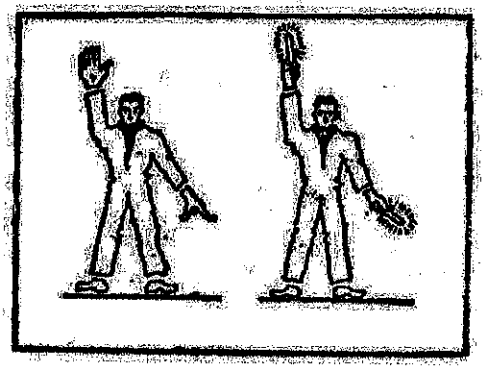
10. *Straight back*

Arms above head in vertical position palms facing forward, brought down quickly to horizontal forward position, repeating



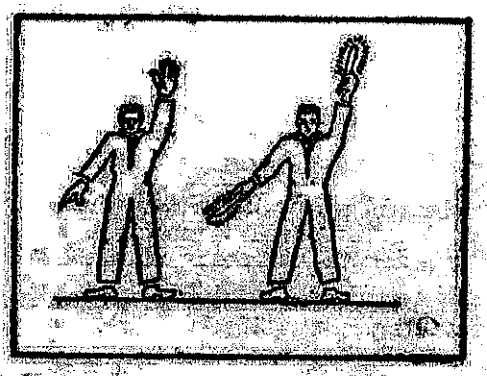
11. (*a*) *Turns while backing*

For tail to starboard : point left arm down, and right arm brought from overhead, vertical position to horizontal forward position, repeating right arm movement



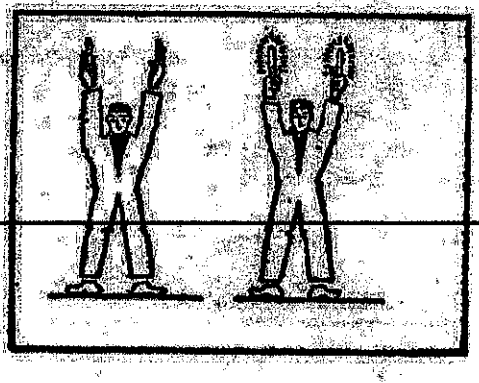
11. (*b*) *Turns while backing*

For tail to port : point right arm down, and left arm brought from overhead, vertical position to horizontal forward position, repeating left arm movement



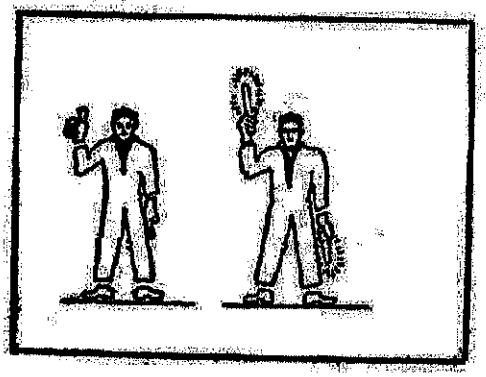
12. *This bay*

Arms above head in vertical position, with palms facing inwards



13. *All clear*

Right arm raised at below with palm facing forward.



APPENDIX B—LIGHTS

To be displayed by Air craft

1. *Lights to be displayed by Aeroplanes*

For the purpose of this Appendix—

10,942/15.8.1956

(a) the longitudinal axis of the aeroplane means a selected axis parallel to the direction of flight at a normal crusing speed, and passing through the centre of gravity of the aeroplane;

(b) the horizontal plane of the aeroplane means the plane containing the longitudinal axis and perpendicular to the plane of symmetry of the aeroplane;

(c) the vertical plane means perpendicular to the horizontal plane defined in (b).

1.1. Navigation Lights—

1.1.1. Navigation lights to be displayed in accordance with paragraph 3.2.4. of this Schedule are as follows (Fig. 16) :—

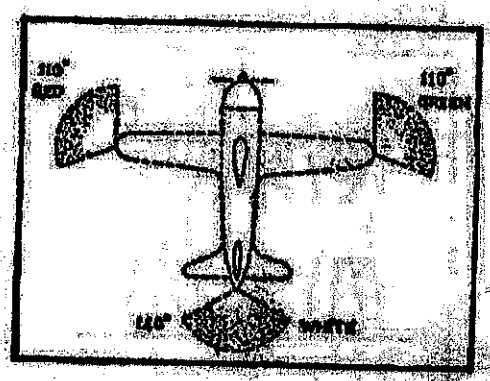


Fig. 16

(*a*) An unobstructed red light projected above and below the horizontal plane through an angle from dead ahead to 110 degrees to left (port) ;

(*b*) an unobstructed green light projected above and below the horizontal plane through an angle from dead ahead to 110 degrees right (starboard) ;

(c) an obstructed white light projected above and below the horizontal plane rearward through an angle of 140 degrees equally distributed on the left (port) and right (starboard) sides.

1.1.1.1. The lights may appear either as steady or as flashing lights ; and if the flashing system is used, either one or both of the following additional lights may be displayed :—

(*a*) a flashing red rear light which alternates with the flashing white rear light ;

(*b*) a flashing white light visible in all directions which alternates with the signals emitted by the lights described in paragraphs 1.1.1 (*a*), (*b*) and (*c*).

1.1.2. The minimum intensities of the lights specified in paragraph 1.1.1 shall be as follows :—

Light	*Intensity in candles*
Port red light	.. 5
Starboard green light	.. 5
Rear light	.. 3

1.1.3. In addition wing tip clearance lights comprising steady lights of the colours described for the navigation lights in paragraphs 1.1.1. (*a*) and (*b*) may be provided if there are no navigation lights within 1.80 metres (6 feet) of the wing tips.

2. *Lights to be displayed by Aeroplanes on the water*—

For the purpose of this section—

(*a*) an aeroplane on the surface of the water is under way when it is not aground or moored to the ground or to any fixed object on the land or in the water ;

(*b*) an aeroplane on the surface of the water is making way when it is under way and has a velocity relative to the water ; and

(*c*) the word visible when applied to the lights in this section means visible on a dark night with a clear atmosphere.

Lights to be displayed in accordance with paragraph 3.2.6.2. of this Schedule are as follows :—

2.1. When Under Way—

The steady lights described in paragraph 1.1 and in addition a steady white light (Fig. 17) visible forward throughout a dihedral angle of 220 degrees bisected by a vertical plane

through the longitudinal axis of the aeroplane and visible at a distance of at least 3 nautical miles except that—

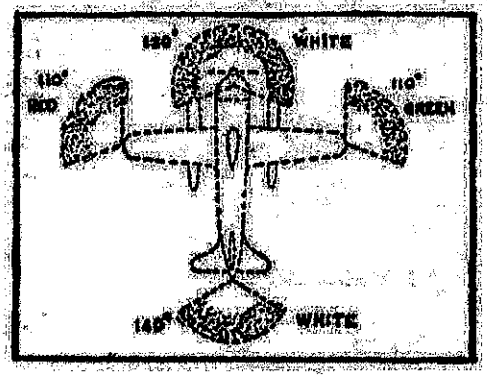


Fig. 17.

(a) when towing another air craft or vessel, in addition a second steady white light (Fig. 18) of the same construction and character as the additional steady white light already mentioned and in a vertical line at least 2 metres (6 feet) above or below such light;

(b) when being towed, only the steady lights described in paragraph 1.1;

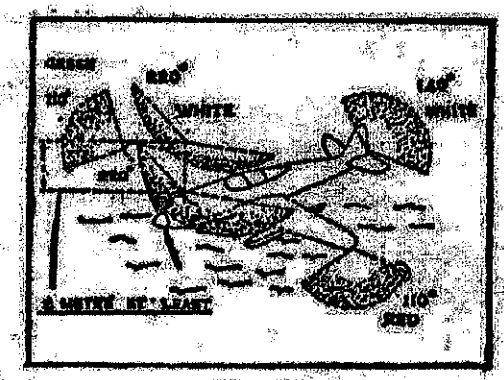


Fig. 18.

(c) when not under command, two steady red lights (Fig. 19) placed where they can best be seen, one vertically over the other and not less than 1 metre (3 feet) apart, and of such a character as to be visible all around the horizon at a distance of at least 2 nautical miles and when not making way no red and green lights described in paragraph 1.1. (Fig. 20).

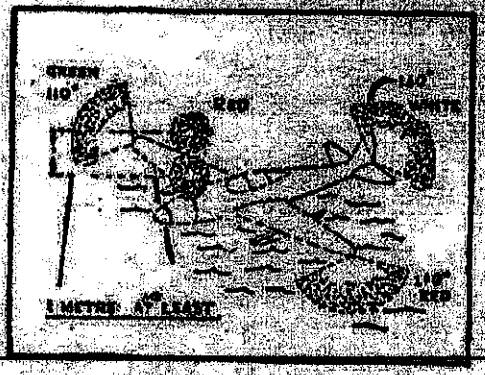


Fig. 19.

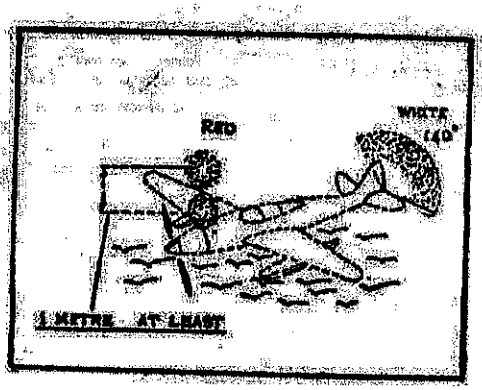


Fig. 20

2.2. When at Anchor—

(*a*) If less than 50 metres (150 feet) in length, where it can best be seen, a steady white light (Fig. 21), visible all around the horizon at a distance of at least 2 nautical miles;

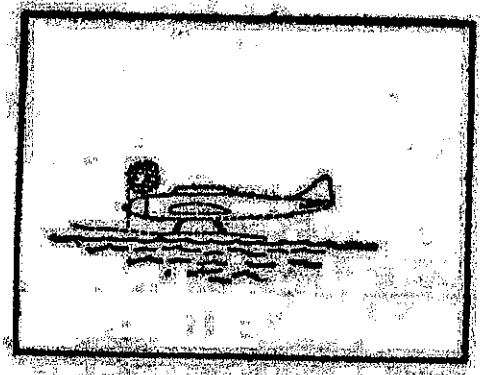


Fig. 21

(*b*) if 50 metres (150 feet) or more in length, where they can best be seen, a steady white forward light and a steady white rear light (Fig. 22) both visible all around the horizon at a distance of at least 3 nautical miles;

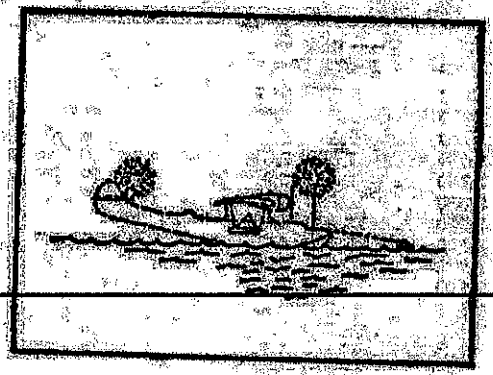


Fig. 22

(c) if 50 metres (150 feet) or more in span, a steady white light on each side (Figs. 23 and 24) to indicate the maximum span and visible, so far as practicable, all around the horizon at a distance of at least 1 nautical mile.

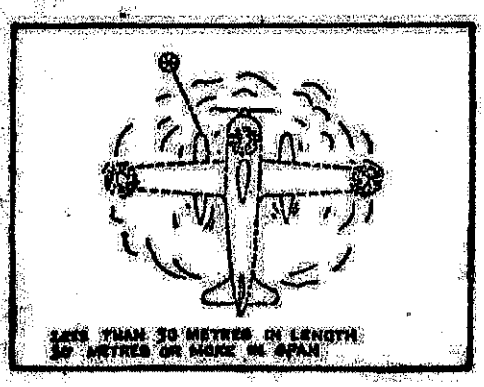


Fig. 23

Fig. 24

2.3. When Aground—

The lights prescribed in paragraph 2.2. and in addition two steady red lights in vertical line, at least 1 metre (3 feet) apart so placed as to be visible all around the horizon.

APPENDIX C—TABLE OF QUADRANTAL CRUISING LEVELS

The cruising levels to be observed when so required by this schedule are as follows :—

Magnetic Track

From 000° to 089°		From 090° to 179°		From 180° to 269°		From 270° to 359	
Feet	Metres	Feet	Metres	Feet	Metres	Feet	Metres
1,000	300	1,500	450	2,000	600	2,500	750
3,000	900	3,500	1,050	4,000	1,200	4,500	1,350
5,000	1,500	5,500	1,700	6,000	1,950	6,500	2,000
7,000	2,150	7,500	2,300	8,000	2,450	8,500	2,600
9,000	2,750	9,500	2,900	10,000	3,050	11,500	2,900
11,000	3,350	11,500	3,500	12,000	3,650	12,500	3,800
13,000	3,950	13,500	4,100	14,000	4,250	14,500	4,400
15,000	4,550	15,500	4,700	16,000	4,900	16,500	5,050
17,000	5,200	17,500	5,350	18,000	5,500	18,500	5,650
19,000	5,800	19,500	5,950	20,000	6,100	20,500	6,250
21,000	6,400	21,500	6,550	22,000	6,700	22,500	6,900
23,000	7,000	23,500	7,150	24,000	7,300	24,500	7,450
25,000	7,600	25,500	7,750	26,000	7,900	26,500	8,100
27,000	8,250	27,500	8,400	28,000	8,550	28,500	8,700
29,000	8,850	29,500	9,000	30,000	9,150	30,500	9,300

Quadrantal Cruising Levels

APPENDIX D—INFORMATION CONCERNING A PROPOSED FLIGHT

Flight Plan

A flight plan shall contain such of the following information as is relevant. Flight plans for VFR flights normally contain only those elements in terms (*a*) through (*h*) inclusive—

(*a*) radio identification to be used by the aircraft (radio-telephony and radio-telegraphy call signs as appropriate) or aircraft identification only for aircraft not equipped with radio;

(*b*) type of aircraft, or in the case of a formation flight, types and numbers involved;

(*c*) aerodrome of departure;

(*d*) cruising level (see Note 1) and, when required, route to be followed (see Note 2) or, if more than one cruising level is to be used, all cruising levels with the portion of the route relevant to each, except that "VFR" shall be shown instead of a cruising level in case of VFR flight;

(*e*) aerodrome at first intended landing;

(*f*) proposed time of departure expressed as a four-figure group;

(*g*) proposed true air speed at cruising level(s) (see Notes 1 and 2);

(*h*) estimated elapsed time until arrival over the point of first intended landing expressed as a four-figure group;

(*i*) alternate aerodrome(s);

(*j*) radio transmitting frequency or frequencies to be used (see Note 3);

(*k*) navigation and approach aids carried in the aircraft (see Note 4);

(*l*) number of persons on board and name of the pilot;

(*m*) amount of fuel on board expressed in hours and minutes and weight if required (see Note 2);

(*n*) any other pertinent information which the pilot-in-command of the aircraft or airtraffic services units deem necessary for control purposes.

Note 1.—See Note under the definition of cruising level.

Note 2.—The units used for level(s), speed and in terms (*d*), (*g*) and (*m*) shall be indicated and identified by the approval ICAO abbreviations.

Note 3.—When aircraft are equipped with standard regional route transmitting frequencies, the abbreviation RUF shall be inserted in lieu of such frequencies;

Note 4.—Appropriate code figures from the following groups shall be used:—

1.—ILS
2.—SBA
3.—DECCA
4.—DME
5.—VOR
6.—GEE
7.—LORAN
8.—RADIO COMPASS

THIRD SCHEDULE

FORM A

Regulation 19 (4) (b)

CERTIFICATE OF AIRWORTHINESS

*	State Ministry——— Department——— or Service———	*

1. Nationality and Registration Marks	2. Manufacturer and Manufacturer's Designation of Aircraft	3. Aircraft Serial No.

4. Category†———

5. This Certificate of Airworthiness is issued, pursuant to the Convention on International Civil Aviation dated 7th December, 1944 and the Ceylon Air Navigation Regulations, 1955, in respect of the above-mentioned aircraft which is considered to be airworthy when maintained and operated in accordance with the foregoing and the pertinent———Flight Manual.

Date of issue———.

Signature———.

* For official use.

†*Note.*—Reference here to any one of the ICAO airworthiness categories can only be made if the aircraft complies with the airworthiness standards in force for such category.

‡ This space shall be used either for periodic endorsement or for a statement that the aircraft is being maintained under a system of continuous inspection.

[10,942/15-6-1956.]

FORM B

CERTIFICATE

Particulars of the aircraft ———.

Certificate in terms of Regulation 20 (d).

I certify that in carrying out the overhaul, repair, modification, replacement specified overleaf, the following conditions have been complied with:—

(a) that all materials and replacement parts used comply with all the requirements of the respective specifications;

(b) that all replacement parts incorporated in the aircraft comply with the manufacturer's approved type drawings;

(c) that all workmanship has been carried out by approved methods.

I am satisfied after due inspection of the aircraft that it is airworthy.

Signed: ———.

Designation: ———.

Date:

FORM C

Regulation 46 (1)

[10,942/15-6-1956.]

CERTIFICATE OF SAFETY FOR FLIGHT

Station of Origin : ..... Flight No. : .....
Aircraft type : ..... Nationality and Registration Marks : .....

Aircraft

I hereby certify that the above aircraft (including its prescribed instruments and equipment, the attachment of the radio apparatus to the aircraft structure, the condition of the earth system of the aircraft * but excluding the radio apparatus, engines and engine installations and all instruments relating thereto) has been maintained by the engineering staff in accordance with the approved maintenance schedules, and that adjustments and rectifications found necessary have been made by them and inspected by me, and I am satisfied that the aircraft is safe in every way for flight provided the conditions as to loading specified in the certificate of airworthiness are complied with.

.....
Aircraft Maintenance Engineer.
Licence No. : .....
Time of Issue : .....
Date : .....

Engines

I hereby certify that the engines and engine installations (including the prescribed instruments relating thereto) of the above aircraft have been maintained by the engineering staff in accordance with the approved maintenance schedules, and that adjustments and rectifications found necessary have been made by them and inspected by me, and I am satisfied that the engines and engine installations of the aircraft are safe in every way for flight.

.....
Aircraft Maintenance Engineer.
Licence No. .....
Time of Issue : .....
Date : .....

* Earth system of the aircraft includes the bonding and screening to ensure suppression of high frequency electrical interference.

FOURTH SCHEDULE

(Regulation 19 (19))

CATEGORIES OF CERTIFICATES OF AIRWORTHINESS

1. The director shall not issue or render valid a certificate of airworthiness classifying an aircraft in any airworthiness category established by ICAO, unless the aircraft complies with the standards in force for that category or, in the circumstances of particular cases, with variations therefrom in detail, which, in his opinion, will give an equivalent level of safety.

2. Where the Director issues or renders valid a certificate of airworthiness classifying an aircraft in an airworthiness category established by ICAO, although variations from the standards exist, and where such variations arise because the aircraft involves design factors not contemplated by a particular standard, or where such variations represent departures from the literal provisions of the Standards, the Director shall inform ICAO of the details of such variations, and of the manner in which equivalent safety is provided, not later than 120 days after the first issuing of the certificate of airworthiness, except that no notification need be made where it is obvious that no question of amendment of the Standards arises. Where notification of such variation has been made in respect of an aircraft, notification of variations in respect of other aircraft of the same type need not be made in so far as the variations are the same.

3. The expression "appropriate airworthiness requirements" as used in this Schedule shall mean—

(*a*) the appropriate ICAO airworthiness standards or the local airworthiness requirements enforcing such standards, if the certificate of airworthiness classifies the aircraft in an airworthiness category established by ICAO ;

(*b*) the local airworthiness requirements deemed appropriate by the Director, if the certificate of airworthiness does not classify the aircraft in a category established by ICAO.

4. (1) Subject to paragraphs 1 and 2 above, every aircraft registered in Ceylon shall be classified as belonging to one or more of the following categories and to one or more of the following sub-divisions, and the certificate of airworthiness or the validation thereof shall be endorsed accordingly :—

(i) Normal Category—

Sub-division (*a*) ; public transport for passengers
Sub-division (*b*) ; public transport for mails
Sub-division (*c*) ; public transport for goods
Sub-division (*d*) ; private
Sub-division (*e*) ; aerial work
Sub-division (*h*) ; demonstration
Sub-division (*i*) ; crew familiarization.

(ii) Semi-acrobatic Category—

Sub-divisions (*a*) to (*e*) and (*h*) and (*i*) as in the Normal Category.

(iii) Acrobatic Category—

Sub-divisions (*a*) to (*e*) and (*h*) and (*i*) as in the Normal Category.

(iv) Special Category—

Sub-division (*f*) ; racing or record.
Sub-division (*g*) ; research or experimental.
Sub-divisions (*h*) and (*i*) as in the Normal Category.

(2) (*a*) The categories and sub-division proposed for an aircraft shall be stated on the form of application for the issue of a certificate of airworthiness or a validation. Where it is desired to have the aircraft classified in sub-division (*e*), (*f*), (*g*), (*h*) or (*i*), the application shall also indicate the particular purposes for which it is proposed to use the aircraft.

(*b*) In this Schedule "ICAO" means the International Civil Aviation Organization established in pursuance of the Convention.

FIFTH SCHEDULE

(*Regulation 277*)

PROVISIONS AS TO THE MANNER IN WHICH DIMENSIONAL UNITS ARE TO BE USED IN AIR-GROUND COMMUNICATIONS IN CEYLON

REGULATORY PROVISIONS

1. (1) The Director shall select and use one of the two tables of units hereinafter specified in messages containing dimensional units transmitted by each aeronautical station under his authority in the International Telecommunication Service.

(2) The tables in Column II may be eliminated in accordance with the decisions of the Council of the International Civil Aviation Organization on such dates as may be specified by the Council.

(3) When dimensional units are transmitted in messages from aircraft stations in aircraft engaged in International operations to aeronautical stations, the units transmitted shall be from the table published for the aeronautical station to which the communication is addressed.

(4) When requested by an aircraft that is temporarily unable to use the published table of the aeronautical station with which it is communicating, the aeronautical station concerned shall transmit dimensions in the units requested by the aircraft.

Note.—The terms of this Schedule do not apply when standardized or agreed codes are used (e.g., for meteorological information) and such codes require the use of specified dimensional units.

(5) In messages broadcast from aircraft stations, any dimensional units used shall be from the table in most general use by the aeronautical stations most likely to receive the message.

(6) The Director shall introduce as soon as possible, the practice of using the "ICAO Table of Units" in messages containing dimensional units transmitted by aeronautical stations under his authority.

TABLES OF DIMENSIONAL UNITS

Dimensions	Column I ICAO Table of Units	Column II Blue Table
Distances	NAUTICAL MILES and TENTHS	NAUTICAL MILES and TENTHS
Altitudes, heights, elevations and dimensions on aerodromes and shore distances	METRES	Feet
Horizontal speed	KNOTS	KNOTS
Vertical speed	METRES PER SECOND	Feet per minute
Wind speed	KNOTS	KNOTS
Wind direction for landing and taking off	DEGREES MAGNETIC	DEGREES MAGNETIC
Wind direction for all other purposes	DEGREES TRUE	DEGREES TRUE
Cloud altitude and height	METRES	Feet
Visibility	KILOMETRES (or METRES)	Nautical miles (or yards)
Altimeter setting	MILLIBARS	MILLIBARS
Temperature	CENTIGRADE	CENTIGRADE
Weight	KILOGRAMMES	Lb.
Time	HOURS AND MINUTES, THE DAY OF 24 HOURS BEGINNING AT MIDNIGHT GREENWICH MEAN TIME	HOURS AND MINUTES, THE DAY OF 24 HOURS BEGINNING AT MIDNIGHT GREENWICH MEAN TIME

Note 1.—"ICAO Units", wherever they appear in the Blue Table are printed in capitals.

Note 2.—The Table prescribes units only, not the degree of accuracy of values expressed nor the procedure for expressing them.

SIXTH SCHEDULE

(Regulation 221) REGULATORY REQUIREMENTS REGARDING THE OPERATION OF AIRCRAFT

INTERNATIONAL COMMERCIAL AIR TRANSPORT

Part I—Definitions

In this Schedule, the expression "aerodrome meteorological minima" means the minimum heights of cloud base and minimum values of visibility which are prescribed for the purposes of determining the usability of an aerodrome either for take-off or landing.

"aeroplane flight manual" means a manual, associated with the certificate of airworthiness, containing limitations within which the aircraft is to be considered airworthy, and instructions and information necessary to the flight crew members for the safe operation of the aeroplane.

"landing surface" means that part of the surface of an aerodrome which the aerodrome authority has declared available for the normal ground or water run of aircraft landing in a particular direction.

"operation control" means the exercise of authority over initiation, continuation, diversion or termination of a flight;

"take-off area" means a take-off surface augmented in the direction of take-off by a portion of the aerodrome which the aerodrome authority has declared available for accelerate-stop purposes for aircraft intending to take off in that direction;

"take-off surface" means that part of the surface of an aerodrome which the aerodrome authority has declared available for the normal ground or water run of aircraft taking off in a particular direction.

Part II—Applicability

2.1. The provisions contained in this Schedule are applicable to scheduled international air services and non-scheduled international air transport operations for remuneration or hire as indicated by the designations specified in paragraph 2.3.

2.2. The requirements for non-scheduled international air transport operations for remuneration or hire contained in this Schedule shall apply—

(*a*) to operations involving aeroplanes of a maximum weight of 5,700 kilogrammes (12,500 lb.) or over, operated under either IFR or VFR.; and

(*b*) to operations involving aeroplanes of a maximum weight of less than 5,700 kgs. (12,500 lb.) operated under either IFR or VFR except that, when such aircraft are operated under VFR, the specifications in Parts IV, VI, VII, VIII, IX, X and XI shall be complied with as far as possible or as required by the Director.

2.3. Designation of Standards and Recommended Practices applying to Particular Operations.

2.3.1. All requirements headed by a characteristic number not followed by a letter shall apply to both scheduled international air services and non-scheduled international air transport operations for remuneration or hire.

2.3.2. All requirements grouped under a characteristic number followed by the letter S shall apply to scheduled international air services.

2.3.3. All requirements grouped under a characteristic number followed by the letters NS shall apply to non-scheduled international air transport operations for remuneration or hire.

2.3.4. Where the letters S or NS appear at the beginning of paragraphs or phrases, such paragraphs or phrases shall apply only to the category corresponding to the letter or letters.

Part III—General

3.1. An operator shall ensure that his employees when abroad know that they must comply with the laws, regulations and procedures of the States in which his aircraft are operated.

3.2. An operator shall ensure that each of his pilots is familiar with the regulations and procedure pertinent to the performance of his duties prescribed for the areas to be traversed, the aerodromes to be used, and the air navigation facilities relating thereto. The operator shall ensure that other members of the flight crew are familiar with such of these regulations and procedures as are pertinent to the performance of their respective duties in the operation of the aircraft.

3.3. An operator or his designated representative shall have responsibility for operational control.

3.4. If an emergency situation which endangers the safety of the aircraft or persons necessitates the taking of action which involves a violation of local regulations or procedures by any crew member, the pilot-in-command shall notify the appropriate local authority without delay. If required by the State in which the incident occurs, the pilot-in-command shall submit a report on any such violation to the appropriate authority of such State: in that event, the pilot-in-command shall also submit a report to the State of Registry of the aircraft. Such reports shall be submitted as soon as possible and normally within ten days.

3.5 Explosives and other dangerous articles other than those necessary for the operation or navigation of the aircraft or for the safety of the personnel or passengers on board shall not be carried in an aircraft, unless the carriage of such articles is approved by the State of Registry of the aircraft and the Director.

3.6. Operators shall ensure that pilots-in-command have available on board the aircraft all the essential information concerning the search and rescue services in the area over which the aircraft will be flown as promulgated by Contracting States in accordance with paragraph 3.1.7. of I.C.A.O. Annex 12.

Part IV—Flight Operations

4.1. Operating Facilities—

4.1.1. An operator shall ensure that a flight will not be commenced unless ground or water facilities, sufficient and operated adequately for the safety of the aircraft and the passengers, are available.

4.1.2. An operator shall ensure that any inadequacy of the facilities as described in paragraph 4.1.1. is reported to the authority immediately responsible for them.

4.1.3. During their published hours of operations and subject to their published conditions of use, aerodromes and their facilities shall be kept continuously available for flight operations irrespective of weather conditions.

4.2. Operating Supervision—

An operator shall establish and maintain a method of supervision of flight operations. The method shall be approved by the State of Registry and by the Director.

4.2.1. Operations Manual. An operator shall provide an Operations Manual.

4.2.2. *Instruction—General.* An operator shall ensure that all operations personnel are properly instructed regarding their particular duties and responsibility and the relationship of such duties to the operation as a whole.

4.2.3. *Flight Check System.* An operator shall establish a check system to be used by the flight crew prior to and on take-off, in flight, on landing, and in emergency, to ensure that the operating procedures contained in the Operations Manual and the Aircraft Flight Manual or other documents associated with the certificate of airworthiness are followed exactly.

4.2.4.-S. *Minimum Flight Altitudes.* An operator shall establish the minimum safe flight altitudes for each route flown. These minima shall not be less than any that may be established by the State flown over except when specifically approved by that State.

NS. *Minimum Flight Altitudes.* An operator shall specify the method by which he intends to determine minimum safe altitudes for his operations and shall include this method in the Operations Manual. The minimum determined shall not be less than any that may be established by the State flown over except when specially approved by that State.

4.2.5.-S. *Aerodrome meteorological minima.* An operator shall establish aerodrome meteorological minima for his use for each aerodrome to be used in his operations. Such minima shall not be lower than any that may be established for such aerodromes by the State in which the aerodrome is located, except when specifically approved by that State.

NS. *Aerodrome meteorological minima.* The operator shall specify the method by which he intends to determine the meteorological minima for use on his operations. This method of determination shall be included in the Operations Manual. At any aerodrome the operator shall not operate with meteorological minima lower than any that may be established for that aerodrome by the State in which the aerodrome is located, except when specifically approved by that State.

In determining values of meteorological minima which will apply in any particular circumstances, full account shall be taken of—

(*a*) the handling and performance characteristics of the aircraft concerned;

(*b*) the competence of the crew or crews;

(*c*) the width and length of the runways;

(*d*) the minimum obstacle clearances for the instrument approach procedure specified for the navigational facility used;

(*e*) other meteorological minima which may be established for flight in the vicinity of an aerodrome; and

(*f*) the adequacy of the available aids to approach and landing.

4.2.6. *Fuel and oil records.* An operator shall maintain fuel and oil records sufficient to satisfy the State of Registry and the Director that for each flight the requirements of paragraph 4.3.3. have been complied with.

Such records shall be retained by the operator for a period of six months.

4.2.7. Crew—

4.2.7.1. For each flight, the operator shall designate one pilot to act as pilot-in-command.

4.2.7.2.-S. An operator shall ensure that piloting technique and the ability to execute emergency procedures is checked in such a way as to demonstrate the competence of his pilots. Such checks shall be performed twice within any period of one year. Any two such checks which are similar and which occur within a period of four consecutive months shall not alone satisfy this requirement.

NS. An operator shall ensure that piloting technique and the ability to execute emergency procedures is checked in such a way as to demonstrate the competence of his pilots. Where the operation may be conducted under instrument flight rules, an operator shall ensure that the competency of his pilots to comply with such rules is demonstrated to either a check pilot of the operator or to a representative of the State of Registry. Such checks shall be performed twice within any period of one year. Any two such checks which are similar and which occur within a period of four consecutive months shall not alone satisfy this requirement.

4.2.7.3. An operator shall maintain current records of the flight time of each of his pilots.

4.2.7.4. An operator shall establish limitations on the flight time of flight crew members. These limitations shall be such as to ensure that fatigue, either occurring in a flight or successive flights or accumulating over a period of time, does not endanger the safety of a flight. The limitations shall be approved by the Director.

4.2.7.5. An operator shall ensure that all crew members are instructed and periodically examined in the use of the emergency and life-saving equipment required to be carried and that they are drilled in emergency evacuation of the aircraft used.

4.2.8. PASSENGERS. An operator shall ensure that passengers are made familiar with the location and use of—

(a) safety belts;

(b) emergency exits;

(c) life jackets, if the carriage of life jackets is prescribed; and

(d) other emergency equipment provided for individual use.

4.2.8.1. The operator shall inform the passengers of the location and general manner of use of the principal emergency equipment carried for collective use.

4.2.8.2. In an emergency during flight, passengers shall be instructed in such emergency action as may be appropriate to the circumstances.

4.3. Flight preparation—

A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that—

(a) the aircraft is airworthy;

(b) the instruments and equipment prescribed in Part VI for the particular type of operation to be undertaken are installed and are sufficient for the flight;

(c) a maintenance release as prescribed in paragraph 8.7 has been issued in respect of the aircraft;

(d) the weight of the aircraft is such that the flight can be conducted safely, taking into account the flight conditions expected;

(e) the load carried is so distributed and secured that the aircraft is safe for the flight;

(f) a check has been completed indicating that the operating limitations of Part V can be complied with for the flight to be undertaken; and

(g) the standards of paragraph 4.3.1. relating to flight planning have been complied with.

Completed flight preparation forms shall be kept by an operator for a period of six months.

4.3.1-S *Flight planning.* An operational flight plan shall be completed for every intended flight, indicating that the flight can be conducted with safety and that the standards required by paragraphs 4.3.2. and 4.3.3. have been complied with. This plan shall be approved and signed by the pilot-in-command and, where applicable, by the flight operations officer, and shall be filed with the operator or his agent.

NS. *Flight planning.* An operational flight plan shall be completed for every intended flight, indicating that the flight can be conducted with safety and that the standards required by paragraphs 4.3.2. and 4.3.3. have been complied with. This plan shall be approved and signed by the pilot-in-command and, where applicable, by the flight operations officer, and shall be filed with the operator, his agent or the aerodrome authority or, if none of these procedures are possible, it shall be left on record in a suitable place at the point of departure.

4.3.1.1-S. At least one alternate aerodrome shall be listed in the flight plan when a significant portion of the flight is to be conducted in weather conditions which necessitate compliance with instrument flight rules except in special cases where the aerodrome of intended landing is isolated and no suitable alternate aerodrome is available.

NS. The flight plan shall include—

(a) at least one alternate aerodrome when a significant portion of the flight is to be conducted in weather conditions which necessitate compliance with instrument flight rules except in special cases where the aerodrome of intended landing is isolated and no suitable alternate aerodrome is available,

(b) the minimum safe flight altitude for the route to be flown; and

(c) the meteorological minima for the aerodromes to be used, including their designated alternates.

4.3.2. Weather conditions—

4.3.2.1. A flight to be conducted in accordance with visual flight rules shall not be commenced unless current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions along the route or that part of the route to be flown under visual flight rules are, and will continue to be, such as to make it possible for the flight to be conducted in accordance with visual flight rules.

4.3.2.2. A flight to be conducted in accordance with instrument flight rules shall not be commenced unless the available meteorological information indicates that meteorological conditions at either the aerodrome of intended landing or at least one alternate aerodrome will, at the expected time of arrival, be at or above the aerodrome meteorological minima specified in the Operations Manual for such aerodromes when used as alternate aerodromes.

4.3.2.3. A flight to be operated in known or expected icing conditions shall not be commenced unless the aircraft is equipped to cope with such conditions.

4.3.3. Fuel and oil supply—

4.3.3.1. A flight shall not be commenced unless, considering wind and other meteorological conditions expected during the flight at the altitudes specified in the operational flight plan, at least sufficient fuel and oil are carried—

(a) *under visual flight rules or under instrument flight rules when VFR weather conditions are forecast for the route*, to fly to the aerodrome of intended landing and thereafter to fly for forty-five minutes at normal cruising speed;

(b) *under instrument flight rules when IFR weather conditions are forecast for a significant portion of the route, and when an alternate is specified* to fly to the aerodrome of intended landing and thence to an alternate aerodrome or to fly to an alternate aerodrome via any predetermined point specified in the flight plan, and thereafter, in either case for forty-five minutes at normal cruising speed; so however, that the quantity of fuel and oil to be carried shall not be less than is sufficient to fly to the aerodrome of intended landing and thereafter for two hours at normal cruising speed, except that when adequate intermediate aerodromes and meterological information are available, the fuel and oil need only be sufficient to fly to the aerodrome of intended landing and thence to an alternate and thereafter for forty-five minutes at normal cruising speed;

(c) *under instrument flight rules when IFR weather conditions are forecast for a significant portion of the route and when no alternate is specified* to fly to the aerodrome of intended landing and thereafter to fly for two hours at normal cruising speed.

4.3.3.2. Fuel and oil in excess of any of the minima specified in paragraph 4.3.3.1. shall be carried when there are indications that additional fuel and oil will be required because of expected circumstances, such as traffic delays.

4.3.4. Oxygen supply—

Absolute pressure	Metres	Feet
700 mbs.	3,000	10,000
620 mbs.	4,000	13,000

4.3.4.1. A flight to be operated at altitudes at which the atmospheric pressure in personnel compartments will be less than 700 mbs. shall not be commenced unless sufficient stored breathing oxygen is carried to supply—

(a) the crew for any period in excess of 30 minutes so that the pressure in compartments occupied by them will be between 700 mbs. and 620 mbs.;

(b) the crew and passengers for any period so that the atmospheric pressure in compartments occupied by them will be less than 620 mbs.

4.3.4.2. A flight to be operated with pressurized aircraft shall not be commenced unless an immediately available emergency supply of stored breathing oxygen is carried to supply the flight crew members, in the event of loss of pressurization, for any period in excess of 30 minutes that the atmospheric pressure in any compartment occupied by them would be between 700 mbs. and 620 mbs. and for any period that the pressure would be below 620 mbs.

4.4. In-flight procedures—

4.4.1-S. Aerodrome meteorological minima. A flight shall not be continued towards the aerodrome of intended landing unless the latest available meteorological information indicates that conditions at that aerodrome, or at least one alternate aerodrome, will, at the expected times of arrival, be at or above the meteorological minima specified for such aerodromes in the Operations Manual.

Except in case of emergency an aircraft shall not continue its approach-to-land at any aerodrome beyond a point at which the limits of the meteorological minima specified for that aerodrome in the Operations Manual would be infringed.

NS. *Aerodrome meteorological minima.* A flight shall not be continued towards the aerodrome of intended landing unless the latest available meteorological information indicates that conditions at that aerodrome or at least one alternate aerodrome, will, at the expected times of arrival, be at or above the meteorological minima specified for such aerodromes.

Except in case of emergency, an aircraft shall not continue its approach-to-land at any aerodrome beyond a point at which the limits of the meteorological minima specified for that aerodrome would be infringed.

4.4.2. *Meteorological observations.* So far as is possible, weather observed *en route* shall be reported at prescribed times or point as requested by the appropriate meteorological authorities.

4.4.3. *Hazardous flight conditions.* Hazardous flight conditions encountered *en route* shall be reported to the appropriate aeronautical station as soon as possible. The reports so rendered shall give such details as may be pertinent to the safety of other aircraft.

4.4.4. *Pilots at controls.* At least one pilot shall remain at the controls at all times during flight. Two pilots shall remain at the controls during take-off and landing if the certificate of airworthiness or other documents associated with the certificate of airworthiness of the aircraft require the carriage of two pilots.

4.4.5. *Use of Oxygen.* All flight crew members when engaged in performing duties essential to the operation of an aircraft in flight shall use continuously the breathing oxygen supplied for their use during any period in excess of 30 minutes when the atmospheric pressure in compartments occupied by them is between 700 mbs. and 620 mbs. and at all times when the pressure is less than 620 mbs.

4.4.6. *Reports to Ocean Station Vessels.* An aircraft flying in the vicinity of an ocean station vessel shall report its position to that vessel. Normally this report shall be by VHF. If VHF communication is unsatisfactory, such contact shall be established by HF.

4.5. Duties of pilot-in-command—

4.5.1. The pilot-in-command shall be responsible for the operation and safety of the aircraft and for the safety of all persons on board, during flight time.

4.5.2. The pilot-in-command shall ensure that the flight check system specified in paragraph 4.2.3. is complied with in detail.

4.5.3. The pilot-in-command shall be responsible for notifying the nearest appropriate authority by the quickest available means of any accident involving the aircraft, resulting in injury or death of any person or substantial damage to the aircraft or property.

4.5.4. The pilot-in-command shall be responsible for reporting all known or suspected defects in the aircraft, to the operator, at the termination of the flight.

4.5.5. The pilot-in-command shall be responsible for the maintenance of the Journey Log-Book.

4.6. Duties of flight operations officer—

4.6.1. A flight operations officer when employed in conjunction with a method of flight supervision in accordance with paragraph 4.2. shall—

(*a*) assist the pilot-in-command in flight operation and provide the relevant information required;

(*b*) assist the pilot-in-command in preparing flight plans, approve and sign such plans, and file the air traffic control flight plan with the appropriate air traffic control;

(*c*) furnish the pilot-in-command, while *en route*, by appropriate means information which may be necessary for the safe conduct of the flight;

(*d*) in the event of an emergency, initiate such procedures as may be outlined in the Operations Manual; and

(*e*) remain on duty until all the flights under his jurisdiction have been terminated, unless he has been properly relieved.

4.6.2. In performing his duties, a flight operations officer shall avoid taking any action that would conflict with the procedures established by—

(*a*) Air Traffic Control;

(*b*) The Meteorological Service; or

(*c*) The Communications Service.

Part V—Aeroplane Operating Limitations

5.1. General—

5.1.1. An aeroplane shall be operated in compliance with the terms of its certificate of airworthiness and within the approved operating limitations contained in its Aeroplane Flight Manual or other documents associated with the certificate of airworthiness.

5.1.2. When forseeable hazards not specifically covered by the provisions of this Part exist, the Director shall take such practicable precautions as are necessary to ensure that the general level of safety, contemplated by these provisions, is maintained.

5.1.3. A flight shall not be commenced unless performance information provided in the Aeroplane Flight Manual or, in the case of paragraph 5.4., such other performance information as the State of Registry may deem appropriate, indicates that the relevant Standards of paragraphs 5.2, 5.3 or 5.4 can be complied with for the flights to be undertaken.

5.2. Applicable to ICAO transport category aircraft—

5.2.1. Take-off—

5.2.1.1. *Elevation.* The elevation of the aerodrome shall be within the range for which maximum take-off weights have been set forth in the Aeroplane Flight Manual.

5.2.1.2. *Weight.* The take-off weight shall not exceed the maximum take-off weight specified in the Aeroplane Flight Manual for the elevation at which the take-off is to be made.

5.2.1.3. *Accelerate-stop Distance.* The accelerate-stop distance determined from the Aeroplane Flight Manual shall not exceed a length within the take-off area along which the ground or water is suitable to be used for accelerate-stop purposes by the aeroplane involved.

5.2.1.4. *Take-off Distance.* The distance required to attain a height of 15 metres (50 feet) above the take-off area with the critical engine becoming inoperative at the critical point, as determined from the Aeroplane Flight Manual, shall not exceed the length of the take-off area, except that in exceptional circumstances when there is an area within the boundaries of the aerodrome beyond the end of the take-off area that the aerodrome authority has declared suitable for climb to 15 metres (50 feet), the distance required may be increased accordingly.

5.2.1.5. *Take-off Path.* The take-off path with the critical engine becoming inoperative at the critical point, as determined from the Aircraft Flight Manual shall indicate that the aircraft—

(a) when reaching the end of the take-off area, or, in the case of the exception provided in paragraph 5.2.1.4, the end of the additional area declared available, can clear all obstacles within 60 metres (200 feet) on either side of the flight path by 15 metres (50 feet) vertically; and

(b) after passing the end of the take-off area or the end of any additional area declared available in accordance with paragraph 5.2.1.4, can clear by not less than a vertical margin which increases uniformly all obstacles lying within a distance uniformly increasing from 60 metres (200 feet) on either side of the flight path, until the prescribed clearance for *en route* flight can be complied with.

The margin referred to in paragraph 5.2.1.5 (b) shall not wherever practicable be less than 50 feet plus 0.01D vertically and 200 feet plus 0.25D horizontally, where "D" is the distance the aeroplane has travelled after passing the end of the take-off area, or the end of any additional area declared available in accordance with paragraph 5.2.1.4.

5.2.1.6.1. Application—

5.2.1.6.2. In applying the provisions of paragraphs 5.2.1.3, 5.2.1.4 and 5.2.1.5 the accelerate-stop distance, the take-off distance and the take-off path as determined from the Aeroplane Flight Manual shall be those corresponding to—

(*a*) the take-off weight of the aeroplane;

(*b*) the elevation of the aerodrome;

(*c*) the effective longitudinal slope of the take-off area; and

(*d*) not more than 50 *per centum* of the reported wind component along the take-off path and opposite to the direction of take-off and not less than 150 *per centum* of the reported wind component in the direction of take-off.

5.2.2. En route—

5.2.2.1. *All engines operating.* The weight of the aeroplane at all points along the route or planned diversions therefrom, shall be such that the aeroplane will be capable of a rate of climb of not less than 0.5 metres per second (100 feet per minute) at the cruising levels planned, when all engines are operated at maximum continuous power.

5.2.2.2. In any case the rate of climb at a height of 300 metres (1,000 feet) above obstacles at all points along the route of planned diversions therefrom, as determined from the Aeroplane Flight Manual, shall as far as possible not be less than—

0.0120 V_{s1} metres per second, V_{s1} being expressed in kilometres per hour (4 V_{s1} feet per minute, V_{s1} being expressed in statute miles per hour)—

(*a*) when all engines are operating within the maximum continuous power limitations;

(*b*) when the aeroplane configuration is as specified for the "*en route* case, all engines operating" in the Aeroplane Flight Manual; and

(*c*) when the weight of the aeroplane is equal to the take-off weight less the weight of fuel and oil consumed.

Note.—V_{s1} and V_{s0} are symbols denoting certain stalling speeds or minimum steady flight speeds, defined in the airworthiness stands and specified for each aeroplane in the Aeroplane Flight Manual.

5.2.2.3. *Engine(s) Inoperative.* The take-off weight shall be such that—

(*a*) in the event of any one engine becoming inoperative at any point along the route or planned diversions therefrom, the flight will be able to continue to a suitable aerodrome, and the aeroplane will be capable of a rate of climb of not less than 0.5 metres per second (100 feet per minute) at a height of 450 metres (1,500 feet) above any such aerodrome; and

(*b*) in the event of the failure of any two engines after ninety minutes of flight, in the case of aeroplanes having four or more engines, the flight can continue to a suitable aerodrome; and that a safe landing can be made at that aerodrome.

5.2.2.3.1. One Engine inoperative—

The rate of climb at a height of 300 metres (1,000 feet) above obstacles at all points along the route or planned diversions therefrom, as determined from the Aeroplane Flight Manual, shall as far as possible not be less than—

KV'_{so} { metres per second V_{so} being expressed in kilometres per hour, (feet per minute, V_{so} being expressed in statute miles per hour),

where K has the values shown in Table A except that the rate of climb need not be greater than 0.0126 V_{s1} metres per second (4 V_{s1} feet per minute)— [10,786/23-4-1956.]

(a) when the critical engine is inoperative;

(b) when the engines remaining operative are operated within maximum continuous power limitations;

(c) when the aeroplane configuration is as specified in the Aeroplane Flight Manual for the "*en route* case with the critical engine inoperative"; and

(d) when the aeroplane weight is equal to the take-off weight less the weight of fuel and oil consumed.

5.2.2.3.2. Two Engines inoperative—

In the case of a flight to be operated with an aeroplane having four or more engines and during which the aircraft will be more than ninety minutes flying time at cruising speed away from the aerodrome of intended landing or an alternate, the rate of climb at a height of 300 metres (1,000 feet) above any obstacle along the route or planned diversions therefrom or at a height of 1,500 metres (5,000 feet) Standard Atmosphere, whichever is the more severe, as determined from the Aeroplane Flight Manual, shall as far as possible not be less than—

0.0000185 V'_{so} metres per second, V_{so} being expressed in kilometres per hour (0.01 V_{so} feet per minute, V_{so} being expressed in statute miles per hour)—

(a) in the event of any two engines becoming inoperative after 90 minutes of flight;

(b) when the engines remaining operative are operated within maximum continuous power limitations;

(c) when the aeroplane configuration is as specified for "*en route* case with two engines inoperative" in the Aeroplane Flight Manual; and

(d) when the weight of the aeroplane is equal to the take-off weight less—

(i) the weight of fuel and oil consumed by all engines during the ninety minutes after take-off and by the engines remaining operative from that point to the obstacles considered; or

(ii) the weight of fuel and oil consumed by the engine as in (i), and the fuel jettisoned, if fuel jettisoning is presupposed, provided that sufficient fuel is retained to permit the aeroplane to reach a suitable aerodrome.

5.2.3. Landing—

5.2.3.1. *Elevation.* An aerodrome shall not be listed in the flight plan unless its elevation is within the range for which maximum landing weights have been set forth in the Aeroplane Flight Manual.

5.2.3.2. *Weight.* The calculated weight for the expected time of landing at the aerodrome of intended landing or any alternate aerodrome shall not exceed the maximum specified in the Aeroplane Flight Manual for the elevation of that aerodrome.

5.2.3.3. *Landing Distance—Regular Aerodrome.* The landing distance of the aeroplane at the aerodrome of intended landing, as determined from the Aeroplane Flight Manual, shall not exceed 60 *per centum* of the effective landing length of—

(*a*) the most suitable landing surface for a landing in still air, assuming in the computation that the landing is to be made in still air; and

(*b*) any other landing surface which may be required for landing because of expected wind conditions at the time of arrival.

5.2.3.4. *Landing Distance—Alternate Aerodromes.* The landing distance of the aeroplane at any alternate aerodrome, as determined from the Aeroplane Flight Manual, shall not exceed 70 *per centum* of the effective landing length of—

(*a*) the most suitable landing surface for a landing in still air, assuming in the computation that the landing is to be made in still air; and

(*b*) any other landing surface which may be required for landing because of expected wind conditions at the time of arrival.

5.2.3.5. Application—

5.2.3.5.1. In applying the provisions of paragraphs 5.2.3.3. and 5.2.3.4. the landing distances determined from the Aeroplane Flight Manual shall be those corresponding to—

(*a*) the calculated landing weight of the aeroplane;

(*b*) the elevation of the aerodrome;

(*c*) the effective longitudinal slope of the landing surface; and

(*d*) except in the case of paragraphs 5.2.3.3. (*a*) and 5.2.3.4. (*a*), not more than 50 *per centum* of the expected wind component along the landing path and opposite to the direction of landing, and not less than 150 per *centum* of the expected wind component in the direction of landing.

5.2.3.5.2. The effective length of a landing surface shall be the total length of the landing surface suitable for use at the intended time of landing, less that portion, if any, situated beneath an inclined plane surface clearing all obstructions and having the following characteristics:—

(*a*) It intersects the landing surface, and at a slope of 1 in 20, extends beyond the approach end of the landing surface;

(*b*) It is symmetrical about a vertical plane containing the centre line of the landing surface;

(*c*) It extends 450 meters (1,500 feet) from the intersection with the landing surface;

(*d*) Its width is 120 meters (400 feet) at the landing surface, increasing uniformly to a width of 300 metres (1,000 feet).

5.3. Applicable to ICAO Transport Category D Aeroplanes—

5.3.1. *Limiting Weather Conditions.* Aeroplanes in Transport D Category shall only be operated by day and in weather conditions which do not necessitate compliance with instrument flight rules.

5.3.2. Take-off—

5.3.2.1. *Elevation.* The elevation of the aerodrome shall be within the range for which maximum take-off weights have been set forth in the Aeroplane Flight Manual.

5.3.2.2. *Weight.* The take-off weight shall not exceed the maximum take-off weight specified in the Aeroplane Flight Manual for the elevation and temperature at which the take-off is to be made.

5.3.2.3. *Take-Off Distance.* The distance required to attain a height of 15 metres (50 feet) above the take-off area with all engines operating as determined from the Aeroplane Flight Manual, shall not exceed 70 *per centum* of the length of the take-off area, except that in exceptional circumstances, when there is an area within the boundaries of the aerodrome, beyond the end of the take-off area which the aerodrome authority has declared suitable for climb to 15 metres (50 feet), the distance required may be increased proportionately.

5.3.2.4. *Take-Off Path.* The take-off path, as determined from the Aeroplane Flight Manual, shall indicate that the aeroplane after passing the end of the take-off area, or in the case of the exception provided in paragraph 5.3.2.3, the end of the additional area declared available, can clear by not less than a vertical margin which increases uniformly all obstacles lying within a distance of 60 metres (200 feet) on either side of the flight path until the prescribed clearance for *en route* can be complied with.

The margin referred to in paragraph 5.3.2.4, shall wherever practicable not be less than 15 metres (50 feet) plus 0.025D vertically, where D is the distance the aeroplane has travelled after passing the end of the take-off area or the end of any additional area declared available in accordance with paragraph 5.3.2.3.

5.3.2.5. *Application.* In applying the provisions of paragraphs 5.3.2.3 and 5.3.2.4, the take-off distance and the take-off path determined from the Aeroplane Flight Manual shall be those corresponding to—

(a) the take-off weight of the aeroplane;

(b) the elevation of the aerodrome;

(c) the effective longitudinal slope of the take-off area;

(d) not more than 50 *per centum* of the reported wind component along the take-off path and opposite to the direction of take-off and not less than 150 *per centum* of the reported wind component in the direction of the take-off;

(e) the official temperature at the time of take-off or the declared temperature derived in accordance with a method approved by the State of Registry.

5.3.3. En Route—

5.3.3.1. *All Engines Operating.* The weight of the aeroplane at all points along the route, or planned diversions therefrom, shall be such that the aeroplane will be capable of a rate

of climb of not less than 0.5 metres per second (100 feet per minute) at the cruising levels planned when all engines are operated at maximum continuous power.

5.3.3.2. *Recommendation.* The gradient of climb at a height of 300 metres (1,000 feet) above obstacles at all points along the route or planned diversions therefrom, as determined from the Aeroplane Flight Manual, shall be not less than 4.5 *per centum*—

(*a*) when all engines are operating within the maximum continuous power limitations;

(*b*) when the aeroplane configuration is as specified for the "*en route* case, all engines operating" in the Aeroplane Flight Manual;

(*c*) when the weight of the aeroplane is equal to the take-off weight less the weight of fuel and oil consumed.

5.3.3.3. *Enigine(s) Inoperative.* The take-off weight shall be such that in the event of an engine failure at any point along the route or planned diversions thereform, it will be possible to effect an emergency landing.

5.3.4. Landing—

5.3.4.1. *Elevation.* An aerodrome shall not be listed in the flight plan unless its elevation is within the range for which maximum landing weights have been set forth in the Aeroplane Flight Manual.

5.3.4.2. *Weight.* The calculated weight for the expected time of landing at the aerodrome or the intended landing at any alternate aerodrome shall not exceed the maximum specified in the Aeroplane Flight Manual for the declared temperature at the intended time of landing and for the elevation of that aerodrome.

5.3.4.3. *Landing distance—regular aerodrome.* The landing distance of the aeroplane at the aerodrome of intended landing, as determined from the Aeroplane Flight Manual, shall not exceed 60 *per centum* of the effective landing length of—

(*a*) the most suitable landing surface for a landing in still air, assuming in the computation that the landing is to be made in still air; and

(*b*) any other landing surface which may be required for landing because of expected wind conditions at the time of arrival.

5.3.4.4. *Landing distance—alternate aerodromes.* The landing distance of the aeroplane at any alternate aerodrome, as determined from the Aeroplane Flight Manual, shall not exceed 70 *per centum* of the effective landing length of—

(*a*) the most suitable landing surface for a landing in still air, assuming in the computation that the landing is to be made in still air; and

(*b*) any other landing surface which may be required for landing because of expected wind conditions at the time of arrival.

5.3.4.5. Application—

5.3.4.5.1. In applying the provisions of paragraphs 5.3.4.2. to 5.3.4.4. inclusive, the weight and landing distances determined from the Aeroplane Flight Manual shall be those corresponding to the declared temperature derived in accordance with a method approved by the State of Registry.

5.3.4.5.2. In applying the provisions of paragraphs 5.3.4.3. and 5.3.4.4. landing distances determined from the Aeroplane Flight Manual shall be those corresponding to—

(*a*) the calculated landing weight of the aeroplane;

(*b*) the elevation of the aerodrome;

(*c*) the effective longitudinal slope of the landing surface;

(*d*) not more than 50 per centum of the reported wind component, along the landing path and opposite to the direction of landing and not less than 150 *per centum* of the reported wind component in the direction of landing.

5.3.4.5.3. The effective length of a landing surface shall be the total length of the landing surface suitable for use at the intended time of landing, less that portion, if any, situated beneath an inclined plane surface clearing all obstructions and having the following characteristics:—

(*a*) It intersects the landing surface and, at a slope of 1 in 20, extends beyond the approach end of the landing surface;

(*b*) It is symmetrical about a vertical plane containing the centre line of the landing surface;

(*c*) It extends 450 metres (1,500 feet) from the intersection with the landing surface;

(*d*) Its width is 120 metres (400 feet) at the landing surface, increasing uniformly to a width of 300 metres (1,000 feet).

5.4. Applicable to Aeroplanes not Certified in an ICAO Transport Category—

5.4.1. As the requirements of paragraph 5.4. are intended to ensure adequate performance in the standard atmosphere, suitable allowance shall, as far as practicable, be made for temperatures other than standard.

5.4.2. *Multi-engined aeroplanes having a maximum weight of 5,700 kgs. (12,500 lb.) or more.*

5.4.2.1. Take-off—

5.4.2.1.1. *Take-off run.* The take-off run shall not exceed the length of the take-off surface.

5.4.2.1.2. *Take-off distance.* The take-off weight shall be such that the take-off distance, all engines operating, does not exceed—

(*a*) for aeroplanes with 2 engines 75 *per centum* of the length of the take-off area; and

(*b*) for aeroplanes with more than 2 engines 85 *per centum* of the length of the take-off area,

except that in exceptional circumstances when there is an area within the boundaries of the aerodrome, beyond the end of the take-off area, that the aerodrome authority has declared suitable for climb to 15 metres (50 feet) the distance required may be increased proportionately.

5.4.2.1.3. *Take-off path.* The take-off weight shall be such that the aeroplane with all engines operating, after passing the end of the take-off area, or in the case of the exception provided in paragraph 5.4.2.1.2. the end of the additional area declared available can clear all obstacles within 90 metres (300 feet) either side of the intended flight path by 15 metres (50 feet) vertically until the clearances for *en route* flight can be complied with.

5.4.2.2. En route—

5.4.2.2.1. *All engines operating.* The take-off weight shall be such at all points along the route or planned diversions therefrom that the aeroplane will be capable of a rate of climb of not less than 0.5 metres per second (100 feet per minute) at the cruising levels planned, when all engines are operated at maximum continuous power.

5.4.2.2.2. *One engine inoperative.* The take-off weight shall be such that, in the event of any one engine becoming inoperative at any point along the route or planned diversions therefrom—

(*a*) when the aeroplane is in the *en route* configuration;

(*b*) and the engine(s) remaining operative or operated within maximum continuous power limitations,

the flight can continue to a suitable aerodrome, and a safe landing can be made at that aerodrome.

5.4.2.3. Landing—

5.4.2.3.1. *Landing distance.* The take-off weight shall be such that, taking into account the fuel and oil to be consumed, the estimated landing distance will not exceed 70 *per centum* of the effective length of the landing surface at the aerodrome of intended landing or any alternate.

5.4.3. *Single engined aeroplanes of any weight or aeroplanes having two or more engine and maximum weight of less than* 5,700 *kgs.* (12,500 *lb.*).

5.4.3.1. Take-off—

5.4.3.1.1. *Take-off run.* The take-off run shall not exceed the length of the take-off surface.

5.4.3.1.2. *Take-off distance.* The take-off weight shall be such that—

(*a*) the take-off distance does not exceed 75 *per centum* of the length of the take-off area except that in exceptional circumstances when there is an area within the boundaries of the aerodrome beyond the end of the take-off area which the aerodrome authority has declared suitable for climb to 15 metres (50 feet), the distance required may be increased proportionately; and

(*b*) the aeroplane will clear all obstacles in the intended flight path by a safe margin.

5.4.3.2. En route—

5.4.3.2.1. The take-off weight shall be such that, at all points along the route or planned diversions therefrom, the aeroplane will be capable of a rate of climb of not less than 0.5 metres per second (100 feet per minute) at the cruising levels planned, in the *en route* configuration when all engines are operated at maximum continuous power.

5.4.3.2.2. The take-off weight shall be such that, in the event of an engine becoming inoperative at any point along the route or planned diversions therefrom, it will be possible to effect an emergency landing.

5.4.3.3. *Landing.*—

5.4.3.3.1. *Landing distance.* The take-off weight shall be such that, taking into account the fuel and oil to be consumed the estimated landing distance will not exceed 70 *per centum* of the effective length of the landing surface at the aerodrome of intended landing or any alternate.

5.4.4. *Performance data to be applied to 5.4.*

5.4.4.1. *Take-off.*—

5.4.4.1.1. *Take-off distance.* The take-off distance specified in paragraphs 5.4.2.1.2. and 5.4.3.1.2. shall be the horizontal distance measured from the point where the aeroplane commences its take-off run to a point below the aeroplane when it has attained a height of 15 metres (50 feet) above the level of the take-off area. The speed at the height of 15 metres (50 feet) shall not be less than—

1.2. Vsl for aeroplanes with one or two engines,

1.15 Vsl for aeroplanes with more than two engines,

where Vsl is the stalling speed in the take-off configuration, with power off.

5.4.4.1.2. *Application.* In applying the provisions of paragraphs 5.4.2.1.1., 5.4.2.1.2. and 5.4.3.1., account shall be taken of—

(a) the elevation of the aerodrome;

(b) the effective longitudinal slope of the take-off area; and

(c) not more than 50 per centum of the reported wind component opposite to the direction of take-off, and not less than 150 per centum of the reported wind component in the direction of take-off.

5.4.4.2. *Landing.*—

5.4.2.1. *Landing distance.* The landing distance specified in paragraphs 5.4.2.3.1 and 5.4.3.3.1. shall be the horizontal distance measured from a point over which the aeroplane passes at the height of 15 metres (50 feet) above the landing surface to the point at which the aeroplane can be brought to a complete stop, or in the case of seaplanes to a speed of approximately 5 km p.h. (3 m.p.h.). The speed at the height of 15 metres (50 feet) shall not be less than 1.2, Vso where Vsl is the stalling speed in the landing configuration, with power off.

5.4.4.2.2. *Application.* The calculated landing distance which is applicable to paragraphs 5.4.2.3.1 and 5.4.3.3.1. shall be that associated with—

(a) still air conditions and the landing surface most suitable for such conditions;

(b) the elevation of the aerodrome;

(c) the effective longitudinal slope of the landing surface; and

(d) any other landing surface which is suitable for the expected wind conditions and not more than 50 *per centum* of the reported wind component opposite to the direction of take-off, and less than 150 *per centum* of the reported wind component in the direction of take-off.

5.4.4.2.3. The effective length of a landing surface shall be the total length of the landing surface suitable for use at the intended time for landing, less that portion, if any, situated beneath an inclined plane surface clearing all obstructions and having the following characteristics :—

(*a*) It intersects the landing surface, and, at a slope of 1 in 20, extends beyond the approach end of the landing surface ;

(*b*) It is symmetrical about a vertical plane containing the centre line of the landing surface ;

(*c*) It extends 450 metres (1,500 feet) from the intersection with the landing surface ;

(*d*) Its width is 120 metres (400 feet) at the landing surface, increasing uniformly to a width of 300 metres (1,000 feet).

Part VI—Aeroplane Instruments and Equipment

6.1. *General.*—

In addition to the instruments and equipment prescribed in Airworthiness Standards, the instruments and equipment prescribed in the following paragraphs shall be installed in aeroplanes according to the aeroplane used and to the circumstances under which the flight is to be conducted.

6.2. All Aeroplanes on all flights.—

All aeroplanes on all flights shall be equipped with—

(*a*) an accessible and adequate first-aid kit.

The first-aid kit shall include the following :—a handbook on first-aid, bandages, antiseptic gauze, adhesive plaster, absorbent cotton, safety pins, tourniquet, and haemostatic bandage, scissors, haemostatic forceps, watermiscible anti-septic, analgesic, narcotic, stimulant, and remedy for burns ;

(*b*) at least one portable fire extinguisher fitted in the pilot's compartment ;

(*c*) at least one portable fire extinguisher in each passenger compartment that is separate from the pilot's compartment and that is not readily accessible to the pilot or co-pilot.

Fire extinguishers shall not be of a type which could cause dangerous contamination of the air in passenger or crew compartments.

(*d*) means of ensuring that the following information and instructions are conveyed to passengers :—

(i) when seat belts are to be fastened ;

(ii) when and how oxygen equipment is to be used if the carriage of oxygen is required ;

(iii) restrictions on smoking ;

(iv) location and use of life-belts if the carriage of life-belts is required ;

(v) location and method of opening emergency exit.

(*e*) Spare electrical fuses of each rating used, equal in number to 25 *percentum* of the number installed, or three of each rating, whichever is the greater ;

(f) the following manuals, charts and information :—

(i) the Aeroplane Flight Manual for the aeroplane, or, if such a manual does not exist, other documents containing performance data required for the application of Part V.

(ii) S the Route Guide for the route to be flown ;

NS. Information relating to communication facilities, navigation aids, aerodromes, in-flight procedures, and such other information as the operator may deem necessary for the proper conduct of the flight operations over the route to be flown.

(iii) current charts to cover to route of the proposed flight and any route along which it is reasonable to expect that the flight may be diverted.

(iv) the ground-air Signal Codes for search and rescue purposes.

6.3. All Aeroplanes on flights over water.—

6.3.1. *Seaplanes.* All seaplanes for all flights shall be equipped with—

(a) one life-belt or equivalent individual floatation device, for each person on board, stowed in a position easily accessible from his seat, and an additional number, equal to at least one fifth of the number of persons on board, stowed in a readily accessible position near the exit ;

(b) equipment for making the sound signals prescribed in the International Regulations for the Prevention of Collisions at Sea ;

(c) one sea anchor (drogue).

6.3.2. *Landplanes.*—

6.3.2.1. Landplanes shall carry the equipment prescribed in paragraph 6.3.2.2. on routes on which the landplane may be over water—

(a) at a distance from shore greater than 30 minutes at cruising speed for landplanes with a take-off weight such that in the event of any one engine becoming inoperative at any point along the route or planned diversions therefrom and with :

(i) the landplane in the *en route* configuration, and

(ii) the engine(s) remaining operative, operating within maximum continuous power limitations, the flight can continue to a suitable aerodrome and a safe landing can be made at that aerodrome,

(b) beyond gliding distance from the shore, except during the take-off and initial climb and approach-land, for all other landplanes.

6.3.2.2. The equipment referred to in paragraph 6.3.2.1. shall comprise one life-belt or equivalent individual floatation device for each person on board, stowed in a position easily accessible from the seat of the person for whose use it is provided.

6.3.3. *All aeroplanes on long range over water flights.* In addition to the equipment prescribed in paragraph 6.3.1. or 6.3.2, whichever is applicable, the following equipment shall be installed in all aeroplanes when used over routes on which the aeroplanes may be over water and more than 120 minutes at cruising speed away from the shore in the case of aircraft operated in accordance with paragraph 5.2.2.3. of this Schedule, and 90 minutes for all other aeroplanes.

(a) Life-saving rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such life-saving equipment including means of sustaining life as is appropriate to the flight to be undertaken and equipment for making the pyrotechnical distress signals described in the Second Schedule.

(b) A portable self-buoyant and water resistant radio transmitter capable of being operated away from the aeroplane by unskilled personnel after the aeroplane has alighted on the water.

6.4. *All Aeroplanes on flights over Undeveloped Areas.—*

Aeroplanes when operated across areas where search and rescue would be especially difficult shall be equipped with a portable radio transmitter capable of being operated by unskilled personnel, signalling devices and life-saving equipment (including means of sustaining life), as may be appropriate to the area overflown. The Director may however grant specific exemptions from this requirement on the basis of the performance of the aircraft and the route experience of the operator.

6.5. *All Aeroplanes on High Altitude Flights.—*

6.5.1. An aeroplane intended to be operated with atmospheric pressure less than 700 mbs. in personnel compartments shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in paragraph 5.3.4.1.

6.5.2. An aeroplane intended to be operated at altitudes at which the atmospheric pressure is less than 700 mbs. but which is provided with means of maintaining pressures greater than 700 mbs. in personnel compartments shall be provided with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in paragraph 4.3.4.2.

6.6. *All Aeroplanes in Icing Conditions.—*

All aeroplanes shall be equipped with anti-icing facilities when operated in circumstances in which icing conditions are reported to exist or are expected to be encountered.

6.7. *All Aeroplanes operated in Accordance with Instrument Flight Rules.—*

All aeroplanes when operated in accordance with instrument flight rules, or when the aeroplane cannot be maintained in a desired attitude without reference to one or more flight instruments, shall be equipped with—

(a) gyroscopic rate-of-turn indicator combined with an instrument which will indicate acceleration along the transverse axis of the aeroplane;

(b) a gyroscopic bank and pitch indicator;
(c) a gyroscopic direction indicator;
(d) means of indicating whether the power supply to the gyroscopic instrument is working satisfactorily;
(e) two sensitive pressure altimeters;
(f) a means of indicating in the flight crew compartment the outside air temperature;
(g) a time-piece with a sweep-second hand;
(h) one airspeed indicating system with means of preventing malfunctioning due to either condensation or icing;
(i) a rate-or-climb and descent indicator.

6.7.1. Such instruments as are used by any one pilot shall be so arranged as to permit the pilot to see them readily from his station, with the minimum practicable deviation from the position and the line of vision which he normally assumes when looking forward along the flight path.

6.8. *All Aeroplanes when Operated at Night.*—

6.8.1. All aeroplanes when operated at night shall be equipped with—
(a) all equipment specified in paragraph 6.7.;
(b) equipment for displaying the lights prescribed in the Second Schedule;
(c) two landing lamps;
(d) illumination for all instruments and equipment which are essential for the safe operation of the aeroplane and are used by the flight crew;
(e) lights in all passenger compartments;
(f) an electric torch for each crew member station.

6.8.2. All aeroplanes having a maximum weight of more than 5,700 kgs. (12,500 lb.) and which are newly introduced into service after the date on which these regulations come into force shall be equipped with navigation lights capable of emitting the signals specified in paragraphs 8.2.3.1.-A, 8.2.3.2-A, 8.2.3.2.4-A, 8.2.35.-A of ICAO Annex 8.

6.8.3. All aeroplanes having a maximum weight of more than 5,700 kgs. (12,500 lb.) shall, after the date on which these regulations come into force, be equipped with navigation lights capable of emitting the signals specified in paragraphs 8.2.3.1.-A, 8.2.3.2.-A, 8.2.3.2.4-A 8.2.3.5.-A of ICAO Annex 8.

6.8.4. The lights installed in order to comply with paragraph 6.8.2. or 6.8.3. shall conform with the detailed specifications for navigation lights which are contained in paragraph 8.2.3. of ICAO Annex 8.

Part VII—Aeroplane Radio Equipment

7.1-S. An aeroplane when operated in accordance with visual flight rules over routes on which navigation is accomplished solely by visual reference to land marks shall be provided with radio equipment—
(a) capable of conducting two-way communication from a distance of at least 25 nautical miles, with aerodrome control at each regular aerodrome having aerodrome control and at which it is intended to take off or land; and
(b) capable of receiving meteorological information at any time during flight.

N.S. An aeroplane when operated in accordance with visual flight rules shall be provided with radio equipment capable of conducting two-way communication for aerodrome control purposes.

7.1.1.-S. When operated in such conditions by night an aeroplane shall be provided with radio equipment capable of conducting two-way communication with at least one aeronautical station at any time during flight.

7.1.2.-S. When operated in such conditions by day an aeroplane shall be provided with radio equipment capable of conducting two-way communication with at least one aeronautical station at any time during flight.

7.1.3.-S. The provision and installation of the radio equipment which is carried in order to comply with paragraph 7.1-S (*a*) or 7.1-S (*b*) shall be so arranged that failure of a component will not preclude receiving the communication specified therein.

7.2.-S. An aeroplane operated over routes on which navigation is not or cannot be accomplished by visual reference to land marks, or when operated in accordance with instrument flight rules, shall be provided with radio equipment—

(*a*) capable of conducting two-way communication from a distance of at least 25 nautical miles, with aerodrome control at each regular and alternate aerodrome having aerodrome control and at which it is intended to take off or land;

(*b*) capable of conducting two-way communication with at least one aeronautical station at any time during flight;

(*c*) capable of receiving meteorological information at any time during flight; and

(*d*) capable of receiving signals from radio aids to *en route* navigation at any time during flight, so however that when *en route* navigation can be accomplished by celestial or equivalent navigation methods, the equipment need only be capable of receiving signals providing guidance to each regular and alternate aerodrome when the aeroplane is within a distance of 200 nautical miles from such aerodromes.

N.S. An aeroplane operated over routes on which navigation is not or cannot be accomplished by visual reference to land marks, or when operated in accordance with instrument flight rules, shall be provided with radio equipment—

(*a*) capable of conducting two-way communication for aerodrome control purposes;

(*b*) capable of conducting two-way communication at any time during flight with appropriate stations when flying in control zones and control areas and, when outside control zones and control areas, with at least one aeronautical station;

(*c*) capable of receiving meteorological information at any time during flight;

(d) capable of receiving signals from, and where the aid requires transmitting signals to, radio aids to navigation—

(i) to enable the aircraft to navigate in accordance with its flight plan; and

(ii) to enable the aircraft to navigate in accordance with the instructions from the Air Traffic Controller.

7.3. On flights in which it is intended to land in instrument flight conditions an aeroplane shall be provided with radio equipment capable of receiving signals providing guidance to a point from which a visual landing can be effected. This equipment shall be capable of providing such guidance at each aerodrome at which it is intended to land during instrument flight conditions.

7.4. The provision and installation of the radio equipment which is carried in order to comply with paragraph 7.2. (*a*) or 7.2 (*c*) or 7.2 (*d*) or 7.3 shall be so arranged that the failure of a component will not preclude receiving the communications and signals specified therein.

7.5. The provision and installation of the radio equipment which is carried in order to comply with paragraph 7.2 (*b*) whenever the aeroplane is operated over routes along which aerodromes with usable landing aids do not exist in sufficient numbers to permit diversion from any point on the route, shall be so arranged that the failure of a component will not preclude receiving the communications specified therein.

7.6. The requirements of paragraphs 7.1., 7.2., 7.4., and 7.5. shall be deemed to be fulfilled if the ability to conduct the communications specified therein is established during radio operating conditions which are normal for the route.

7.7.—N.S. When the required ground radio facilities are not available and the Director is satisfied that a flight can be conducted with safety without effecting the communications specified in paragraphs 7.2.—N.S. (b) and 7.2.—N.S. (c), the Director may grant exemption from the requirements of paragraphs 7.2.—N.S. (*b*) and 7.2.—N.S. (*c*).

Part VIII.—Aeroplane Maintenance

8.1. *Organization.*—

An operator shall ensure that there is provided an organization including trained staff, workshops and other equipment and facilities to maintain his aeroplane in an airworthy condition when in use.

8.2. *Inspection.*—

An operator shall ensure that there is provided a system of inspection to ensure that all maintenance, overhaul, alterations and repairs which effect airworthiness, are effected as prescribed in the Maintenance Manual.

8.3. *Maintenance Manual.*—

8.3.1. An operator shall ensure that there is provided, for the use and guidance of maintenance organizations and personnel, a Maintenance Manual containing the information specified in paragraph 11.2.

8.3.2. An operator shall ensure that the Maintenance Manual is amended or revised as is necessary to keep the information contained therein up to date.

8.3.3. Copies of all revisions and amendments of the Maintenance Manual shall be furnished promptly to all organizations or persons to whom the manual has been issued.

8.4. *Training.*—

An operator shall ensure that all maintenance personnel are instructed regarding the maintenance methods to be employed in particular when new or unfamiliar equipment is introduced into service.

8.5. *Licensing.*—

Each person charged with the responsibility of certifying as to the airworthiness of an aeroplane shall hold an appropriate and valid licence.

8.6. *Alterations and Repairs.*—

All alteration and repairs shall be effected in accordance with methods appropriate to the aeroplane concerned.

8.7. *Maintenance Release.*—

A Maintenance Release shall be completed and signed by a person or persons qualified to certify that the maintenance work has been completed satisfactorily and in accordance with the methods prescribed in the Maintence Manual.

8.8. *Records.*—

8.8.1. An operator shall ensure that the following records are kept :—

(*a*) In respect of the major components of his aeroplanes—

(i) the total time in service,

(ii) the date of the last overhaul,

(iii) the date of the last inspection.

(*b*) In respect of those instrument and equipment, the serviceability and operating life of which are determined by their time in service—

(i) such records of the time in service as are necessary to determine their serviceability or to compute their operating life,

(ii) the date of the last inspection.

8.8.1.1. These records shall be kept for a period of ninety days after the end of the operating life of the unit to which they refer.

8.9. *Application.*—

For the purpose of this Part "aeroplane" shall include—power plants, propellers, components, accessories, instruments, equipment and apparatus including emergency equipment.

Part IX—Aeroplane Flight Crew

9.1. Qualifications—

9.1.1.-S. Before a pilot acts as pilot-in-command of an aeroplane on a particular route for which he has not been previously qualified—

(*a*) he shall have been certified as competent to fly that route by a pilot who has proven his knowledge of the route and his ability to fly the route;

(*b*) he shall have made two one-way trips over that route within the preceding twelve months, including one trip within the preceding sixty days, either as co-pilot in any type of operation or as pilot-in-command in other than a scheduled operation;

(*c*) he shall have demonstrated to the operator, knowledge of the terrain, the seasonal meteorological conditions, the communication and navigation facilities and procedures and the location of search and rescue facilities, which are associated with the route;

(*d*) he shall have performed within the preceding twelve months—

(i) in flight, the established instrument approach procedures at each regular aerodrome, if the aerodrome is to be used under instrument flight conditions; and

(ii) in flight or by simulated means, the established instrument approach procedures at each other aerodrome which may be used during the operation under instrument flight conditions;

excepting those aerodromes having instrument approach-to-land procedures identical to those which he has demonstrated his competency to perform.

At any aerodrome where the surrounding terrain presents special difficulties, such established instrument approach procedures shall be performed in flight.

NS. A pilot shall not act as pilot-in-command of an aeroplane in a non-scheduled operation unless—

(*a*) he has demonstrated or proved to the satisfaction of the operator, within the preceding twelve months, knowledge of the terrain, the seasonal meteorological conditions, the communication and navigation facilities and procedures, and the location of search and rescue facilities, which are associated with the route along which the flight is to take place;

(*b*) he has performed within the preceding six months, in flight, an established instrument approach procedure for each type of instrument approach system that he may utilize in the operation;

(*c*) he has made, within the preceding 90 days, at least three take-offs and landings in aeroplane of the same make and model with not less than either one half of the maximum load or 90 *per centum* of the maximum landing weight;

(*d*) prior to engaging in night operations he shall have made at night and during darkness at least one of the take-offs and landings required in (*c*) above.

(c) he has demonstrated to the operator his knowledge of the following details concerning operation along the route—

(i) the seasonal meteorological conditions and the sources of meteorological information;

(ii) the effects of meteorological conditions on radio reception in the aeroplanes used;

(iii) the peculiarities and limitations of each radio navigation facility which is used by the operation;

(iv) the aeroplane loading instructions; and

(d) he has demonstrated to the operator his ability to perform the duties specified in paragraph 4.6.

NS. A flight operations officer shall not be assigned to duty for the first time unless—

(a) he has demonstrated to the operator his knowledge of—

(i) the contents of Operations Manual described paragraph 11.1; and

(ii) the radio facilities in the aeroplanes used;

(b) he has satisfied the operator as to his knowledge of the following details concerning operations for which he is responsible—

(i) the seasonal meteorological conditions and the sources of meteorological information;

(ii) the effects of meteorological conditions on radio reception in the aeroplone used;

(iii) the peculiarities and limitations of each radio navigation facility which is used by the operation;

(iv) the aeroplane loading instructions; and

(c) he has demonstrated to the operator his ability to perform the duties specified in paragraph 4.6.

10.3. S. A flight operations officer assigned to duty on a route shall maintain complete familiarity with all features of the operation which are pertinent to his duties.

NS. A flight operations officer assigned to duty shall maintain complete familiarity with all features of the operation which are pertinent to his duties.

10.4-S. A flight operations officer shall not be assigned to duty on a route after twelve consecutive months of absence from duty on such route, unless he complies with the recommendation of paragraph 10.2-S.

NS. A flight operations officer shall not be assigned to duty after twelve consecutive months of absence from such duty, unless he complies with the recommendation of paragraph 10.2-NS.

Part XI—Manuals, Logs and Records

11.1. *Operations Manual.*—

S. An Operations Manual provided in accordance with paragraph 4.2.1. shall contain at least the following:—

(a) Instructions outlining the responsibilities of operations personnel pertaining to the conduct of flight operations;

(b) The flight crew for each stage of all routes to be flown including the designation of the succession of command;

(c) Emergency flight procedures including procedures for pilot-in-command observing an accident as prescribed in ICAO. Annex 12, 5.5 ;

(d) The minimum safe flight altitudes for each route to be flown ;

(e) Meteorological minima for each of the aerodromes on the routes to be flown and that—

(i) are likely to be used as regular or alternate aerodromes ; and

(ii) being suitable, may have to be used in an emergency ;

(f) The circumstances in which a radio listening watch is to be maintained ;

(g) A list of the navigational equipment to be carried ;

(h) Specific instructions for the computation of the quantities of fuel and oil to be carried on each route, having regard to all circumstances of the operation including the possibility of the failure of one or more power plants while *en route* ;

(i) A route guide for each route flown, containing information relating to communication facilities, navigation aids, aerodromes, in-flight procedures, and such other information as the operator may deem necessary for proper conduct of flight operations.

Note. The Operations Manual may comprise several volumes, one of which may be the Route Guide.

(j) The conditions under which oxygen shall be used.

NS. An Operations Manual provided in accordance with paragraph 4.2.1 shall contain at least the following :—

(a) Instruction outlining the responsibilities of operations personnel pertaining to the conduct of flight operations ;

(b) The flight crew for each type of operations to be conducted including the designation of the succession of command ;

(c) Emergency flight procedures, including procedures for pilot-in-command observing an accident as prescribed in ICAO Annex 12, 5.5. ;

(d) The method of determining minimum safe flight altitudes as required by paragraph 4.2.4. NS.

(e) The metod of determining meteorological minima as required by paragraph 4.2.5. NS ;

(f) The circumstances in which a radio listening watch is to be maintained ;

(g) A list of the navigational equipment to be carried ;

(h) Specific instructions for the computation of the quantities of fuel and oil to be carried having regard to all circumstances of the operation including the possibility of the failure of one or more power plants while *en route* ;

(i) Instructions regarding the procurement of detailed information in respect of communication facilities, navigation aids, aerodromes, in-flight procedures, and such other information as the operator may deem necessary ;

(j) The conditions under which oxygen shall be used.

11.2. *Maintenance Manual.*—

A Maintenance Manual provided in accordance with paragraph 8.3. shall contain the following information in respect of the aeroplane used :—

(*a*) Procedures for servicing and maintenance ;

(*b*) The frequency of each check, overhaul or inspection ;

(*c*) The responsibilities of the various classes of skilled maintenance personnel ;

(*d*) The servicing and maintenance methods which may be prescribed by, or which require the prior approval of, the State of Registry ;

(*e*) The procedure for preparing the Maintenance Release, the circumstances under which this release is to be issued and the personnel required to sign it.

11.3. *Maintenance Release.*—

A Maintenance Release shall contain a certificate as to the satisfactory completion of maintenance work carried in accordance with the methods prescribed in the Maintenance Manual.

11.4. *Journey Log-Book.*—

11.4.2. Entries in the Journey Log-Book shall be made currently and in ink.

11.5. *Record of Emergency and Survival Equipment carried.*—

Operators shall at all times have available for immediate communication to rescue co-ordination centres, lists containing information on the emergency and survival equipment carried on board any of the aircraft engaged in international air navigation. The information shall include, as applicable, the number, colour and type of life rafts and pyrotechnics, details of emergency medical supplies, water supplies, and the type and frequencies of the emergency portable radio equipment.

SEVENTH SCHEDULE

PROVISIONS AS TO THE MANNER IN WHICH THE NATIONALITY AND REGISTRATION MARKS ARE TO BE PAINTED ON OR AFFIXED TO AIRCRAFT

Regulation 17

1. DEFINITIONS

In this Schedule, the expression—

"Fireproof Material" means material capable of withstanding heat as well as or better than steel when the dimensions in both cases are appropriate for the specific purpose.

"Gyroplane" means heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors which rotate freely on substantially vertical axes.

10—H 12887 (8/68)

2. NATIONALITY AND REGISTRATION MARKS TO BE USED

2.1. The nationality and registration marks appearing on the aircraft shall consist of a group of characters.

2.2. The nationality mark shall precede the registration mark. When the first character of the registration mark is a letter, it shall be preceded by a hyphen.

2.3. The nationality mark shall be selected from the series of nationality symbols included in the radio call signs assigned to the State of Registry by the International Telecommunications Regulations. The nationality marks selected shall be notified to ICAO.

2.4. The registration mark shall be letters, numbers, or a combination of letters and numbers, and shall be that assigned by the State of Registry.

2.5. When letters are used for the registration mark, combinations shall not be used which might be confused with the five-letter combinations used in the International Code of Signals, Part II, the three-letter combination beginning with Q used in the Q Code, and with the distress signals SOS, or other similar urgent signals, for example XXX, PAN and TTT.

3. LOCATION OF NATIONALITY AND REGISTRATION MARKS

3.1. *General.*—

The nationality and registration marks shall be painted on the aircraft or shall be affixed by any other means ensuring a similar degree of permanence. The marks shall be kept clean and visible at all times.

3.2. *Lighter-than Air Aircraft.*—

3.2.1. *Airships.* The marks on an aircraft shall appear either on the hull, or on the stabilizer surfaces. Where the marks appear on the hull, they shall be located lengthwise on each side of the hull and also on its upper surface on the line of symmetry. Where the marks appear on the stabilizer surfaces, they shall appear on the horizontal and on the vertical stabilizers; the marks on the horizontal stabilizer shall be located on the right half of the upper surface and on the left half of the lower surface, with the tops of the letter and numbers towards the leading edge; the marks on the vertical stabilizer shall be located on each side of the bottom half stabilizer with the letters and numbers placed horizontally.

3.2.2. *Spherical Balloons.* The marks on a spherical balloon shall appear in two planes diametrically opposite. They shall be located near the maximum horizonal circumference of the balloon.

3.2.3. *Non-Spherical Balloons.* The marks on a non-spherical balloon shall appear on each side. They shall be located near the maximum cross-section of the balloon immediately above either the rigging band of the points of attachment of the "basket-suspension" cables.

3.2.4. *All Lighter-than-Air Aircraft.* The side marks on all lighter-than-air aircraft shall be visible both from the sides and from the ground.

3.3. *Heavier-than-air Aircraft.*—

3.3.1. *Wings.* On heavier-than-air aircraft, the marks shall appear once on the upper part of the wing surface and once on the lower part of the wing structure. They shall be located on the right half of the upper surface and on the left of the lower surface of the wing structure unless they extend across the whole of both the upper and the lower surface of the wing structure. So far as is possible, the marks shall be located equi-distant from the leading and trailing edges of the wings. The tops of the letters and numbers shall be towards the leading edge of the wing.

3.3.2. *Fuselage (or Equivalent Structure) and Vertical Surfaces.* On heavier-than-air aircraft the marks shall appear either on each side of the fuselage (or equivalent structure) between the wings and the tail surface, or on the upper halves of the vertical tail surfaces. When located on a single vertical tail surface they shall appear on both sides. When located on multivertical tail surfaces they shall appear on the outboard sides of the outer surfaces.

3.3.3. *Special Cases.* If a heavier-than-air aircraft does not possess parts corresponding to those mentioned in paragraphs 3.3.1 and 3.3.2, the marks shall appear in a manner such that the aircraft can be identified readily.

4. MEASUREMENTS OF NATIONALITY AND REGISTRATION MARKS

4.1. The letter and numbers in each separate group of marks shall be of equal height.

4.2. *Lighter-than-Air Aircraft.* The height of the marks on lighter-than-air aircraft shall be at least 50 centemetres (20 inches).

4.3. *Heavier-than-air Aircraft.*—

4.3.1. *Wings.* The height of the marks on the wings of heavier-than-air aircraft shall be at least 50 centemetres (20 inches).

4.3.2. *Fuselage (or Equivalent Structure) and Vertical Tail Surface.*—

The marks on the fuselage (or equivalent structure) of heavier-than-air aircraft shall not interfere with the visible outlines of the fuselage (or equivalent structure). The marks on the vertical tail surfaces of heavier-than-air aircraft shall be such as to leave at least a margin of 5 centemetres (2 inches) along each edge of any vertical tail surface. Within these stipulations the marks shall be as large as practicable except that this clause shall not be interpreted as requiring the use of marks exceeding 15 centemetres (6 inches) in height.

4.3.3. *Special Cases.* If a heavier-than-air aircraft does not possess parts corresponding to those mentioned in paragraphs 4.3.1 and 4.3.2 the measurements of the marks shall be such that the aircraft can be identified readily.

5. TYPE OF CHARACTERS FOR NATIONALITY AND REGISTRATION MARKS

5.1. The letters shall be capital letters in Roman characters without ornamentation. Numbers shall be Arabic numbers without ornamentation.

5.2. The width of each character (except the letter I and number 1), and the length of hyphens shall be two-thirds of the height of a character.

5.3. The characters and hyphens shall be formed by solid lines and shall be of a colour contrasting clearly with the background. The thickness of the lines shall be one-sixth of the height of a character.

5.4. Each character shall be separated from that which it immediately precedes or follows, by a space of not less than one-quarter of a character width. A hyphen shall be regarded as a character for this purpose.

FORM

(Regulation 9)

CERTIFICATE OF REGISTRATION

State, Ministry, Department, or Service

1. Nationality and Registration Marks

2. Manufacturer and Manufacturer's Designation of Aircraft

3. Aircraft Serial No.

[10.942/15-6-1956.]

4. Name of owner †/Operator .....

[10.942/15-6-1956.]

5. Address of owner †/operator .....

6. It is hereby certified that the above aircraft has been duly entered on the register of ..... in accordance with the Convention on International Civil Aviation dated 7th December, 1944, and the Ceylon Air Navigation Regulations, 1955.

(Signature)

Date of Issue .....

*

* For the use by the State Registry.

† Delete whichever is inapplicable.

Identification Plate

An aircraft shall carry an identification plate inscribed with at least its nationality and registration marks. The plate shall be made of fire-proof metal or other fire-proof material of suitable physical properties, and shall be secured to the aircraft in a prominent position near the main entrance.

Aircraft Nationality and Registration Marks

Table I — Classification of Aircrafts

[L.N. 243/16-6-1916.]

- Aircraft
  - Lighter-than-air aircraft
    - Non-power drive balloon
      - Free balloon
        - Spherical free balloon
        - Non-spherical free balloon
      - Captive Balloon
        - Spherical captive balloon
        - Non-spherical captive balloon*
    - Power Driven
      - Airship
        - Rigid airship
        - Semi-rigid airship
        - Non-rigid airship
  - Heavier-than-air aircraft
    - Non power driven
      - Glider
        - Land Glider
        - Sea Glider**
      - Kite
    - Power driven
      - Aeroplane
        - Landplane***
        - Seaplane**
        - Amphibian**
      - Gyroplane
        - Land Gyroplane ***
        - Sea gyroplane **
        - Amphibian gyroplane
      - Helicopter
        - Land Helicopter***
        - Sea Helicopter **
        - Amphibian Helicopter **
      - Ornithopter
        - Land ornithopter ***
        - Sea ornithopter **
        - Amphibian ornithopter **

*Generally designated "Kite balloon".

**"Float" or "boat" may be added as appropriate.

***Includes aircraft equipped with ski-type landing gear.

EIGHTH SCHEDULE

FEES

CERTIFICATE OF REGISTRATION

(Regulation 15)

1. The fee chargeable for the issue of a certificate of registration in respect of any aircraft shall be twenty rupees :

Provided that, where an aircraft has been previously registered in Ceylon and the Director is satisfied—

(a) that the certificate of registration last issued in respect of the aircraft has lapsed by reason of the sale of the aircraft by the registered owner ;

(b) that the registered owner of the aircraft immediately before the sale was the manufacturer thereof or a dealer in aircraft ; and

(c) that the aircraft has not been flown since a certificate of registration was last issued in respect thereof, except for the purpose of—

(i) an experiment or test carried out in the ordinary course of construction, or in order to obtain a certificate of airworthiness, or

(ii) a demonstration to a prospective purchaser, or

(iii) delivering the aircraft to a purchaser,

a fee of five rupees only shall be payable.

CERTIFICATE OF AIRWORTHINESS

(Regulation 19 (4))

2. Where an application is made for the issue of a certificate of airworthiness in respect of a prototype aircraft, the fee chargeable in respect of the issue of the certificate which is the subject of the application (including any investigation required in connection therewith) shall be rupees one hundred in the case of a glider where the maximum total weight authorized for the glider, to be shown in the certificate of airworthiness, does not exceed 2,000 lb. and in any other case shall, subject to the provisions of paragraph 3 of this Schedule, be in accordance with the following table :—

Where the tare weight—	Rs.	c.
(a) does not exceed 500 lb.	450	0
(b) exceeds 500 lb. but does not exceed 750 lb.	1,000	0
(c) exceeds 750 lb. but does not exceed 1,000 lb	1,200	0
(d) exceeds 1,000 lb. but does not exceed 1,500 lb.	1,400	0
(e) exceeds 1,500 lb. but does not exceed 2,000 lb.	1,600	0
(f) exceeds 2,000 lb. but does not exceed 3,000 lb.	1,750	0
(g) exceeds 3,000 lb. but does not exceed 4,500 lb.	2,000	0
(h) exceeds 4,500 lb. but does not exceed 6,000 lb.	2,200	0
(i) exceeds 6,000 lb. but does not exceed 8,000 lb.	2,550	0
(j) exceeds 8,000 lb. but does not exceed 10,000 lb.	3,000	00
(k) exceeds 10,000 lb. but does not exceed 12,500 lb.	3,200	0
(l) exceeds 12,500 lb., for each additional 2,500 lb.	260	0

For the purpose of the foregoing table the tare weight of an aircraft shall be deemed to be—

(*a*) in the case of an aircraft other than an airship or balloon, the weight of the aircraft empty, including the weight of the liquid in the system when fitted with liquid-cooled engines, and the weight of all accessories, instruments, equipment and apparatus (including radio apparatus) and other parts which in the opinion of the Director should be regarded as fixed or irremovable; and

(*b*) in the case of an airship or balloon, the weight when deflated, including the weight of the liquid in the system, when fitted with liquid-cooled engines, and the ballast containers being empty.

3. In every case (other than the case of a prototype aircraft or series aircraft referred to in paragraph 4, or a glider where the maximum total weight authorized for the glider, to be shown in the certificate of airworthiness, does not exceed 2,000 lb.) in which the Director is satisfied that the work of the officers of the Department in carrying out any investigation in conection with an application for a certificate of airworthiness in respect of a prototype aircraft has been materially reduced—

(*a*) by reason of the Director having issued or considered an application for the issue of a certificate of airworthiness in respect of an aircraft of similar design; or

(*b*) by reason of his accepting in connection with the application reports from persons other than officers of the Department;

the fee chargeable under the last foregoing paragraph may be reduced by such amount as is, in the opinion of the Director, proportionate to the reduction of the work as aforesaid;

Provided that, any reduction allowed under sub-paragraph (*b*) of this paragraph shall not exceed fifty *per centum* of the sum remaining chargeable after the appropriate reduction (if any) has been made under sub-paragraph (*a*) of this paragraph.

4. Where an application is made for the issue of a certificate of airworthiness in respect of a series aircraft, being an aircraft in respect of which a certificate of airworthiness has not previously been issued, the fee chargeable in respect of the issue of the certificate which is the subject of the application (including any investigation required in connection therewith) shall be repees fifty in the case of a glider where the maximum total weight authorized for the glider, to be shown in the certificate of airworthiness, does not exceed 2,000 lb. and in any other case shall be as follows:— Rs. 3000/-

	Rs.	c.	
(*a*) Where the maximum total weight authorized for the aircraft, to be shown in the certificate of airworthiness, does not exceed 10,000 lb.	65	0	6500/-
(*b*) Where the maximum total weight authorized for the aircraft, to be shown in the certificate of airworthiness exceeds 10,000 lb.—			
(i) in respect of the first 10,000 lb ..	65	0	6500/-
(ii) in respect of each additional 1,000 lb. or part thereof	13	0	1300/-

5. The fee chargeable in respect of the renewal of a certificate of airworthiness (including any investigation required in connection with the application therefor) shall be rupees twenty-five in the case of a glider where the maximum total weight authorized for the glider, as shown in the certificate of airworthiness, does not exceed 2,000 lb. and in any other case shall be in accordance with the following sub-paragraphs :—

	Rs. c.
(a) Where the maximum total weight authorized for the aircraft as shown in the certificate of airworthiness does not exceed 2,000 lb. ..	100 0
(b) Where the maximum total weight authorized for the aircraft as shown in the certificate of airworthiness exceeds 2,000 lb.—	
(i) in respect of the first 2,000 lb.	100 0
(ii) in respect of each additional 200 lb. or part thereof ..	15 0

6. (1) The fee chargeable in respect of the issue of a validation of a certificate of airworthiness (including any investigation required in connection with the application therefor) shall be the same as the fee which would be chargeable under paragraph 2 of this Schedule in respect of the issue of a certificate of airworthiness in the case of the aircraft in connection with which such validation is issued :

Provided that, where in the circumstances of any particular case the Director is of opinion that the fee so chargeable may be reduced, he may authorize the reduction thereof by such amount as appears to him to be reasonable.

(2) The fee chargeable in respect of the renewal of such validation (including any investigation required in connection with the application therefor) shall be the same as the fee which would be chargeable under the last foregoing paragraph in respect of the renewal of a certificate of airworthiness.

7. The fees chargeable in respect of the approval of an engine pursuant to paragraph (1) of regulation 19 of these regulations (including any investigation required for the purpose of such approval) shall be in accordance with the following scale :—

	Rs. c.
(a) where the power output of the engine (as determined by the Director after the application of such test thereof as may be prescribed) does not exceed—	
(i) 200 B.H.P. or 500 lb. thrust	25 0
(ii) 500 B.H.P. or 1,250 lb. thrust	50 0
(iii) 1,000 B.H.P. or 2,500 lb. thrust	80 0
(iv) 2,000 B.H.P. or 5,000 thrust	100 0
(b) where the power output as so determined exceeds 2,000 B.H.P. or 5,000 lb. thrust	150 0

8. The fee payable by a person or firm for the making of inspections of his or their workshop or workshops pursuant to paragraph (2) of regulation 19 shall be one hundred and twenty-five rupees in respect of the inspection of each workshop.

9. The fee chargeable in respect of the approval of a modification of an aircraft in respect of which a certificate of airworthiness is in force shall be a sum calculated as a percentage (not exceeding 100 *per centum*) of the amount of the fee which is chargeable under paragraph 2 of this Schedule in respect of the issue of a certificate of airworthiness in the case of that aircraft and shall be in the same proportion to that amount as the cost of the work of the investigation of the modification bears to the cost of the work of investigation which would be required for the purpose of the issue of such a certificate.

LICENCES FOR AIRCRAFT MAINTENANCE ENGINES

(Regulation 30)

10. (1) The fees chargeable in respect of licences for aircraft maintenance engineers shall be as follows:—

	Rs. c.
(a) In respect of the grant of a licence ..	25 0
(b) In respect of every extension of a rating included in a licence	15 0
(c) In respect of the renewal of a licence—	
(i) where the applicant is not required to pass an examination	15 0
(ii) where the applicant is required to pass an examination	25 0

(2) The fees specified in the preceding paragraph shall cover only one examination in respect of ratings to be included in a licence and, if a separate examination is required in respect of an additional rating, the fee chargeable for such separate examination shall be fifteen rupees.

LICENCES FOR OPERATING CREW

(Regulation 73)

11. (1) Subject to the provisions of sub-paragraph (2) of this paragraph and paragraphs 13, 14 and 16 of this Schedule, the fees chargeable in respect of the grant of licences and other matters in respect of members of an operating crew of an aircraft shall be in accordance with the following table:—

Description of Licence	For official medical examination (if required)	For technical examination (if required)	For official flying tests (if required)	For Licence
	Rs. c.	Rs. c.	Rs. c.	Rs. c.
Private Pilot and Private Helicopter Pilot	45 0	5 0	*	5 0
Commercial Pilot	45 0	30 0	*	5 0
Senior Commercial Pilot and Commercial Helicopter Pilot	45 0	30 0	*	5 0
Airline Transport Pilot	45 0	30 0	*	5 0
Glider Pilot	45 0	5 0	*	5 0
Free Balloon Pilot	45 0	5 0	*	5 0
Flight Navigator	45 0	75 0	*	5 0
Flight Engineer	45 0	20 0	*	5 0

* N.B.—For all flying tests the applicant shall be required to provide the aircraft and pay all charges incurred thereby; and in addition he shall pay when an examiner is carried on board during the flight test, a fee of ten rupees for each hour or part of an hour so flown.

(2) (a) Where an applicant for the grant of any licence described in the foregoing table has previously been medically examined in connection with the grant of any other licence under these regulations for the issue of which there is prescribed a standard of medical fitness not inferior to that prescribed for the issue of the licence for which the application is made, the fee chargeable for official medical examination of the applicant (if required) shall be fifteen rupees;

(b) In the case of an application for the grant of a pilot's licence of any class other than a pilot's licence where the type is included in Group A and Group B, or for the grant of a flight engineer's licence covering more than one type of aircraft, the fee specified in sub-paragraph (1) of this paragraph for the technical examination shall cover only one examination in respect of that part of the technical examination prescribed under paragraph (2) of regulation 53 of these regulations which relates to technical knowledge of aircraft and the fees chargeable for a technical examination in respect of each additional type shall be as follows :—

[10.942/15-6-1956.]

	Rs.	c.
In respect of a private pilot's licence	5	0
In respect of pilot's licence of any other class	20	0
In respect of a flight engineer's licence	15	0

(c) In any case where the holder of a pilot's "B" licence applies for a senior commercial or an airline transport pilot's licence, the fees specified in sub-paragraph (1) of this paragraph for the technical examination and such part of the fees specified in that sub-paragraph for the official flying test as is attributable to the inclusion of an instrument rating in the licence shall, with respect to not more than one attempt at such examination or test and if such examination or test is undergone before the expiry of twelve months from the date of coming into operation of these regulations, be reduced by one-half.

[10.942/15-6-1956.]

12. (1) Subject to the provisions of paragraphs 13, 14 and 16 of this Schedule and sub-paragraph (2) of this paragraph the fees chargeable in respect of the renewal of licences and other matters in respect of members of an operating crew of an aircraft shall be in accordance with the following table :—

Description of Licence	For medical examination (if required)		For technical examination (if required)		For official flying test (if required)		For Licence	
	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.
Private Pilot and Private Helicopter Pilot	22	50	5	0	*		5	0
Commercial Pilot and Commercial Helicopter Pilot	22	50	10	0	*		5	0
Senior Commercial Pilot	22	50	30	0	*		5	0
Airline Transport Pilot	22	50	30	0	*		5	0
Glider Pilot	22	50	5	0	*		5	0
Free Balloon Pilot	22	50	5	0	*		5	0
Flight Navigator	22	50	75	0	*		5	0
Flight Engineer	22	50	20	0	*		5	0

* *N.B.*—For all flying tests the applicant shall be required to provide the aircraft and pay all charges incurred thereby; and in addition he shall pay when an examiner is carried on board during the flight test, a fee of ten rupees for each hour or part of an hour so flown.

(2) In a case where an applicant for the renewal of a licence is required to satisfy the Director as to his qualifications in accordance with all or any of the requirements applicable with respect to the grant of a licence of the class to which the application relates and that licence is one with respect to the grant of which the provision of paragraph 11 (2) (b) of this Schedule would be applicable, those provisions shall be deemed to be applicable with respect to the renewal thereof.

13. Where in the case of an application for the grant or renewal of any licence referred to in paragraph 11 or 12 of this Schedule more than one official medical examination, technical examination or official flying test is required by reason of the previous failure of the applicant to pass such examination or test, the fees chargeable for any such further examining or test shall be—

	Rs.	c.	
(a) for an official medical examination ..	15	0	200/-
(b) for a technical examination or official flying test, the same as the fees chargeable under the aforesaid paragraphs, subject to the provisions of paragraphs 14 and 16 of this Schedule.			

14. Where an applicant for the grant or renewal of any licence or for a rating or the extension of a rating referred to in paragraphs 11, 12, 15 or 17 of this Schedule is not required to pass any particular part of the appropriate technical examination or official flying test by reason of his having passed that part on some previous occasion or for any other reason, the fee chargeable for the technical examination or official flying test, as the case may be, may be reduced by such amount as the Director may think proper in the circumstances of the case.

15. (1) In respect of an insertion in a pilot's licence, of an instrument rating, the following fees shall, subject to paragraph 16 of this Schedule, be chargeable :—

	Rs.	c.	
(a) For the technical examination (if required) ..	50	0	1000/-
(b) For official flying test (if required) ..	150	0	1000/-
(c) For special (audiometry) medical examination (if required) ..	15	0	250/-

Provided that in any case where the holder of a pilot's "A" licence applies for a private pilot's licence or where the holder of a pilot's "B" licence applies for a commercial pilot's licence and in either case applies at the same time or subsequently for the insertion of an instrument rating in the licence to which the application relates, the fees specified above for technical examination and for official flying test shall with respect to not more than one attempt at such examination or test is undergone before the expiry of twelve months from the date of the coming into operation of these regulations, be reduced by one-half.

(2) In any case where a pilot holding an instrument rating is required to pass a further official flying test in order that he may continue to exercise the privileges of the instrument rating the fee chargeable for such further test shall be seventy-five rupees. 7500/-

(3) In a case where the conditions referred to in paragraph 14 of this Schedule are fulfilled the fees chargeable under this paragraph may be reduced as provided in paragraph 14.

16. Where in the case of an application for the grant or renewal of a commercial pilot's licence or for the insertion, in a pilot's licence, of an instrument rating an official aircraft is not used for the official flying test (if required), the fee chargeable for the official flying test may be reduced by such amount as the Director may think proper in the circumstances of the case.

17. (1) Where an application is made for the extension of the aircraft rating in a private pilot's licence to ~~cover~~ additional ~~classes~~ or types of aircraft, ~~the following fees~~ shall be chargeable :—

	Rs.	c.
For the technical examination (if required) ..	5	0
For official flying test—as in paragraphs 11 and 12 of this Schedule.		

(2) In respect of every extension of the aircraft rating in a commercial, senior commercial, or airline transport pilot's licence to include an additional type or types of aircraft there shall be chargeable a fee of twenty rupees in respect of one additional type and, if the extension is to include more than one additional type, a fee of twenty rupees in respect of each additional type shall be chargeable.

(3) In respect of an extension of the aircraft rating in a flight engineer's licence to include an additional type or additional types of aircraft, there shall be chargeable a fee of ten rupees in respect of one additional type and, if the extension is to include more than one additional type, a fee of ten rupees in respect of each additional type shall be chargeable.

(4) In a case where the conditions referred to in paragraph 14 of this Schedule are fulfilled, the fees chargeable under this paragraph may be reduced as provided in paragraph 14.

18. (1) Where an application is made for a towing rating entitling the applicant to fly aircraft towing public transport or aerial work glider, the following fees shall be chargeable :—

	Rs.	c.
(i) for technical examination (if required)	50	0
(ii) for official flying test (if required)	75	0
(iii) for the rating ..	5	0

(2) The like fees for a technical examination or an official flying test shall be chargeable in a case where, on the renewal of a licence, the holder thereof is required to satisfy the Director that the rating may continue in operation.

MEDICAL EXAMINATION

19. The fee chargeable for an official medical examination of the holder of a licence pursuant to paragraph (8) of regulation 58 of these regulations shall be twenty-two rupees and fifty cents.

VALIDATION OF LICENCE

20. The fee chargeable in respect of the issue of a validation of a licence or the renewal of such a validation shall be five ~~years~~.

STUDENT PILOT'S LICENCE

21. The fee chargeable in respect of the issue or renewal of a student pilot's licence shall be five rupees; and in a case where an official medical examination of the applicant is required, the fee chargeable for such examination shall be forty-five rupees in the case of an application for issue and twenty-two rupees and fifty cents in the case of an application for the renewal of such licence.

Rs. 250/- and Rs. 500/-

INSTRUCTOR'S AND ASSISTANT INSTRUCTOR'S RATING

(Regulation 79 (2))

22. The fees chargeable for an investigation by a panel of examiners of qualifications for an instructor's or an assistant instructor's rating shall be as follows:—

	Rs.	c.	
Instructor's Rating:			
For an investigation of qualifications for the inclusion of the rating in a licence	75	0	5000/-
For an investigation of qualifications for the extension or renewal of the rating	10	0	1000/-
Assistant Instructor's Rating:			
For an investigation of qualifications for the inclusion of the rating in a licence	30	0	3000/-
For an investigation of the qualifications for the extension or renewal of the rating	10	0	1000/-

(The above fees do not cover the provision of an aircraft for use in any flying test which may be required for the purpose of the investigation.)

JOURNEY LOG-BOOK

(Regulation 89)

23. The fee chargeable in respect of the issue of a journey log-book by the Director shall be three rupees. Rs 500/-

COPIES AND DOCUMENTS IN REPLACEMENT

(Regulation 97)

Rs 500/-

24. A fee of five rupees shall be chargeable in respect of the issue of a copy or a document in replacement of a certificate, licence or other document when the original has been lost or destroyed.

APPROVAL OF TYPES OF INSTRUMENTS AND EQUIPMENT PRESCRIBED TO BE CARRIED IN AN AIRCRAFT

(Regulation 38)

25. In a case where application is made for the approval of any type of instrument or item of equipment prescribed to be carried in an aircraft and investigation thereof is required before approval can be given, there shall be chargeable in respect of the approval a fee representing the cost of the work of making the required investigation:

Provided that the fee chargeable shall not in any case be less than fifteen rupees or more than one thousand five hundred rupees.

(Regulation 117)

26. The fee chargeable for the grant or renewal of a licence for an aerodrome shall be—

	Rs.	c.
(a) where the period of the licence does not exceed three months	15	0
(b) where the period exceeds three months but not exceed six months	20	0
(c) where the period exceeds six months but not exceed twelves months	30	0

Provided that, if in the opinion of the Director it is necessary or expedient before the grant or renewal of the licence for the aerodrome in question to be inspected by an authorized officer, an additional fee of thirty rupees shall be chargeable and the applicant shall also be required to pay the travelling expenses of the inspecting officer.

TARIFF OF FEES CHARGEABLE AT AERODROMES

(Regulation 117 (1))

27. (1) The fees specified in Part A of the Tariff of Landing, Housing, Mooring and Parking charges at aerodromes and set out hereunder shall be charged and paid in respect of the use by any aircraft of any Government aerodrome open for public use by aircraft.

(2) The maximum fees chargeable for the use by any aircraft of an aerodrome other than a Government aerodrome which is licensed or open to public use on payment of charges shall not exceed the fees specified in Part A of the Tariff of Landing, Housing, Mooring and Parking charges at aerodromes.

TARIFF OF LANDING, HOUSING, MOORING, AND PARKING CHARGES AT AERODROMES

Part A

Type of Aircraft	Total weight	Landing Charges for single landing	Housing Charges	Mooring Charges	Parking Charges
		Rs. c.	*Rs.* c.	*Rs.* c.	*Rs.* c.
A	not exceeding 2,500 lb.	1 0	2 0	1 0	1 0
B	exceeding 2,500 lb. but not exceeding 7,500 lb.	5 0	10 0	5 0	5 0
C	exceeding 7,500 lb. but not exceeding 15,000 lb.	10 0	25 0	12 50	12 50
D	exceeding 15,000 lb. but not exceeding 25,000 lb.	25 0	40 0	20 0	20 0
E	exceeding 25,000 lb. but not exceeding 50,000 lb.	60 0	60 0	30 0	30 0
F	exceeding 50,000 lb. but not exceeding 100,000 lb.	150 0	100 0	50 0	50 0
G	exceeding 100,000 lb. but not exceeding 200,000 lb.	300 0	200 0	100 0	100 0
H	exceeding 200,000 lb...	750 0	300 0	150 0	150 0

Part B

Landing Charges

(1) The payment of landing charges shall entitle an aircraft to—

(a) the use of the aerodrome for landing and departure;

(b) the use of radio and night lighting installations at the aerodrome;

(c) the supply of all available information as to routes and weather conditions; and

(d) the services of the aerodrome personnel, if available, for manual assistance in guiding, housing or picketing the aircraft.

(2) Any flight by an aircraft during the hours of daylight of which prior notice is given to the Director and which is undertaken solely for the purpose of ascertaining the serviceability in the air of the aircraft and its equipment shall be deemed to be a test flight and shall be exempt from the levy of a landing charge.

(3) When an aerodrome is used during the hours of daylight for consecutive landings exceeding two on the same day by an aircraft owned by an air transport undertaking used for the purpose of training its own personnel or by an aircraft used by a private pilot for the purpose of securing endorsements on his licence, a charge equivalent to twice the charge for a single landing for that aircraft shall be levied.

(4) The landing charges shall be due for payment at the time of using the aerodrome or, in the case of regular users approved by the Director, on demand at the end of each calendar month in respect of the charges incurred during that month.

Housing, Mooring, and Parking Charges

(5) The housing charge shall be levied in respect of every complete period of 24 hours or part thereof.

(6) The mooring and parking charges shall be levied, in the first instance, in respect of any period exceeding 12 hours but not exceeding 24 hours and thereafter in respect of every complete period of 24 hours or part thereof:

Provided that for occupation of the loading area for a longer time than is necessary for routine unloading, servicing and loading, the mooring and parking charges shall be levied, in the first instance, in respect of any period exceeding two hours and thereafter in respect of every complete period of two hours or part thereof.

(7) The housing, mooring and parking charges shall be due for payment at the time of using the aerodrome or, in the case of regular users approved by the Director, on demand at the end of each calendar month in respect of the charges incurred during that month.

(8) When housing space for which payment has been made in advance by the owner of an aircraft is not used, the space may be used for the housing of other aircraft and no refund shall be made to such owner unless he is prevented by the housing of other aircraft from obtaining accommodation for his aircraft.

(9) No housing charge shall be levied in respect of an aircraft housed in a Government hangar for the purpose of inspection by a Government Aircraft Inspector during the period certified as necessary for the inspection by the Aircraft Inspector, including such period not exceeding 3 days after the conclusion of the actual inspection as may be necessary for reassembly consequent on the inspection.

Part C

Foreign Aircraft

(1) The charges specified in this Table shall not be levied in respect of foreign military aircraft and civil aircraft owned and operated by a foreign Government on purely non-commercial flights carrying passengers consisting entirely of officials or representatives of that Government travelling on official business.

(2) Landing and housing facilities for aircraft referred to in paragraph (1) shall be provided only if they are available at the time.

Privately-owned Aircraft

(3) No landing charge shall be levied in respect of any privately-owned Ceylon aircraft using the aerodrome at which it is usually kept, if the aircraft is not used for commercial purposes:

Provided that for night landings a landing charge shall be levied.

(4) No housing charge shall be levied in respect of a privately-owned Ceylon aircraft if accommodation is available at the time. Such free housing facilities shall be provided only after the housing requirements of aircraft in respect of which housing charges are levied and of aircraft owned by flying training establishments run by the Government have been satisfied.

SECTION 40

The following regulations continue in force by virtue of the provisions of section 40 of the Act:—

THE AIR NAVIGATION (CUSTOMS) REGULATIONS, 1938

[S.387/12-8-1938.]

1. These regulations may be cited as the Air Navigation (Customs) Regulations, 1938, and shall come into force on the 12th day of August, 1938.

Short title and commencement.

2. Nothing in these regulations shall extend to the Maldive Islands.

Exclusion of Maldive Islands from operation of regulations.

3. The Ordinances and provisions of Ordinances specified in column I of the First Schedule and the rules, regulations, and rates for the time being in force under the said Ordinances and provisions of Ordinances shall (except to the extent specified in column II of the First Schedule and except as otherwise expressly provided) be deemed, so far as the same are applicable, to apply, with any modifications which may be necessary and not inconsistent with these regulations or with the Convention, to aircraft arriving in and departing from Ceylon; and the words "import", "re-import", "export", and "re-export", with their grammatical variations and cognate expressions, wherever occurring in the Ordinances and provisions of Ordinances specified in column I of the First Schedule and in the rules and regulations for the time being in force under the said Ordinances and provisions of Ordinances (except in those provisions of the said Ordinances and in those rules and regulations which are specified in column II of the First Schedule or unless the context otherwise requires) shall be deemed to include respectively the meanings import by air, re-import by air, export by air, and re-export by air.

Ordinances relating to customs, and rules, &c., in force thereunder, to be deemed to apply to aircraft.

4. In the Ordinances and provisions of Ordinances specified in column I of the First Schedule and in the rules and regulations for the time being in force under the said Ordinances and provisions of Ordinances (except in those provisions of the said Ordinances and

Interpretation in respect of aircraft of Ordinances, &c., relating to customs.

in those rules and regulations which are specified in column II of the First Schedule or unless the context otherwise requires)—

[8517/29-9-1939.]

(a) except in Schedule A to the Customs Ordinance, and in any resolution for the time being in force duly passed and having effect under section 10 of that Ordinance, a reference to a ship, a vessel, or a steamer shall be deemed to include a reference to an aircraft;

[8517/29-9-1939.]

(b) a reference to a mail steamer shall be deemed to include a reference to an aircraft carrying mails;

(c) a reference to the master of a ship, vessel, or steamer shall be deemed to include a reference to the person having for the time being control or charge of an aircraft;

(d) the word and expressions "name", "name, country, and tonnage", and "name and tonnage" shall severally be deemed to mean, in reference to an aircraft, the nationality and registration marks of such aircraft;

(e) the expression "port of registry" shall be deemed to mean, in reference to an aircraft, the registry or sub-registry at which such aircraft is registered;

(f) the expression "certificate of registry" shall be deemed to mean, in reference to an aircraft, the certificate of registration of such aircraft;

(g) the expression "tackle, apparel, and furniture" shall be deemed to mean, in reference to an aircraft, the equipment of such aircraft;

(h) the expression "in ballast" shall be deemed to mean, in reference to an aircraft, not carrying goods;

(i) a reference to a voyage shall be deemed to include a reference to a journey made by an aircraft;

(j) a reference to a port or harbour, in respect of a place situated in Ceylon, shall be deemed to include a reference to a customs aerodrome, and in respect of a place situated elsewhere

than in Ceylon shall be deemed to include a reference to any place from or for which an aircraft arriving in or departing from Ceylon arrives or departs;

(*k*) a reference to a wharf or to a quay or to a legal quay shall be deemed to include a reference to a customs examination station;

(*l*) a reference to a passenger jetty or to a baggage office or to a baggage office at a passenger jetty shall be deemed to include a reference to any portion of a customs examination station which is used for the examination of passengers' baggage;

(*m*) a reference to a custom house shall be deemed to include a reference to any place for the transaction of customs business at a customs aerodrome;

(*n*) the words "ship", "unship", "re-ship", and "tranship", with their grammatical variations and cognate expressions shall be deemed to include respectively the meanings load into an aircraft, unload from an aircraft, re-load into an aircraft, and transfer from one aircraft to another or in either direction between an aircraft and some other vessel;

(*o*) the word "land", with its grammatical variations and cognate expressions, shall in reference to goods, be deemed to include the meanings take out of, and pass out from, an aircraft, and in reference to persons be deemed to include the meaning descend to the ground from an aircraft; and the word "re-land", with its grammatical variations and cognate expressions, shall be construed accordingly;

(*p*) "goods" shall be deemed to include aircraft imported by flight.

Application to aircraft of prohibitions and restrictions of importations and exportations.
[8517/29-9-1939.]

5. For the purpose of the application to aircraft arriving in or departing from Ceylon of section 12 of the Customs Ordinance and of Schedule B to the said Ordinance, in every Ordinance and legal order from time to time in force whereby, and in every rule, regulation, notification, proclamation, and order made or issued under any such Ordinance or legal order and from time to time in force whereby, the importation into, or exportation from, Ceylon of any article is prohibited or restricted—

(*a*) the words "import" and "export", with their grammatical variations and cognate expressions, shall be deemed to include respectively the meanings import by air and export by air;

(*b*) a reference to a ship or to a vessel (unless the context otherwise requires) shall be deemed to include a reference to an aircraft;

(*c*) a reference to the master of a ship or of a vessel shall be deemed to include a reference to the person having for the time being control or charge of an aircraft;

(*d*) a reference to the name of a ship shall be deemed to include a reference to the nationality and registration marks of an aircraft;

(*e*) a reference to a voyage shall be deemed to include a reference to a journey made by an aircraft;

(*f*) the word "land", with its grammatical variations and cognate expressions, shall be deemed to include the meanings take out of, and pass out from, an aircraft;

(*g*) the words "ship", "unship", and "tranship", with their grammatical variations and cognate expressions, shall be deemed to include respectively the meanings load into an aircraft, unload from an aircraft, and transfer from one aircraft to another or in either direction between an aircraft and some other vessel;

(*h*) a reference to a port, in respect of a place situated in Ceylon, shall be deemed to include a reference to a customs aerodrome, and in respect of a place situated elsewhere than in Ceylon shall be deemed to include a reference to any place from or for which an aircraft arriving in or departing from Ceylon arrives or departs.

Application to aircraft of section 24 of the Customs Ordinance. [8517/29-9-1939.]

6. The word "dues" in section 24 of the Customs Ordinance shall be deemed to include any charges payable to the Government of Ceylon or to any person on account of the landing, stay, or housing at a customs aerodrome of any aircraft arriving in or departing from Ceylon; and for the purpose of the said section such charges shall be deemed to have become payable under the Customs Ordinance, and the expression "amount due to the Crown" in the said section shall be deemed to include any such charges payable to any person.

Application to aircraft of sections 28, 47, 57 and 63 of the Customs Ordinance. [8517/29-9-1939.]

7. (1) (*a*) For the purpose of complying with the provisions of section 28 of the Customs Ordinance, the person in charge of an aircraft arriving at any customs aerodrome shall in lieu of the report required to be made under that section—

(*i*) produce the journey log-book of the aircraft to the Collector for inspection;

(*ii*) deliver to the Collector the manifest of the goods and supplies carried on the aircraft; and

(*iii*) deliver to the Collector a list in duplicate of the names of the passengers carried on the aircraft and of their baggage;

Provided, however, that in the case of an aircraft which is not engaged in an international flight and which does not carry a log-book the Collector may, if the journey log-book is not produced under paragraph (*i*), require the person in charge of the aircraft to make a report in such form as the Principal Collector of Customs may approve, together with a declaration to the truth of the same. [8.576/18-2-1940.]

(*b*) For the purpose of complying with the provisions of section 47 of the Customs Ordinance the person entering inwards any goods imported on an aircraft [8517/29-9-1939.]

shall deliver to the Collector a customs declaration signed by the consignor of the goods; every such declaration shall be deemed to be a bill of entry delivered under that section and the provisions of that section shall apply accordingly.

[8517/29-9-1939.] [10,692/8-7-1954.]

(2) (*a*) For the purpose of complying with the provisions of section 57 of the Customs Ordinance the consignor of any goods intended for exportation on an aircraft shall deliver in quintuplicate to the Collector a customs declaration signed by him; every such declaration shall be deemed to be a bill of entry delivered under that section and the provisions of that section shall apply accordingly.

[8517/29-9-1939.]

(*b*) For the purpose of complying with the provisions of section 63 of the Customs Ordinance the person in charge of an aircraft departing from a customs aerodrome shall in lieu of the content required to be delivered under that section—

(i) deliver to the Collector the manifest of the goods and supplies carried on the aircraft; and

(ii) deliver to the Collector a list in duplicate of the names of the passengers carried on the aircraft and of their baggage.

[8517/29-9-1939.]

(*c*) Where the provisions of section 63 of the Customs Ordinance as modified by paragraph (*b*) are complied with, the Collector shall, in lieu of giving the certificate of clearance referred to in that section, sign the journey log-book of the aircraft and the manifest of the goods and supplies carried on the aircraft and such signature shall for the purpose of that section be deemed to be a clearance:

[8,576/16-2-1940.]

Provided, however, that in the case of any aircraft which is not engaged in an international flight and does not carry a log-book, the Collector may issue to the person in charge of the aircraft a certificate of clearance in such form as the Principal Collector of Customs may approve.

(3) Every manifest and declaration required to be delivered under this regulation shall be substantially in form 1 and form 2 respectively, set out in the Second Schedule.

Application to aircraft of section 36 of the Customs Ordinance. [8517/29-9-1939.]

8. For the purpose of the application to aircraft arriving in or departing from Ceylon of section 36 of the Customs Ordinance, the period which shall be allowed for the discharge of the import cargoes of such aircraft shall, notwithstanding anything contained in the said section, be twenty-four hours.

Application to aircraft of section 111 of the Customs Ordinance. [8517/29-9-1939.]

9. For the purpose of the application to aircraft arriving in or departing from Ceylon of the provisions of section 111 of the Customs Ordinance, the Minister may by Order published in the Gazette appoint any aerodrome to a customs aerodrome and declare the limits thereof, and may appoint proper places within such aerodromes to be customs examination stations for the lading and unlading of goods and declare the bounds and extent of such stations.

Application to aircraft of section 124 of the Customs Ordinance. [8517/29-9-1939.]

10. The expression "port dues" in section 124 of the Customs Ordinance shall, subject to the provisions of the said section, be deemed to include any charges payable to the Government of Ceylon or to any person on account of the landing, stay, or housing at a customs aerodrome of any aircraft arriving in or departing from Ceylon, and the owner or person in charge of an aircraft shall, for the purpose of the said section, be deemed to be liable to such charges in respect thereof under the Customs Ordinance.

Prohibition of landing or departure except at or from customs aerodrome.

11. (1) An aircraft entering Ceylon on any journey from a place out of Ceylon shall not land in Ceylon for the first time in the course of such journey at any place other than a customs aerodrome :

Provided that, if by reason of accident, stress of weather, or other unavoidable cause an aircraft entering Ceylon as aforesaid lands at any place other than a customs aerodrome, the person in charge of the aircraft shall forthwith report to an officer of customs or police officer, and shall on demand produce to such officer the log-book belonging to the aircraft and shall not allow any goods to be unloaded therefrom without the consent of an officer of customs, and no passenger thereof shall leave the immediate vicinity without the consent of an officer of customs or police officer ; and if such place of landing shall be an aerodrome, the person in

charge of the aircraft shall forthwith report the arrival of the aircraft and the place whence it came to the proprietor of the aerodrome, who shall forthwith report the arrival of the aircraft to an officer of customs, and shall not allow any goods to be unloaded therefrom or any passenger thereof to leave the aerodrome without the consent of such officer.

(2) No aircraft shall fly from Ceylon to any place out of Ceylon unless its place of final depature in Ceylon is a customs aerodrome :

Provided that where an aircraft, after departing from a customs aerodrome in Ceylon for a place out of Ceylon, is compelled by reason of accident, stress of weather, or other unavoidable cause again to land in Ceylon at a place other than a customs aerodrome, the person in charge of such aircraft shall forthwith report such landing to the Collector at the nearest port or to the Principal Collector of Customs ; and such Collector or the Principal Collector of Customs, as the case may be, may, if he thinks fit, permit such aircraft, by an entry signed by him in the journey log-book belonging to the aircraft, to proceed to its destination out of Ceylon.

Power to detain aircraft.

12. Where it appears to any person authorized in writing by the Minister for the purpose that any aircraft is intended or likely to depart from any place in contravention of the provisions of regulation 11 (2) or of the provisions of section 63 of the Customs Ordinance as modified by regulation 7 (2), such person may give such directions and take such steps by way of detention of the aircraft or otherwise in relation thereto as appear to him to be necessary in order to prevent the flight ; and any person who obstructs such authorized person in the exercise of the powers conferred on him by this regulation or fails to comply with any such direction shall be deemed to have acted in contravention of these regulations.

[8817/29-8-1939.]

Interpretation.

13. In these regulations, unless the context otherwise requires—

"Ceylon" includes the Island of Ceylon and the territorial waters thereof;

"customs aerodrome" means an aerodrome appointed to be a customs aerodrome by Order under section 111 of the Customs Ordinance as modified by regulation 9; [8.517/29-9-1939.]

"customs examination station" means a place appointed to be a customs examination station by Order under section 111 of the Customs Ordinance as modified by regulation 9; [8.517/29-9-1939.]

"customs examination station" means a place appointed to be a customs examination station by Order under section 111 of the Customs Ordinance as modified by regulation 9; [8.517/29-9-1939.]

"police officer" includes every member of the regular police force of Ceylon;

"proprietor of an aerodrome" includes any person responsible for the management thereof;

"Schedule" means a Schedule to these regulations;

"the Customs Ordinance" means the Customs Ordinance (Chapter 235); [8.517/29-9-1939.]

"the Convention" means the convention for determining by a common agreement certain uniform rules with respect to international air navigation, signed on behalf of His Majesty in Paris on the thirteenth day of October, 1919.

[8517/29-9-1939.]

FIRST SCHEDULE
(Regulations 3 and 4)

Column I	Column II
Ordinances and provisions of Ordinances which, with the rules, regulations and rates for the time being in force under them, shall except so far as specified in column II of this Schedule, be deemed to apply to aircraft arriving in or departing from Ceylon.	Provisions of the Ordinances specified in column I of this Schedule and rules, regulations and rates, and provisions of regulations, for the time being in force thereunder, which shall be deemed not to apply to aircraft arriving in or departing from Ceylon.
1. The Customs Ordinance (Chapter 235).	(1) Rules dated January 5, 1938, made under section 7 (now section 6) and published in Gazette No. 8,341 of January 7, 1938. (2) Regulations and rates fixed under section 13 (now section 15) and published in Gazette No. 8,269 of January 29, 1937. (3) Section 23 (4) Section 25 (5) Section 26 (6) Regulations dated March 14, 1919, made under section 26 (now section 33) and published in Gazette No. 7,002 of March 21, 1919. (7) Regulations dated June 14, 1921, made under section 26 (now section 33) and published in Gazette No. 7,163 of June 17, 1921. (8) Regulations dated May 28, 1927, made under section, 26 (now section 33) and published in Gazette No. No. 7,485 of June 2, 1927. (9) Rule 4 of the Rules dated June 26, 1931, made under section 26 (now section 33) and published in Gazette No. 7,863 of June 26 1931. (10) Rule made under section 26 (now section 33) published in Gazette No. 8,208 of March 13, 1936. (11) Section 28 (12) The words "and all goods laden, put off, or waterborne, in any ship, boat, or lighter shall be accompanied by a boat-note signed by the looker or other officer of customs and specifying the numbers of packages and the marks and numbers and other descriptions of the goods" in section 59.