



THE
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OF THE
COLONY AND PROTECTORATE
OF
KENYA.
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Colony and Protectorate of Kenya.

GOVERNMENT NOTICE NO. 332.

AT THE COURT AT BUCKINGHAM PALACE,

The 6th day of February, 1922.

PRESENT,

THE KING'S MOST EXCELLENT MAJESTY.

LORD CHAMBERLAIN.	MR. MUNRO.
VISCOUNT ESHER.	SIR FREDERICK PONSONBY.
LORD SOMERLEYTON.	MR. J. F. HOPE.
MR. SECRETARY SHORTT.	SIR ERNEST POLLOCK.

WHEREAS by subsection (1) of section 4 of the Air Navigation Act, 1920, it is provided that His Majesty may, by Order in Council, extend, with any necessary modifications and exceptions, any of the provisions of the said Act to any British possessions other than those mentioned in the Schedule to the said Act and (save as therein provided) to any territory under His Majesty's protection :

AND WHEREAS it is expedient to extend certain provisions of the said Act to certain British Colonies and Protectorates :

NOW, THEREFORE, His Majesty, by virtue of and in exercise of the powers on this behalf by the Air Navigation Act, 1920, or otherwise in His Majesty vested, is pleased, by and with the advice of His Privy Council, to order, and it is hereby ordered, as follows :—

1. This Order may be cited as "The Air Navigation (Colonies and Protectorates) Order in Council, 1922."

2. In this Order and its schedules :—

"Colony" means one of the British possessions or protectorates mentioned in the second schedule hereto;

"Governor" means the officer for the time being administering the Government of the Colony;

"The Act" means the Air Navigation Act, 1920.

3. The provisions of sections 7, 8 (1), 9, 10, 11, 12 and 18 of the Act with the necessary modifications as set forth in the first schedule hereto shall be and hereby are extended to the Colonies mentioned in the second schedule hereto.

4. This Order shall come into operation on the 1st day of April, 1922.

Almeric FitzRoy.

FIRST SCHEDULE.

1. Section 7—(1) In time of war, whether actual or imminent, or of great national emergency the Governor may, by order, regulate or prohibit, either absolutely or subject to such conditions as may be contained in the order, the navigation of all or any descriptions of aircraft over the Colony or any portion thereof, or the territorial waters adjacent thereto; and, without prejudice to the generality of this provision, any such order may provide for taking possession of and using for the purposes of His Majesty's naval, military or air forces any aerodrome or landing ground, or any aircraft, machinery, plant, material or things found therein or thereon, and for regulating or prohibiting the use, erection, building, maintenance or establishment of any aerodrome, flying school, or landing ground, or any class or description thereof.

(2) The order may provide for the imposition of penalties to secure compliance with the order, not exceeding imprisonment for a term of six months and a fine of two hundred pounds and may authorise such steps to be taken in order to secure such compliance as appear to the Governor to be necessary.

(3) Any person who suffers direct injury or loss, owing to the operation of an order of the Governor under this section, shall be entitled to receive compensation from the Governor from such public funds as he may lawfully apply for the purpose, the amount thereof to be fixed, in default of agreement, by an arbitrator to be agreed upon or failing agreement to be appointed by the Chief Justice or other Chief Judicial Officer of the Colony.

Provided that no compensation shall be payable by reason of the operation of a general order under this section prohibiting flying in the Colony or any part thereof.

(4) An order under this section may be revoked or varied by a subsequent order made by the Governor.

2. Section 8—(1) The Governor shall have power to establish and maintain aerodromes (including power to provide and maintain roads and approaches, buildings and other accommodation and apparatus and equipment for such aerodromes) and to acquire land for that purpose by agreement or in accordance with the provisions of the law in force in the Colony relating to the acquisition of land for public purposes.

3. Section 9—(1) No action shall lie in respect of trespass or in respect of nuisance, by reason only of the flight of aircraft over any property at a height above the ground, which, having regard to wind, weather, and all the circumstances of the case is reasonable, or the ordinary incidents of such flight, so long as the provisions of this Order and any other Order made under the Act and extended to the Colony are duly complied with; but where material damage or loss is caused by an aircraft in flight, taking off, or landing, or by any person in any such aircraft, or by any article falling from any such aircraft, to any person or property on land or water, damages shall be recoverable from the owner of the aircraft in respect of such damage or loss, without proof of negligence or intention or other cause of action, as though the same had been caused by his wilful act, neglect or default, except where the damage or loss was caused by or contributed to by the negligence of the person by whom the same was suffered.

Provided that, where any damages recovered from or paid by the owner of an aircraft under this section arose from damage or loss caused solely by the wrongful or negligent action or omission of any person other than the owner or some person in his employment, the owner shall be entitled to recover from that person the amount of such damages, and in any such proceedings against the owner the owner may, on making such application to the court and on giving such undertaking in costs as may be prescribed by rules of court, join any such person as aforesaid as a defendant, but where such person is not so joined he shall not in any subsequent proceedings taken against him by the owner be precluded from disputing the reasonableness of any damages recovered from or paid by the owner.

(2) Where any aircraft has been *bond fide* demised, let, or hired out for a period exceeding fourteen days to any other person by the owner thereof, and no pilot, commander, navigator, or operative member of the crew of the aircraft is in the employment of the owner, this section shall have effect as though for references to the owner there were substituted references to the person to whom the aircraft has been so demised, let, or hired out.

4. Section 10—(1) Where an aircraft is flown in such a manner as to be the cause of unnecessary danger to any person or property on land or water, the pilot or the person in charge of the aircraft, and also the owner thereof, unless he proves to the satisfaction of the court that the aircraft was so flown without his actual fault or privity, shall be liable on summary conviction to a fine not exceeding two hundred pounds, or to imprisonment with or without hard labour for a term not exceeding six months, or to both such imprisonment and fine.

For the purposes of this section, the expression "owner" in relation to an aircraft includes any person by whom the aircraft is hired at the time of the offence.

(2) The provisions of this section shall be in addition to and not in derogation of any general safety or other regulations prescribed by Order in Council made under Part I of the Act, and extended to the Colony.

5. Section 11—The law of the Colony relating to wreck and to salvage of life or property, and to the duty of rendering assistance to vessels in distress shall apply to aircraft on or over the sea or tidal waters as it applies to vessels, and the owner of an aircraft shall be entitled to a reasonable reward for salvage services rendered by the aircraft to any property or persons in any case where the owner of a ship would be so entitled.

Provided that provision may be made by Order by the Governor with the approval of a Secretary of State for making modifications of and exemptions from the provisions of such law as aforesaid in their application to aircraft to such extent and in such manner as appears necessary or expedient.

6. Section 12—(1) The Governor may make regulations providing for the investigation in the Colony of any accident arising out of or in the course of air navigation and occurring in or over the Colony or the territorial waters adjacent thereto, or to British aircraft occurring elsewhere and likely in the absence of such provision to remain uninvestigated.

(2) Without prejudice to the generality of the foregoing provision, regulations under this section may contain provisions :—

- (a) requiring notice to be given of any such accident as aforesaid in such manner and by such persons as may be specified in the Order;
- (b) applying with or without modification for the purpose of investigations held with respect to any such accidents any of the provisions of any law in force in the Colony relating to the investigation of deaths or accidents;
- (c) prohibiting, pending investigation, access to or interference with aircraft to which an accident has occurred, and authorizing any person, so far as may be necessary for the purposes of an investigation, to have access to, examine, remove, take measures for the preservation of, or otherwise deal with any such aircraft;
- (d) authorizing the Governor, in regard to cases where it appears to the authority conducting an investigation that a licence or certificate granted under the Act or any Order made thereunder ought to be cancelled, suspended, endorsed or surrendered, to transmit any recommendation to that effect made by the said authority for such action thereon as the Secretary of State for Air may consider just, and also authorizing the Governor pending the decision of the Secretary of State in any such cases provisionally to suspend the licence or certificate and providing for the production of any such licence or certificate for the purpose of being so dealt with.

Provided that nothing in the section shall limit the power of any authority under sections five hundred and thirty to five hundred and thirty-seven inclusive of the Merchant Shipping Act, 1894, or any enactment (including the Act) amending those sections.

(3) If any person contravenes or fails to comply with any regulations under this section, he shall be liable on summary conviction to a fine not exceeding fifty pounds or to imprisonment with or without hard labour for a term not exceeding three months.

7. Section 18—(1) This Order shall not apply to aircraft belonging to or exclusively employed in the service of His Majesty.

Provided that His Majesty may, by Order in Council, apply to any such aircraft, with or without modification, any of the provisions of this Order or of any Orders or regulations made under the Act and extended to the Colony.

(2) Nothing in this Order or in any regulations thereunder shall prejudice or affect the rights, powers, or privileges of any general or local lighthouse authority.

SECOND SCHEDULE.

Bahamas,
 Barbados,
 Bermuda,
 British Guiana,
 British Honduras,
 Jamaica and its Dependencies,
 Leeward Islands,
 Trinidad and Tobago,
 Grenada,
 St. Lucia,
 St. Vincent,
 Falkland Islands and their Dependencies,
 St. Helena,
 Fiji,
 The Islands of the Western Pacific,
 The Colony and Protectorate of Kenya,
 Uganda Protectorate,
 Nyasaland Protectorate,
 Zanzibar Protectorate,
 Somaliland Protectorate,
 Gibraltar,
 Malta,
 Cyprus,
 The Colony and Protectorate of the Gambia,
 Gold Coast Colony,
 The Northern Territories of the Gold Coast,
 Ashanti,
 The Colony and Protectorate of Nigeria,
 The Colony and Protectorate of Sierra Leone,
 Ceylon,
 Hong Kong,
 Mauritius,
 Seychelles,
 Straits Settlements,
 Weihaiwei,
 Basutoland,
 Bechuanaland Protectorate,
 Northern Rhodesia,
 Southern Rhodesia,
 Swaziland.

GOVERNMENT NOTICE NO. 333.

AT THE COURT AT BUCKINGHAM PALACE,

The 20th day of December, 1927.

PRESENT,

THE KING'S MOST EXCELLENT MAJESTY.

MASTER OF THE HORSE. SECRETARY SIR JOHN GILMOUR.
 SECRETARY SIR W. JOYNSON. SIR ARTHUR STEEL-MAITLAND.
 HICKS.

WHEREAS by subsection (1) of section 4 of the Air Navigation Act, 1920, it is provided that His Majesty may, by Order in Council, extend, with any necessary modifications and exceptions, any of the provisions of the said Act to any British possessions other than those mentioned in the Schedule to the said Act and (save as therein provided) to any territory under His Majesty's protection :

AND WHEREAS by an Order in Council bearing date the sixth day of February, 1922, and known as "The Air Navigation (Colonies and Protectorates) Order in Council, 1922," certain provisions of the said Act were extended to certain British Colonies and Protectorates:

AND WHEREAS it is expedient to extend the said provisions of the said Act to certain territories in respect of which a Mandate on behalf of the League of Nations has been accepted by His Majesty:

NOW, THEREFORE, His Majesty by virtue of and in exercise of the powers on this behalf by the Air Navigation Act, 1920, or otherwise in His Majesty vested, is pleased, by and with the advice of His Privy Council, to order, and it is hereby ordered, as follows:—

1. This Order may be cited as "The Air Navigation (Mandated Territories) Order in Council, 1927."

2. The subjoined Schedule, which shall be known as the Third Schedule, is hereby added to the Air Navigation (Colonies and Protectorates) Order in Council, 1922.

3. The said Order shall be construed as if the territories mentioned in the Third Schedule thereto were included in the definition of "Colony" in Article 2 thereof, and the provisions of the Act mentioned in Article 3 thereof, with the necessary modifications as set forth in the First Schedule thereto shall be and hereby are extended to the territories mentioned in the Third Schedule thereto.

4. This Order shall come into operation on the 1st day of January, 1928.

M. P. A. HANKEY.

SCHEDULE.

British Cameroons.	Palestine.
British Togoland.	Tanganyika Territory.

GOVERNMENT NOTICE No. 334.

AT THE COURT AT BUCKINGHAM PALACE,

The 20th day of December, 1927.

PRESENT,

THE KING'S MOST EXCELLENT MAJESTY.

MASTER OF THE HORSE. SECRETARY SIR JOHN GILMOUR.
SECRETARY SIR W. JOYNSON. SIR ARTHUR STEEL-MAITLAND.
HICKS.

WHEREAS by sub-section (2) of section 4 of the Air Navigation Act, 1920, it is provided that His Majesty may, by Order in Council, make any provisions of an Order in Council made under sections 1 to 3 of the said Act applicable to any British Possessions other than those mentioned in the Schedule to the said Act and (save as therein provided) to any territory under His Majesty's protection, and to registered aircraft being the property of British subjects resident or companies incorporated therein, with such modifications and extensions as shall appear necessary:

AND WHEREAS His Majesty did on the 19th day of December, 1923, make an Order in Council entitled the Air Navigation (Consolidation) Order, 1923, under the said sections of the said Act:

AND WHEREAS His Majesty did on the 16th day of December, 1925, and on the 22nd day of March, 1927, make further Orders in Council, entitled respectively the Air Navigation (Amendment) Order, 1925, and the Air Navigation (Amendment) Order, 1927, under the said sections of the said Act :

AND WHEREAS it is expedient to make certain of the provisions of the said Orders in Council applicable to certain British possessions and certain territories under His Majesty's protection and to registered aircraft being the property of British subjects resident or companies incorporated therein :

NOW, THEREFORE, His Majesty, by virtue of and in exercise of the powers in this behalf by the Air Navigation Act, 1920, or otherwise in His Majesty vested, is pleased, by and with the advice of his Privy Council to order, and it is hereby ordered, as follows :—

1. The provisions of this Order shall apply to the British Application
of Order. possessions and territories mentioned in Schedules VIII and IX hereto (any one of which is hereinafter referred to in the expression "the Colony").

2. (1) An aircraft shall be deemed to possess the nationality Nationality
of aircraft. of the State on the register of which it is entered.

(2) Aircraft registered in the Colony, and aircraft registered in any other part of His Majesty's dominions when in or over the Colony, shall be deemed to be and are in this Order referred to as British Aircraft.

3. The provisions of this Order apply (unless the contrary intention appears) Aircraft to
which Order
applies.

(a) to all British aircraft registered in the Colony wherever such aircraft may be;

(b) to other British aircraft and foreign aircraft when such aircraft are in or over the Colony;

and for the purposes of liability under this Order, other than liability for want of registration, where an aircraft is not registered and by reason thereof has no nationality for the purposes of this Order, this Order shall apply to such aircraft when flying within the Colony in like manner as it applies to aircraft registered in the Colony.

4. (1) An aircraft shall not fly unless the following general General
conditions
of flying. conditions are complied with :—

(i) The aircraft shall be registered and bear the prescribed nationality and registration marks and the name and residence of the owner affixed or painted on the aircraft in the prescribed manner;

(ii) The aircraft shall be certified as airworthy in the prescribed manner, and any terms or conditions on or subject to which the certificate of airworthiness was granted shall be duly complied with;

(iii) The personnel of the aircraft shall be provided with the prescribed certificates of competency and licences;

(iv) There shall be carried in the aircraft the prescribed documents and journey log-book kept up to date in the prescribed form and manner;

Provided that :—

- (a) Conditions (i), (ii) and (iv) shall not apply to aircraft flown for the purpose of experiment or test only, within three miles of a licensed aerodrome, a Royal Air Force aerodrome, an aerodrome under the control of the Secretary of State for Air, or the Governor, or an aircraft factory, or to aircraft flown in accordance with directions or special permission in writing given by the Governor under this Article, and subject to any conditions or limitations which may be laid down in such directions or permission.
 - (b) Condition (iii) shall not apply in the case of candidates undergoing official tests for the purpose of obtaining a licence, or within three miles of a licensed aerodrome, a Royal Air Force aerodrome, or an aerodrome under the control of the Secretary of State for Air or the Governor, in the case of personnel whilst under instruction, or whilst engaged in a flight, in accordance with such directions as aforesaid, for the purpose of becoming eligible for the issue of a licence.
- (2) In this article "prescribed," in relation to aircraft other than British aircraft registered in the Colony, means prescribed by the law of the State on whose register the aircraft is entered and in relation to British aircraft registered in the Colony has the meaning assigned to it by article 31 of this Order.

Further
conditions
of flying
within the
Colony.

5. (1) Save as hereinafter expressly provided, an aircraft shall not fly within the Colony unless the following further conditions are complied with :—

- (i) The aircraft shall possess the nationality of a contracting State;
- (ii) The provisions of this Order as to general safety, and as to the dropping of articles from aircraft, shall be duly complied with;
- (iii) The aircraft shall not land in any prohibited area as defined in this Order and shall not fly over any such area at a lower altitude than 6,000 feet or if the proclamation whereby the prohibited area is established so provides, at any higher altitude;
- (iv) Such members of the personnel of the aircraft as are British subjects shall be provided with certificates of competency and licences issued or rendered valid by a duly competent authority within His Majesty's dominions;
- (v) The prescribed conditions as to the maintenance of airworthiness shall be complied with, and the prescribed certificates as to airworthiness shall be carried in the aircraft;
- (vi) The aircraft shall conform to such orders as may be lawfully given in regard to it by officers of Police or of Customs and Excise;

Provided that—

- (a) Condition (i) shall not apply to the aircraft of those States which have signed but have not ratified the Convention or of the following States, that is to say, Spain, Switzerland, Norway, Sweden, Denmark, the Netherlands, Finland, Estonia, Latvia and Monaco or of a State with which a special convention relating to air navigation entered into by or on behalf of His Majesty is for the time being in force, so long as the conditions of the special convention are complied with; and
- (b) Conditions (i) and (v) shall not apply to aircraft flown for the purpose of experiment or test only, within three miles of a licensed aerodrome, a Royal Air Force aerodrome, an aerodrome under the control of the Secretary of State for Air or the Governor, or an aircraft factory, or to aircraft flown in accordance with directions or special permission in writing given by the Governor under this Article, and subject to any conditions or limitations which may be laid down in such directions or permission.
- (c) Condition (iv) shall not apply in the case of candidates undergoing official tests for the purpose of obtaining a licence or within three miles of a licensed aerodrome, a Royal Air Force aerodrome or an aerodrome under the control of the Secretary of State for Air or the Governor, in the case of personnel whilst under instruction or whilst engaged in a flight, in accordance with such directions as aforesaid, for the purpose of becoming eligible for the issue of a licence.

(2) A fixed balloon shall not be flown within the Colony except with the special permission in writing of the Governor, and subject to any conditions that may be attached to such permission, and the Governor may, on the granting of such permission, or subsequently, direct that the provisions of this Order or any of them shall not apply to the balloon in question, or shall apply subject to such modifications as he thinks fit.

6. (1) An aircraft carrying passengers for hire or reward shall not use as a regular place of departure or landing any place in the Colony other than a licensed or other aerodrome, approved for the purpose by the Secretary of State for Air or the Governor.

Further conditions applicable to passenger aircraft.

(2) A passenger aircraft carrying more than ten passengers and having to make a continuous flight between two points more than 310 miles apart over land, or a night flight, or a flight between two points more than 124 miles apart over sea, shall have on board a licensed navigator.

7. The provisions in Schedules 1 to VI inclusive to this Order shall have effect as part of this Order, and shall be duly observed by all persons concerned in the cases to which they relate, that is to say:—

Reference to schedules.

Schedule.	Subject matter.
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- I. Registration and marking of aircraft.
- II. Certificates of airworthiness for aircraft; detention of unairworthy aircraft; inspection, overhauls, etc.
- III. Log books.
- IV. Rules as to lights and signals and rules for air traffic.
- V. Licensing of personnel.
- VI. Prohibited areas.

Aerodromes.

8. (1) A place in the Colony shall not be used as a regular place of landing or departure by aircraft carrying passengers for hire or reward, unless it is licensed for the purpose by the Governor, and any conditions of such licence are complied with.

(2) Every aerodrome which is licensed for public use or which is open to such use by British aircraft upon payment of charges shall to the same extent and upon the same conditions be open to use by aircraft possessing the nationality of a contracting State.

(3) In every aerodrome to which the last preceding paragraph applies there shall be a single tariff of charges, including charges for landing and length of stay, applicable alike to British and foreign aircraft, and such tariff shall be in such form and on such a scale as may be directed or approved by the Governor and shall be kept exhibited in a conspicuous place at the aerodrome.

(4) In the case of any contravention of or failure to comply with this article, the proprietor of the aerodrome shall be deemed to have acted in contravention of or, as the case may be, failed to comply with this Order.

(5) Paragraphs (1), (2) and (4) of this article shall not apply to Royal Air Force aerodromes or aerodromes under the control of the Secretary of State for Air or the Governor the use of which has been sanctioned by the Secretary of State for Air or the Governor, but any directions of the Secretary of State for Air or the Governor, as the case may be, as to the use of such aerodromes shall be complied with.

Right of inspection and access to aerodromes and factories.

9. (1) Any person authorised by the Governor shall have the right of access at all reasonable times to any aerodrome other than a Royal Air Force aerodrome for the purpose of inspecting the aerodrome, and any person so authorised and any police constable shall have the right of access at all reasonable times to any place to which access is necessary for the purpose of carrying out his powers and duties under this Order.

(2) All military aircraft belonging to or employed in the service of His Majesty shall have at all reasonable times the right of access to any licensed aerodrome, subject to the conditions of the licence.

General safety provisions.

10. (1) An aircraft shall not fly over any city or town within the Colony except at such altitude as will enable the aircraft to land outside the city or town should the means of propulsion fail through mechanical breakdown or other cause:

Provided that this prohibition shall not apply to any area comprised within a circle with a radius of one mile from the centre of a licensed aerodrome or of a Royal Air Force aerodrome or of an aerodrome under the control of the Secretary of State for Air or the Governor.

(2) An aircraft in or over the Colony shall not—

(a) be used to carry out any trick flying or exhibition flying over any city or town area or populous district; or

- (b) be used to carry out any trick flying or exhibition flying over any regatta, race meeting or meeting for public games or sports, except where specially arranged for in writing by the promoters of such regatta or meeting; or
- (c) be flown in such circumstances as, by reason of low altitude or proximity to persons or dwellings or for any other reason, to cause unnecessary danger to any person or property on land or water.

(3) A person shall not smoke in any aircraft registered in the Colony wherever such aircraft may be, or in any other aircraft when in or over the Colony.

(4) A person shall not commit any act, whether by interference with the pilot or a member of the operative crew, or by tampering with the aircraft or its equipment, or by disorderly conduct, or by any other means, likely to imperil the safety of any aircraft, its passengers or crew.

11. Where it appears to any person authorised in writing by the Governor for the purposes of this article that any aircraft is intended or likely to be flown in such circumstances that the flight would be in contravention of any of the provisions of sub-paragraphs (i), (ii) and (iii) of paragraph (1) of article 4, or sub-paragraph (i) of paragraph (1) of article 5, or article 19 of this Order, or in such circumstances as to infringe any other provision of this Order and to be a cause of danger to persons in the aircraft or to persons or property on the ground, the person so authorised 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, without prejudice to any provisions of this Order with respect to the obstruction of authorised persons, any person acting in contravention of any directions given under this article shall be deemed to have acted in contravention of this Order.

Power to prevent flights in contravention of Order.

12. A person acting as, or carried in an aircraft for the purpose of acting as, pilot, commander, navigator, engineer, or operative member of the crew thereof, shall not, while so acting or 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, and no other person while in a state of intoxication shall enter or be in any aircraft.

Drunkenness of pilots, etc.

13. A person shall not drop or cause or permit to be dropped from an aircraft flying within the Colony any article except—

Dropping of articles from aircraft.

- (1) ballast as authorised by paragraph 35 of Schedule IV to this Order;
- (2) articles dropped in accordance with directions issued by the Governor.

14. There shall be carried and maintained in working order in every British aircraft registered in the Colony, when flying, such instruments and equipment applicable to the class or description of the aircraft as may be prescribed, and any directions of the Governor as to the manner in which, and the persons by whom any particular instruments or equipment are to be used shall be complied with as if they were contained in this Order.

Instruments, etc., to be carried by British aircraft.

Wireless
telegraphy.

15. (1) The Governor may give directions prescribing the conditions in which British aircraft registered in the Colony shall, when flying—

- (i) carry wireless telegraphy apparatus; and
- (ii) carry certified operators; and
- (iii) maintain wireless telegraphy service;

and such directions may prescribe the character of the apparatus, the number and qualifications of the operators and the nature of the service, and when any such directions have been given they shall be complied with in the case of any aircraft to which they apply as if contained in this Order.

(2) In this article the expression "certified operator" means an operator who is the holder of a certificate of proficiency in radio-telegraphy, granted or recognised by the competent authority in that behalf for the Colony.

(3) Nothing in this article shall exempt any person from any requirements as to licences for wireless telegraphy which are in force in the Colony.

Documents to
be carried
by British
aircraft.

16. (1) Save as hereinbefore expressly provided, every British aircraft registered in the Colony shall carry the following documents when flying:—

- (a) its certificate of registration;
- (b) its certificate of airworthiness and any other certificate relating to the aircraft which may be required by this Order;
- (c) the certificates of competency and licences of its personnel;
- (d) the journey log-book;
- (e) any licence to use wireless apparatus in the aircraft which may have been issued by the competent authority in that behalf.

(2) Every such aircraft engaged in international navigation shall, in addition, carry the following documents:—

- (a) if it carries passengers, a list of their names;
- (b) if it carries freight, bills of lading and manifest in respect thereof.

Certificate of
airworthiness.

17. The certificate of airworthiness of aircraft of a contracting State, shall be kept at all times in the pocket of the journey log-book.

Production
of documents
for inspection.

18. (1) Any person required under this Order to be provided with a licence shall on demand produce his licence, and, in the case of a pilot, his pilot's log-book for the inspection of any person authorised for the purpose by the Governor or of any police constable.

(2) The owner, hirer and person in charge of any aircraft shall on demand produce or cause to be produced for the inspection of any person authorised for the purpose by the Governor or of any police constable, any certificates, licences or log-books relating to the aircraft, and, in the case of an aircraft engaged in international navigation if it carries passengers or freight, the list of names and the bills of lading and manifest respectively.

19. Save for the purposes of the provisions of Schedule IV Prohibited carriage.
to this Order as to signals—

- (i) an aircraft engaged in international navigation shall not carry explosives of war, arms of war, or munitions of war;
- (ii) a foreign aircraft shall not carry explosives of war, arms of war, or munitions of war between any two points within British territory, either or both of which is within the Colony.

20. (1) An aerial lighthouse shall not be established or maintained within the Colony, nor the character of the light exhibited therefrom altered, except with the approval of the Governor, and subject to such conditions as he may prescribe : Aerial lighthouses.

Provided that, in the case of an aerial lighthouse the light from which would or might be visible from the sea or from any waters over which a general lighthouse authority exercises jurisdiction, such approval shall not be given except with the consent of the general lighthouse authority.

(2) A person shall not wilfully or negligently injure or interfere with any aerial lighthouse established or maintained with the approval of the Governor or any light exhibited from any such lighthouse.

21. (1) Whenever in the Colony any light is exhibited, False lights.

- (a) in the neighbourhood of an aerodrome or an aerial lighthouse so as to be liable to be mistaken for a light proceeding from an aerial lighthouse or for a prescribed light at an aerodrome ; or
- (b) which by reason of its liability of being mistaken for a light proceeding from an aerial lighthouse or for a prescribed light at an aerodrome is calculated to endanger the safety of aircraft ;

the Governor may serve a notice upon the owner of the place where the light is exhibited or upon the person having charge of the light, directing that owner or person within a reasonable time, to be specified in the notice, to take effectual means for extinguishing or for effectually screening the light and for preventing for the future the exhibition of any similar light.

(2) The notice may be served either personally or by post, or by affixing the same in some conspicuous place near to the light to which the notice relates.

(3) If any owner or person on whom a notice is served under this article fails, without reasonable cause, to comply with the directions contained in the notice, he shall be deemed to have failed to comply with this Order.

(4) If any owner or person on whom a notice under this article is served neglects for a period of seven days to extinguish or effectually to screen the light mentioned in the notice, the Governor may enter upon the place where the light is and forthwith extinguish the same, doing no unnecessary damage, and may recover the expenses incurred by him in so doing from the owner or person on whom the notice has been served.

(5) In the case of lights which would or might be visible from the sea or waters over which a general lighthouse authority exercises jurisdiction, the powers of the Governor under this article shall not be exercised except with the consent of the general lighthouse authority.

**Use of signals,
signs and
marks.**

22. (1) In making or receiving signals by wireless telegraphy or other methods of communication, except by visual signals when the Morse Code is not being used, every aircraft possessing the nationality of a Contracting State shall use as its call sign at the beginning and end of each communication the complete group of five letters which constitutes its nationality and registration marks :

Provided that nothing in this paragraph shall affect the special rules as to signals laid down in Section II of the Fourth Schedule to this Order.

(2) A person in an aircraft shall not make any signal prescribed by this Order except for the purposes specified therein, and shall not knowingly make, without lawful authority or excuse (proof whereof shall lie on the accused), any naval, military or air force signal.

(3) An aircraft other than a State aircraft shall not bear any mark or sign used or appropriated for use by State aircraft.

**Arrival and
departure
from the
Colony.**

23. (1) The Governor may prescribe points between which aircraft when entering the Colony from abroad or leaving the Colony for abroad shall pass.

(2) If such points are for the time being so prescribed, no aircraft shall enter the Colony from abroad or leave the Colony for abroad except between such points :

Provided that—

(a) if an aircraft is compelled by accident, stress of weather, or unavoidable cause to enter the Colony from abroad elsewhere than between such points it shall land at the Customs aerodrome, if any, in the Colony nearest to its route ; and

(b) if an aircraft arriving from a place outside the Colony shall land in any place other than a Customs aerodrome, the pilot shall forthwith report to an officer of Customs and Excise or police constable and shall on demand produce to such officer or police constable 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 Excise and no passenger thereof shall leave the immediate vicinity without the consent of an Officer of Customs and Excise or police constable. If such place of landing shall be an aerodrome, the pilot 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 Excise and shall not allow any goods to be unloaded therefrom or any passenger thereof to leave the aerodrome without the consent of such officer.

(3) Any enactments for the time being in force restricting the landing of aliens or any orders made thereunder with respect to persons arriving in or departing from the Colony shall apply to persons arriving or departing by air as if the same were herein set out, with such modifications as are necessary for adapting them to such purpose.

(4) The Governor shall make such regulations for the application of the law relating to Customs to aircraft arriving in or departing from the Colony as may be necessary and not inconsistent with the Convention.

24. If the Governor is satisfied that any person has, in respect of any British aircraft registered in the Colony, been convicted by a competent court of an offence against the provisions of the Customs law of a contracting State, so far as those provisions are in accordance with Annex H of the Convention, which is set out in Schedule VII to this Order, he may (without prejudice to any other powers conferred upon him by this Order) cancel or suspend the certificate of registration of that aircraft.

Customs provisions to be observed by aircraft flying abroad.

25. (1) A person shall not—

- (a) forge or fraudulently alter or assist in forging or fraudulently altering, or procure to be forged or fraudulently altered, any licence or certificate required under this Order; or
- (b) make, assist in making, or procure to be made any false representation for the purpose of procuring for himself or any other person the issue, validation, or renewal of any such licence or certificate; or
- (c) fraudulently use any such licence or certificate which has been forged, altered, cancelled, or suspended, or to which he is not entitled; or
- (d) fraudulently lend any such licence or certificate or allow it to be used by any other person.

Forgery, etc., of documents.

(2) A person shall not destroy, mutilate, alter, or render illegible any log-book or any entry made therein, or wilfully make or procure or assist in the making of any false or fraudulent entry in or omission from any log-book.

26. A foreign military aircraft shall not fly over or land in the Colony except on the express invitation or with the express permission of His Majesty, or of a Government Department, or of the Governor, but any aircraft so flying or landing on such invitation or with such permission shall be exempt from the provisions of this Order except to such extent as may be specified in the invitation or permission :

Application to foreign military aircraft.

Provided that no such invitation or permission shall be necessary in the case of foreign military aircraft accompanying vessels of war visiting the Colony so long as the flight or landing is necessary in connection with the arrival of the aircraft in or their departure from the Colony and such aircraft shall while so accompanying vessels of war as aforesaid be exempt from the provisions of this Order.

27 (1) Except where otherwise expressly stated, this Order applies to aircraft belonging to or employed in the service of His Majesty, other than military aircraft, but does not apply to any aircraft or to any persons if and to such extent as such aircraft or persons may be excepted from this Order by direction of the Governor.

Exceptions to operation of Order.

(2) The Governor may, by a special and temporary authorisation, and subject to such conditions as may be specified, permit the flight within the limits of the Colony of an aircraft which does not possess the nationality of a contracting State or of a State to which proviso (a) to paragraph (1) of Article five of this Order applies :

Provided that an aircraft the flight of which is so permitted as aforesaid shall while flying within the said limits carry a certificate issued either by the Governor or by the competent authority in the State whose nationality the aircraft possesses, stating that permission has been granted and the conditions, if any, subject to which it has been granted.

Penalties.

28. (1) If an aircraft flies in contravention of, or fails to comply with, this Order or any provision thereof, or if in or in respect of any aircraft any act is committed which is or is deemed to be a contravention of this Order or any provision thereof, the owner or hirer of the aircraft (if other than the Crown) and the pilot or commander thereof shall be deemed to have contravened or, as the case may be, failed to comply with this Order :

Provided that—

(a) it shall be a defence to any proceedings for such contravention of, or failure to comply with this Order if the contravention or failure is proved to have been due to stress of weather or other unavoidable cause ; and

(b) it shall be a defence to any proceedings under this Order against the owner, hirer, pilot or commander of an aircraft to prove that the alleged contravention took place without his actual fault or privity.

(2) If any person obstructs or impedes any person acting under the authority of the Secretary of State for Air or the Governor in the exercise of his powers and duties under this Order, such first-mentioned person shall be deemed to have acted in contravention of this Order.

(3) If any person contravenes or fails to comply with this Order or any provision thereof he shall on summary conviction be liable to imprisonment for a term not exceeding six months or to a fine not exceeding two hundred pounds, or its equivalent in local currency, or to both such imprisonment and fine.

(4) Any aircraft which flies or attempts to fly over a prohibited area or enters the Colony in contravention of this Order is liable to be fired on in accordance with the provisions of Schedule VI to this Order.

(5) Any proceedings in respect of contravention of or failure to comply with any Customs Regulations made under Article 23 (4) of this Order shall be deemed to be proceedings for the recovery of a penalty under the enactments of the Colony relating to the Customs.

Power to cancel, suspend or endorse licences and certificates.

29. (1) Any certificate granted in the Colony under Schedule I, or any licence granted in the Colony under Schedule V to this Order, or the licence of any aerodrome in the Colony, may be cancelled, suspended or endorsed by the Governor on sufficient ground being shown to his satisfaction, after due inquiry, and his decision shall be final ; and in special cases the Governor may suspend any such licence temporarily and provisionally pending the holding of an inquiry.

(2) Any certificate of airworthiness issued in the Colony under Schedule II to this Order, or any validation conferred in the Colony under that Schedule on a certificate of airworthiness, may be cancelled or suspended by the Governor if he is satisfied that reasonable doubt exists as to the safety of the aircraft in question, and the conditions attached to any such certificate or validation may be varied by the Governor if he is satisfied that those conditions may properly be relaxed, or that reasonable doubt exists as to whether those conditions afford a sufficient margin of safety.

(3) Where any person is convicted of any contravention of or failure to comply with this Order in respect of any British aircraft registered in the Colony, the Governor may cancel or suspend the certificate of registration of that aircraft.

(4) When there is within the Colony—

- (a) an aircraft in respect of which a certificate of registration or of airworthiness issued by the duly competent authority of some other place within His Majesty's dominions is in force, or
- (b) a person holding a licence issued by any such authority and entitling such person to act as pilot navigator, engineer or other operative member of the crew of an aircraft,

the Governor may, on sufficient ground being shown to his satisfaction, after due inquiry, suspend any such certificate or licence, subject to an appeal to the authority by whom it was issued, the suspension, however, to remain in force pending the decision of such appeal.

(5) The Governor may require the holder of any licence or certificate granted or validated in the Colony under this Order or liable to be suspended under paragraph (4) of this Article (or any person having the possession or custody of any such licence or certificate) to surrender the same to him for cancellation, suspension, endorsement or variation, in accordance with the provisions of this Order; and any person failing to comply with any such requirement within a reasonable time shall be deemed to have failed to comply with this Order.

30. The Governor may issue such directions as he thinks fit for the purpose of supplementing or giving full effect to the provisions of this Order, including the Schedules thereto.

Directions
by Governor.

31. (1) In this Order, unless the context otherwise requires :—

“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;

“The protocol” means the additional protocol to the Convention aforesaid which was signed on behalf of His Majesty in Paris, and dated the first day of May, 1920;

“Aircraft” includes all balloons, whether fixed or free, kites, airships, and flying machines;

“Airship” means an aircraft using gas lighter than air as a means of support, and having means of propulsion;

“Balloon,” either fixed or free, means an aircraft using gas lighter than air as a means of support and having no means of propulsion;

" Flying machine " includes all aeroplanes, seaplanes, flying boats, or other aircraft heavier than air and having means of propulsion ;

" Military aircraft " includes naval, military and air-force aircraft ; and every aircraft commanded by a person in naval, military or air-force service detailed for the purpose shall be deemed to be a military aircraft ;

" State aircraft " means military aircraft and aircraft exclusively employed in State service, including postal, customs or police service ;

" Passenger aircraft " and " goods aircraft " mean respectively aircraft intended for carrying passengers or goods for hire or reward, and include respectively aircraft in which passengers or goods are actually so carried ;

" Personnel " (in relation to an aircraft) includes the pilot, commander, navigator, and engineer, and any operative member of the crew ;

" Goods " includes mails ;

" Wireless telegraphy " includes wireless telephony ;

" Aerodrome " means any definite and limited ground or water area intended to be used, either wholly or in part, for the landing or departure of aircraft ;

" Proprietor of an aerodrome " includes any person responsible for the management thereof ;

" Licensed aerodrome " means an aerodrome licensed under this Order ;

" Prescribed " (except where otherwise expressly provided) means prescribed by this Order or by regulations or directions made or issued thereunder by the Governor ;

" Prohibited area " means any area in the Colony which the Governor may proclaim to be a prohibited area ;

" Contracting State " means any State which is for the time being a party to the Convention, and this Order shall apply to aircraft possessing the nationality of a State in respect of which a derogation to His Majesty in respect of Great Britain and Northern Ireland has been granted under the Protocol as it applies to aircraft possessing the nationality of a contracting State ;

" Secretary of State " includes, in relation to any purpose of this Order, any person authorised by the Secretary of State for that purpose, and references to a person authorised by the Secretary of State include references to the holder for the time being of any office designated by the Secretary of State ;

" Governor " means the officer for the time being administering the Government of the Colony, and includes, in relation to any purpose of this Order, any person authorised by the Governor for that purpose, and references to a person authorised by the Governor include references to the holder for the time being of any office designated by the Governor ;

" Under way " in relation to an airship means when it is not made fast to the ground or any object on land or water.

(2) In this Order, including the Schedules thereto—

References to His Majesty's dominions shall be construed as though territories under His Majesty's protection and territories in respect of which a mandate on behalf of the League of Nations has been accepted by His Majesty formed part of His Majesty's Dominions;

References to the Colony include references to the territorial waters adjacent thereto; and

References to passengers carried for hire or reward include references to persons carried in aircraft for the purposes of instruction in flying for which payment is made: Provided that for the purpose of determining whether a pilot is required to hold a licence to fly aircraft carrying passengers or goods for hire or reward, a member of an aeroplane club carried in an aircraft belonging to the club for the purposes of instruction or otherwise shall not, if the pilot is also a member of the same club, be deemed to be a passenger carried for hire or reward, notwithstanding that payment is made in respect of such instruction or carriage.

(3) The Interpretation Act, 1889, applies for the purpose of the interpretation of this Order as it applies for the purpose of the interpretation of an Act of Parliament, and as if this Order were an Act of Parliament.

32. (1) Where by any Order in Council for the time being in force any articles or words are directed to be added to or omitted from this Order, or to be substituted for any other articles or words in this Order, then, copies of this Order printed under the authority of His Majesty's Stationery Office, after such direction takes effect, may be printed with the articles or words added or omitted or substituted for other articles or words as such direction requires and with the articles and paragraphs thereof numbered in accordance with such direction, and this Order shall be construed as if it had at the time when such direction takes effect been made with such addition, omission or substitution.

Printing
of Order.

(2) A reference in any document to this Order or to any provisions thereof shall, unless the context otherwise requires, be construed as referring to this Order as amended by any Order in Council for the time being in force.

33. Nothing in this Order shall be construed as conferring any right to land in any place as against the owner of the land or other persons interested therein, or as prejudicing the rights or remedies of any person in respect of any injury to persons or property caused by an aircraft.

Saving.

34. (1) This Order may be cited as the Air Navigation (Colonies, Protectorates and Mandated Territories) Order, 1927.

(2) This Order shall come into operation on the first day of January, 1928.

M. P. A. HANKEY.

SCHEDULES.

SCHEDULE I.

REGISTRATION AND MARKING OF AIRCRAFT.

A. REGISTRATION.

1. (1) The Governor may establish in the Colony a Sub-Registry of Aircraft and may appoint an officer to act as Registrar of Aircraft.

(2) Such officer (hereinafter referred to as "the Registrar") shall for the purposes of registration act as the Agent of the Secretary of State for Air and shall follow such instructions as may from time to time be issued by the Secretary of State for Air. The salary of the Registrar and the expenses of the Sub-Registry shall be paid out of such funds as the Governor may lawfully apply to that purpose.

2. An aircraft shall not be registered in the Colony unless it is owned wholly either

(a) by British subjects or persons under His Majesty's protection; or

(b) by a company or corporation

(i) registered and having its principal place of business in His Majesty's dominions; and

(ii) whereof the Chairman and at least two-thirds of the Directors are British subjects or persons under His Majesty's protection:

and no aircraft shall be registered in the Colony which is already validly registered in any foreign State.

3. Application for the registration of an aircraft owned by the applicant may be made in the Colony by a person resident for the time being in the Colony or by a Company incorporated in or doing business in the Colony. Such application shall be made to the Registrar.

4. (1) The Registrar on receipt of an application for registration of an aircraft in the Colony may, if satisfied that it is in order and complies with all conditions laid down in connection with the registration of aircraft and applicable to it, grant to the applicant a certificate of registration and may assign to the aircraft a registration mark.

(2) If the Registrar has doubts as to whether an application is in order and complies with the conditions as aforesaid, he may refer the matter to the Secretary of State for Air before issuing a certificate.

(3) If it should appear to the Registrar that he has issued a certificate in an improper case, he may cancel the certificate and shall forthwith report such cancellation to the Secretary of State for Air.

(4) An applicant who is aggrieved by the Registrar's refusal or cancellation of a certificate under this paragraph may appeal to the Secretary of State for Air.

5. Aircraft registered in the Colony shall be deemed to be registered British Aircraft but the certificate shall indicate that it has been issued in the Sub-Registry of the Colony.

6. The Registrar shall have the power, subject to an appeal to the Secretary of State for Air, to cancel any certificate of registration issued by him in error. Pending the decision of an appeal, a cancellation under this paragraph shall remain in force.

7. In the event of any change in the ownership of an aircraft registered in the Colony, or if an aircraft registered in the Colony ceases to be owned wholly either by persons or by a company or corporation fulfilling the conditions set out in paragraph 2 of this Schedule, then—

(1) The registered owner of the aircraft shall forthwith notify the Registrar or the Secretary of State for Air of such change of ownership or as the case may be that the aircraft has ceased to be so owned as aforesaid; and

(2) The registration and the certificate thereof shall lapse as from the date of such change of ownership or the date on which the aircraft ceased to be so owned.

8. When an aircraft registered in the Colony has been destroyed or permanently withdrawn from use the registered owner shall as soon as possible notify the Registrar or the Secretary of State for Air accordingly, and the registration and the certificate thereof shall lapse as from the date of such notification.

9. Where an aircraft within the Colony is already registered in some other part of His Majesty's dominions or in territories under His Majesty's protection, the Registrar may, at the owner's request, cancel the certificate of such registration and may, subject to the provisions of paragraph 2 of this Schedule, issue a fresh certificate for the aircraft from the colonial Sub-Registry and assign it a mark appropriate to the Colony. The Registrar shall forthwith report to the Secretary of State for Air and to the registry of issue, if other than the Air Ministry, that he has endorsed or cancelled a certificate in pursuance of this paragraph and shall give the date and all necessary particulars of such endorsement or cancellation.

10. The Registrar shall transmit every month to the Air Ministry copies of all registrations and of cancellations of registration which have been entered on his register during the preceding month.

11. The Registrar may require that an application for registration shall be supported by a statutory declaration.

12. The Registrar shall charge such fees in connection with the registration of aircraft as the Governor may prescribe.

12. The register of British aircraft registered in the Colony shall be open to inspection at such times and subject to such conditions as may be prescribed.

B. MARKING.

14. The British nationality mark shall be the capital letter G in Roman character, and the registration mark shall be a group assigned by the Registrar of four capital letters in Roman character, at least one of which shall be a vowel.

For the purposes of this provision the letter Y shall be treated as a vowel.

15. The aircraft shall carry affixed to the car (or basket) or to the fuselage, in a prominent position, a metal plate inscribed with the names and residence of the owner and the marks of nationality and registration.

16. The nationality and registration marks shall also be painted in black on a white ground in the following manner, and (in the case of aircraft other than State or passenger or goods aircraft) the registration mark shall be underlined with a black line:—

(a) *Flying Machines*.—The marks shall be painted once on the lower surfaces of the lower main planes, and once on the upper surfaces of the top main planes, the top of the letters to be towards the leading edge. They shall also be painted along each side of the fuselage between the main planes and the tail planes. In cases where the machine is not provided with a fuselage the marks shall be painted on the nacelle instead.

(b) *Airships and Balloons*.—In the case of airships the marks shall be painted near the maximum cross section on both sides and on the proper surface, equidistant from the letters on the sides. In the case of balloons the marks shall be painted twice near the maximum horizontal circumference as far as possible from one another. In the case both of airships and balloons the side marks shall be visible both from the sides and ground.

17. The nationality mark in the case of flying machines and airships shall also be painted on the port and starboard sides of the lower surface of the lowest tail planes or elevators and also on the upper surface of the top tail planes or elevators, whichever is the larger. It shall also be painted on both sides of the rudder, or on the outer sides of the outer rudders if more than one rudder is fitted.

In the case of balloons the nationality mark shall be painted on the basket.

18. In the case of flying machines the height of the marks on the main planes and tail planes respectively shall be equal to four-fifths of the chord, and, in the case of the rudder, shall be as large as possible. The height of the marks on the fuselage or nacelle shall be equal to four-fifths of the greatest depth of the narrowest part of that portion of the fuselage or nacelle on which the marks are painted.

In the case of airships the nationality marks painted on the tail plane shall be equal in height to four-fifths of the chord of the tail plane, and, in the case of the rudder, shall be as large as possible. The height of the other marks shall be equal to at least one-twelfth of the circumference of the maximum transverse cross-section of the airship.

In the case of balloons the height of the nationality mark shall be equal to four-fifths of the height of the basket, and the height of the other marks shall be equal to at least one-twelfth of the circumference of the balloon.

In the case of all aircraft the letters of the nationality and registration marks need not exceed eight feet in height.

19. The width of the letters shall be two-thirds of their height, and the thickness shall be one-sixth of their height. The letters shall be painted in plain block type and shall be uniform in shape and size. A space equal to half the width of the letters shall be left between the letters.

20. In the case of underlined letters the thickness of the line shall be equal to the thickness of the letter. The space between the bottom of the letters and the line shall be equal to the thickness of the line.

21. Where the nationality and registration marks appear together, a hyphen of a length equal to the width of one of the letters shall be painted between the nationality mark and registration mark.

22. The nationality and registration marks shall be displayed to the best possible advantage, taking into consideration the constructional features of the aircraft. The marks must always be kept clean and visible.

SCHEDULE II.

CERTIFICATES OF AIRWORTHINESS FOR AIRCRAFT; DETENTION OF UNAIRWORTHY AIRCRAFT; INSPECTION, OVERHAULS, &c.

ISSUE AND VALIDATION OF CERTIFICATES OF AIRWORTHINESS.

1. Save as hereinbefore provided, a British aircraft registered in the Colony shall not fly unless it possesses a certificate of airworthiness or validated in accordance with the provisions of this Schedule.

2. When an aircraft is registered in the Colony, in respect of which a certificate of airworthiness has been issued by the duly competent authority in any other part of His Majesty's dominions, or in any foreign contracting State, or in any foreign State with which an agreement has been concluded on behalf of His Majesty permitting the aircraft of that State to fly over British territory, the Governor may, subject to such conditions and limitations and for such period as he shall think fit, confer on such certificate validity for the purpose of this Order, and may from time to time extend the validity so conferred.

3. When an aircraft which is registered in any other part of His Majesty's dominions, and in respect of which a certificate of airworthiness is in force, is within the Colony, the Governor may, upon the expiry of such certificate, issue a certificate of airworthiness in respect of the aircraft.

4. A validation conferred, or a certificate of airworthiness issued, under this Schedule shall remain valid only for such period as may be prescribed therein, unless extended or renewed for a further period by the Governor.

5. For the purpose of validating, issuing, extending the validation of, or renewing a certificate of airworthiness, the Governor may require to be furnished with such evidence as to the existing condition of the aircraft as he shall think fit.

DETENTION OF UNAIRWORTHY AIRCRAFT.

6. If the Governor has reason to believe, on complaint or otherwise, that a passenger or goods aircraft within the Colony is intended or is about to proceed on any flight while

in a condition unfit for flight, he may give such directions and take such steps, by way of provisional detention of the aircraft or otherwise in relation thereto, as may be necessary for the purpose of causing the aircraft to be inspected by his authorised representatives, and may, upon the result of such inspection, cause the aircraft to be detained until the execution of such alterations or repairs as he may consider necessary to render the aircraft fit for flight.

INSPECTION, OVERHAULS, ETC.

7. The Governor may issue directions as to the inspection, certification before flight, overhaul, repair and modification of British aircraft which are registered in the Colony, or in respect of which airworthiness certificates have been issued by him, and as to the inspection and certification before flight of other British aircraft within the Colony and any directions so issued shall be complied with as if they were contained in this Order.

SCHEDULE III.

LOG-BOOKS.

LOG BOOKS TO BE KEPT.

1.—(1) The following log-books shall be kept in respect of British aircraft registered in the Colony :—

- (a) for every aircraft a journey log-book;
- (b) in addition, for every passenger or goods aircraft an aircraft log-book and an engine log-book and where more than one engine is fitted, a separate log-book for each engine.

(2) Every pilot licensed under this Order shall keep a pilot's log-book.

(3) The log-books shall be kept up to date in the prescribed form and manner.

2. The journey log-book shall be issued by the Governor; other log-books shall be in the prescribed form.

3. The log-books shall be preserved for two years after the last entry therein.

INSTRUCTIONS FOR USE OF LOG-BOOKS.

4.—(1) (a) The constructor shall fill in and sign the original entries in the aircraft and engine log-books so far as he is in a position to do so.

Subsequent entries therein shall be made and signed by such persons as may from time to time be prescribed.

Provided that as regards matters which could not have come to the notice of any person so prescribed the pilot shall be responsible for making and signing the entries.

(b) Entries in the journey log-book shall be made and signed by such persons as may from time to time be prescribed.

- (2) All entries shall be made in ink :

Provided that in the case of the journey log-book the entries may be entered daily from a rough notebook kept in pencil. This rough notebook shall be produced when called for in the event of any inspection or investigation.

SCHEDULE IV.

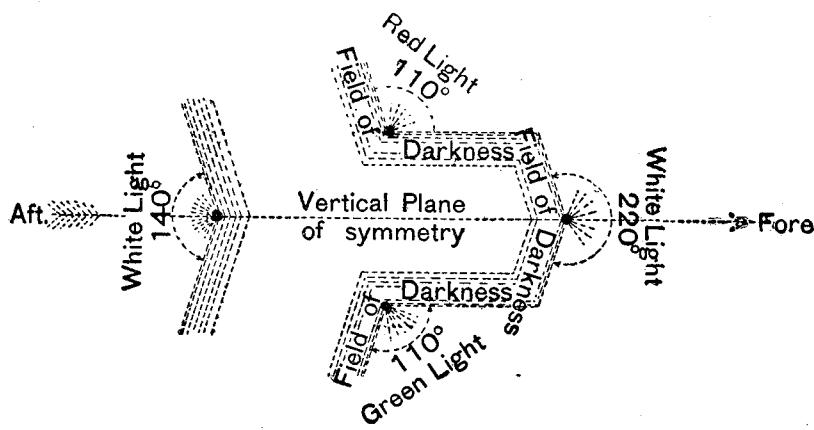
RULES AS TO LIGHTS AND SIGNALS AND RULES
FOR AIR TRAFFIC.

SECTION I.

Rules as to Lights.

The word "visible" in these rules when applied to lights shall mean visible on a dark night with a clear atmosphere.

The angular limits laid down in these rules as shown in the sketch (attached) shall be determined when the aircraft is in its normal attitude for flying on a rectilinear horizontal course.



1. The rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such time no other lights shall be exhibited which may be mistaken for the navigation lights hereinafter prescribed. The latter shall not be dazzling.

2. A flying machine, when in the air or manœuvring on land or water under its own power, shall carry the following lights :—

- (a) Forward, a white light visible in a dihedral angle of 220 degrees bisected by the vertical plane of symmetry of the aircraft and visible at a distance of at least 5 miles.
- (b) On the right side, a green light so constructed and fixed as to show an unbroken light between two vertical planes whose dihedral angle is 110 degrees when measured to the right from dead ahead, and visible at a distance of at least 3 miles.
- (c) On the left side, a red light so constructed and fixed as to show an unbroken light between two vertical planes whose dihedral angle is 110 degrees when measured to the left from dead ahead, and visible at a distance of at least 3 miles.
- (d) The said green and red lights shall be fitted so that the green light shall not be seen from the left side, nor the red light from the right side.

- (e) At the rear, and as far aft as possible, a white light shinning rearwards and visible in a dihedral angle of 140 degrees bisected by the vertical plane of symmetry of the aircraft, and visible at a distance of at least 3 miles.
- (f) In the case where, in order to fulfil the above conditions, a single light has to be replaced by several lights, the field of visibility of each of these lights should be so limited that only one can be seen at a time.

3. The rules hereinbefore set out for the lighting of flying machines shall apply to airships subject to the following modifications :—

- (a) All lights shall be doubled, the forward and aft lights vertically, and the side lights horizontally in a fore and aft direction.
- (b) Both lights of each pair forward and aft shall be visible at the same time.

The distance between the lights comprising a pair shall not be less than 6 feet.

4. An airship, when being towed, shall carry the lights specified in paragraph 3, and, in addition, those specified in paragraph 6 of this Schedule for airships not under control.

5. (a) A flying machine, or airship, when on the surface of the water, and when not under control, that is to say, not able to manœuvre as required by the Regulations for the Prevention of Collisions at Sea, shall carry two red lights not less than 6 feet apart one over the other, and visible in all directions at a distance of at least 2 miles.

(b) Aircraft to which this paragraph applies, when not making way through the water, shall not carry the side lights, but when making way shall carry them.

6. An airship which from any cause is not under control, or which has voluntarily stopped her engine shall, in addition to the other specified lights, display conspicuously two red lights, one over the other, not less than 6 feet apart, and visible in all directions at a distance of at least 2 miles.

By day an airship, when being towed, and which from any cause is not under control, shall display conspicuously two black balls or shapes, each 2 feet in diameter, placed one over the other not less than 6 feet apart.

An airship moored, or under way but having voluntarily stopped its engines, shall display conspicuously by day a black ball or shape, 2 feet in diameter, and shall be treated by other aircraft as being not under control.

7. A free balloon shall carry one bright white light below the basket at a distance of not less than 16 feet, and to be visible in all directions at a distance of at least 2 miles.

8. A fixed balloon shall carry in the same position as the white light mentioned in paragraph 7 of this Schedule, and in lieu of that light, three lights in a vertical line one over the other, not less than 12 feet apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be visible in all directions at a distance of at least 2 miles.

In addition, the mooring cable shall have attached to it at intervals of 1,000 feet, measured from the basket, groups of three lights similar to those mentioned in the preceding paragraph. In addition, the object to which the balloon is moored on the ground shall have a similar group of lights to mark its position.

By day the mooring cable shall have attached to it, at intervals of not more than 300 feet measured from the basket, tubular streamers not less than 8 inches in diameter and 6 feet in length, and marked with alternate bands of white and red, 18 inches in width.

9. An airship when moored near the ground shall carry the lights specified in paragraphs 2 (a) and (e) and 3 of this Schedule.

In addition, if moored but not near the ground, the airship, the mooring cable, and the object to which moored, shall be marked in accordance with the provisions of paragraph 8 of this Schedule, whether by day or by night.

Sea anchors or drogues used by airships for mooring purposes on the water are exempt from this regulation.

10. A flying machine stationary upon the land or water but not anchored or moored shall carry the lights specified in paragraph 2 of this Schedule.

11. In order to prevent collisions with surface craft :—

(a) A flying machine when at anchor or moored on the water shall carry forward, where it can best be seen, a white light, at a distance of at least 1 mile.

(b) A flying machine of 150 feet or upwards in length, when at anchor or moored on the water, shall, in the forward part of the flying machine, carry one such light, and at or near the stern of the flying machine, and at a height that it shall not be less than 20 feet lower than the forward light, another such light.

The length of a flying machine shall be deemed to be the overall length.

(c) Flying machines of 150 feet or upwards in span, when at anchor or moored in the water, shall in addition carry at each lower wing tip one light as specified in (a) of this paragraph.

The span of a flying machine shall be deemed to be the maximum lateral dimension.

12. In the event of the failure at night of any of the lights specified under these rules to be carried by aircraft flying at night, such aircraft shall land as soon as it can do so without danger.

13. Nothing in these rules shall interfere with the operation of any special rules made by any State with respect to the additional station or signal lights for military aircraft, or for aircraft in formation, or with the exhibition of recognition signals adopted by owners of aircraft which have been authorised by their respective Governments and duly registered and published.

SECTION II.

Rules as to Signals.

14. (a) An aircraft wishing to land at night on an aerodrome having a ground control shall, before landing, fire a green pyrotechnical light or flash intermittently a lamp or a projector other than the navigation lights. In addition, it shall make by international Morse Code, by means of sound or luminous signals, the two-letter group constituted by its nationality letter and the last letter of its registration mark.

(b) Permission to land will be given by the same call-sign from the ground, followed by a green pyrotechnical light, or flashing a green lamp intermittently.

15. The firing of a red pyrotechnical light or the display of a red flare from the ground shall be taken as an instruction that aircraft are not to land.

16. An aircraft compelled to land at night shall before landing fire a red pyrotechnical light or make a series of short and intermittent flashes with its navigation lights.

17. When an aircraft is in distress and requires assistance, the following shall be the signals of distress to be used or displayed, either together or separately :—

- (a) The international signal, SOS, by means of visual or wireless signals;
- (b) The international code flag signal of distress, indicated by NC;
- (c) The distant signal, consisting of a square flag having either above or below it a ball, or anything resembling a ball;
- (d) A continuous sounding with any sound apparatus;
- (e) A signal, consisting of a succession of white pyrotechnical lights fired at short intervals.

18. To warn an aircraft that it is in the vicinity of a prohibited zone and should change its course, the following signals shall be used :—

- (a) By day : three projectiles discharged at intervals of 10 seconds each showing, on bursting, white smoke, the location of the burst indicating the direction the aircraft should follow.
- (b) By night : three projectiles discharged at intervals of 10 seconds each showing, on bursting, white lights or stars, the location of the burst indicating the direction the aircraft should follow.

19. To require an aircraft to land, the following signals shall be used :—

- (a) By day : three projectiles discharged at intervals of 10 seconds each showing, on bursting, black or yellow smoke.
- (b) By night : three projectiles discharged at intervals of 10 seconds each showing, on bursting, green lights or stars.

In addition, when necessary to prevent the landing of aircraft other than the one ordered, a searchlight which shall be flashed intermittently shall be directed towards the aircraft whose landing is required.

20. (a) In the event of fog or mist rendering aerodromes invisible, their presence may be indicated by a balloon acting as an aerial buoy and/or other approved means.

(b) In fog, mist, falling snow or heavy rainstorm, whether by day or night, an aircraft on the water shall make the following sound signals:—

(1) If not anchored or moored, a sound at intervals of not more than two minutes, consisting of two blasts of about five seconds' duration with an interval of about one second between them.

(2) If at anchor or moored, the rapid ringing of an efficient bell or gong for about five seconds at intervals of not more than one minute.

SECTION III.

General Rules for Air Traffic.

21. Subject to the provisions of paragraph 43 of this Schedule, flying machines shall always give way to balloons, fixed or free, and to airships, and airships shall always give way to balloons, whether fixed or free.

22. An airship, when not under its own control, shall be classed as a free balloon.

23. Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing and angle of elevation of an approaching aircraft. If neither the bearing nor the angle of elevation appreciably change, such risk shall be deemed to exist.

24. The term "risk of collision" shall include all risk of accident due to undue proximity of other aircraft. Every aircraft that is required by these rules to give way to another to avoid collision shall keep a safe distance, having regard to the circumstances of the case.

25. While observing the rules regarding risk of collision contained in paragraph 24 of this Schedule, a motor-driven aircraft must always manoeuvre according to the rules contained in the following paragraphs as soon as it is apparent that, if its pursued its course, it would pass at a distance of less than 200 yards from any part of another aircraft.

26. When two motor-driven aircraft are meeting end on, or nearly end on, each shall alter its course to the right.

27. When two motor-driven aircraft are on courses which cross, the aircraft which has the other on its own right side shall keep out of the way of the other.

28. An aircraft overtaking another shall keep out of the way of the overtaken aircraft by altering its own course to the right, and must not pass by diving.

Every aircraft coming up with another aircraft from any direction more than 110 degrees from ahead of the latter, i.e., in such a position with reference to the aircraft which it is overtaking that at night it would be unable to see either of that aircraft's side lights, shall be deemed to be an overtaking aircraft, and no subsequent alteration of the bearing between the two aircraft shall make the overtaking aircraft a crossing aircraft within the meaning of these rules, or relieve it of the duty of keeping clear of the overtaken aircraft until it is finally past and clear.

As by day the overtaking aircraft cannot always know with certainty whether it is forward or abaft the direction mentioned above from the other aircraft, it should, if in doubt, assume that it is an overtaking aircraft and keep out of the way.

29. Where by any of these rules one of the two aircraft is to keep out of the way, the other shall keep its course and speed. When, in consequence of thick weather or other causes, the aircraft having the right of way finds itself so close that collision cannot be avoided by the action of the giving-way aircraft alone, it shall take such action as will best aid to avert collision.

30. Every aircraft which is directed by these rules to keep out of the way of another aircraft shall, if the circumstances of the case admit, avoid crossing ahead of the other.

31. In following an officially recognised air route every aircraft, when it is safe and practicable, shall keep to the right side of such route.

32. All aircraft on land or sea about to ascend shall not attempt to take off until there is no risk of collision with alighting aircraft.

33. Every aircraft in a cloud, fog, mist, or other conditions of bad visibility shall proceed with caution, having careful regard to the existing circumstances and conditions.

34. In conforming with these rules, due regard shall be had to all dangers of navigation and collision and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

SECTION IV.

Ballast.

35. The dropping of ballast other than fine sand or water from aircraft in the air is prohibited.

SECTION V.

Special Rules for Air Traffic on and in the vicinity of Aerodromes.

36. At every aerodrome if a flying machine about to land or leave finds it necessary to make a circuit or partial circuit, such a circuit or partial circuit shall, except in case of distress, be left-handed (anti-clockwise).

37. When a flying machine starts from an aerodrome it shall not turn until 500 yards distant from the nearest point of the aerodrome, and the turning must then conform with the regulations provided in the preceding paragraph.

38. Every flying machine flying at a distance of between 500 and 3,500 yards from the nearest point of the perimeter of an aerodrome shall conform to the flying rules laid down in paragraphs 36 and 37 of this Schedule unless it is flying at a greater height than 6,000 feet.

39. Acrobatic landings are prohibited at aerodromes of contracting States used for international aerial traffic. Flying machines are prohibited from engaging in aerial acrobatics in the vicinity of these aerodromes at a distance of less than 4,000 yards from the nearest point of the perimeter of the aerodrome unless they are flying at a greater height than 6,000 feet.

40. At every licensed aerodrome the direction of the wind shall be clearly indicated by one or more of the recognised methods, *e.g.*, landing T, conical streamer, smudge fire, &c. In the event of there being no wind, a ball, easily visible, shall be hoisted on a mast and if there is a landing T it shall be fixed.

41. Every flying machine when taking off from or alighting on an aerodrome used for international air traffic shall do up-wind, except when the natural conditions of the aerodrome do not permit, or in the event of there being no wind. In the latter case, every flying machine, when taking off or

landing, shall do so in the direction indicated by an appropriate signal, or, if there is a landing T, in the direction indicated by that T.

42. In the case of two flying machines approaching an aerodrome for the purpose of landing the flying machine flying at the greater height shall be responsible for avoiding the flying machine at the lower height, and shall as regards landing observe the rules of paragraph 28 of this Schedule for passing.

43. Aircraft about to land on an aerodrome shall be given free way.

44. (1) At every aerodrome, along the perimeter and at the approaches to the hangars, a neutral zone shall be set apart for flying machines manoeuvring on the ground.

(2) The part reserved for departures and landings shall be as large as possible.

(3) Every flying machine when landing or taking off, shall do so in conformity with the provisions of paragraph 41 of this Schedule, and shall leave clear on its left any flying machine which has already landed or which is at rest on the ground.

(4) Every flying machine when running along the ground in the zone reserved for departures and landings, shall do so in the direction of landing: Provided that, on aerodromes approved by the Governor for the purpose, flying machines running along the ground may be authorised to cross the part reserved for departures and landings subject to regulations approved by the Governor.

45.—(1) By way of exception to the general rule laid down in sub-paragraph (3) of paragraph 44 of this Schedule, at aerodromes to which this paragraph applies, the part reserved for departures and landings may be regarded as divided into two approximately equal zones, by a vertical plane bearing in the direction of landing described in paragraph 41 of this Schedule. For an observer facing in the direction of landing, the zone on the right shall be reserved for landings, and the zone on the left for departures.

(2) The aerodromes to which this paragraph applies shall be indicated by a full, white star of five points, placed flat on the ground in the centre of the part of the ground reserved for departures and landings. The lines joining the points of the star shall form a regular pentagon of such a size that it may be inscribed in a circle the diameter of which is not less than 15 yards.

(3) At aerodromes to which this paragraph applies a flying machine when landing shall do so in conformity with paragraph 41 of this Schedule, in the left part of the zone reserved for that purpose, but leaving clear on its left any other flying machine which has already landed, and a flying machine when taking off shall do so in conformity with paragraph 41 of this Schedule, in the left part of the zone reserved for that purpose, but leaving clear on its left any other flying machines which are at rest on the ground.

46. At every aerodrome while night landings thereat are expected, the following requirements shall be complied with:—

(1) The aerodrome shall be defined as accurately as possible by red lights placed on the perimeter and on any obstacles on the aerodrome;

- (2) The direction of landing shall as far as possible be indicated by a luminous T, or failing this by three white lights forming an isosceles triangle, the base of which shall be about 200 yards long and the height of which shall be at least twice as long as the base;
- (3) The white lights aforesaid shall be so placed that a flying machine will land in the direction leading from the middle of the base line to the apex of the triangle;
- (4) The base line shall indicate the place where a flying machine should come into contact with the ground and the apex shall indicate the point before reaching which it should come to rest.

47. No fixed balloon, kite or moored airship shall be elevated in the vicinity of any aerodrome without a special authorisation, except in the cases provided for in paragraph 20 of this Schedule.

48. Suitable signals shall be placed on all obstacles on aerodromes, and, as far as possible, on fixed obstacles dangerous to flying within a zone of 500 yards of all aerodromes.

SECTION VI.

General.

49. Every aircraft manoeuvring under its own power on the water shall conform to the Regulations for Preventing Collisions at Sea, and for the purposes of these regulations shall be deemed to be a steam vessel, but shall only carry the lights specified in the preceding rules, and not those specified for steam-vessels in the Regulations for Preventing Collisions at Sea, and shall not use, except as specified in paragraphs 17 and 20 of this Schedule, or be deemed to hear the sound signals specified in the above-mentioned Regulations.

50. Nothing in the above rules shall exonerate any aircraft, or the owner, pilot or crew thereof, from the consequences of any neglect in the use of lights or signals, or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of the air, or by the special circumstances of the case.

51. Nothing in the above provisions shall interfere with the operation of any special rule or rules approved by the Governor and published relative to navigation of aircraft in the immediate vicinity of any aerodrome or other place, and it shall be obligatory on all owners, pilots or crews of aircraft to obey such rules.

SCHEDULE V.

LICENSING OF PERSONNEL.

1. Save as provided by article 4 and article 5 of this Order, every person acting as a commander, pilot, navigator, engineer, or other operative member of the crew of a British aircraft registered in the Colony shall be the holder of a licence in respect of the capacity in which he is so acting, granted or rendered valid under the provisions of this Order.

2. (1) The Governor may issue directions providing for—
 - (a) The grant and renewal by him of such licences as aforesaid; and
 - (b) The validation by him for the purpose of flying British aircraft registered in the Colony of licences granted by the duly competent authority in any foreign State.

(2) Pending the issue of such directions, licences may be granted, renewed or validated by the Governor on such conditions as he thinks fit.

3. A licence to pilot or navigate aircraft granted by the duly competent authority of any place within His Majesty's dominions shall for the purposes of this Order have the same validity and effect and may be cancelled or suspended in so far as relates to its validity within the Colony in like manner and in the like circumstances as if it had been granted under this Order.

4. In this Schedule the expression " licence " includes a certificate of competency.

SCHEDULE VI.

PROHIBITED AREAS.

1. Such specifically defined areas in the Colony as the Governor may by proclamation declare to be prohibited areas shall be prohibited areas within the meaning of this Schedule.

2. Every aircraft which finds itself above a prohibited area in contravention of this Order shall, as soon as aware of the fact, give the signal of distress provided in paragraph 17 of Schedule IV, and land as soon as possible outside the prohibited area at one of the nearest aerodromes in the Colony

Provided that it shall not, unless compelled by stress of weather or other unavoidable cause, fly further into the prohibited area nor commence to descend while still above the prohibited area.

3. To warn an aircraft that it is in the vicinity of a prohibited area and should change its course, the signals prescribed in paragraph 18 of Schedule IV shall be used.

4. The signals which may be given when an aircraft flies, or attempts to fly, over a prohibited area in contravention of this Order shall be those prescribed in paragraph 19 of Schedule IV.

5. Upon the signals referred to in paragraph 4 of this Schedule being given, the aircraft shall immediately give the signal referred to in paragraph 2 of this Schedule and land in accordance with that rule.

6. If any aircraft flies, or attempts to fly, over any prohibited area or enters the Colony in contravention of this Order, and if, after signals referred to in paragraph 4 of this Schedule have been given by, or by the direction of, a commissioned officer in His Majesty's Naval, Military or Air Forces, or a commissioned officer in any volunteer or defence force in the Colony, the aircraft fails to respond thereto by

complying with the procedure laid down in paragraph 5 of the Schedule, the officer may fire at or into such aircraft, and use any and every other means necessary to compel compliance and every and any such officer and every other person acting in his aid and by his direction shall be and is hereby indemnified and discharged from any indictment, penalty, action or other proceeding for so doing.

SCHEDULE VII.

ANNEX H. OF THE CONVENTION.

CUSTOMS.

General Provisions.

1. Any aircraft going abroad shall depart only from aerodromes specially designated by the customs administration of each contracting State, and named "customs aerodromes."

Aircraft coming from abroad shall land only in such aerodromes.

2. Every aircraft which passes from one State into another is obliged to cross the frontier between certain points fixed by the contracting States. These points are shown on the aeronautical maps.

3. All necessary information concerning customs aerodromes within a State, including any alterations made to the list and any corresponding alterations necessary on the aeronautical maps and the dates when such alterations become valid, and all other information concerning any international aerodromes which may be established, shall be communicated by the State concerned to the International Commission for Air Navigation, which shall notify such information to all of the contracting States. The contracting States may agree to establish international aerodromes at which there may be joint customs services for two or more States.

4. When, by reason of a case of *force majeure*, which must be duly justified, an aircraft crosses the frontier at any other point than those designated, it shall land at the nearest customs aerodrome on its route. If it is forced to land before reaching this aerodrome it shall inform the nearest police or customs authorities.

It will only be permitted to leave again with the authorisation of these authorities, who shall, after verification, stamp the log-book and the manifest provided for in paragraph 5: they shall inform the pilot of the customs aerodrome where he must necessarily carry out the formalities of customs clearance.

5. Before departure, or immediately after arrival, according to whether they are going to or coming back from a foreign country, pilots shall show their log-books to the authorities of the aerodrome, and, if necessary, the manifest of the goods and supplies for the journey which they carry.

6. The manifest is to be kept in conformity with the attached form No. 1.

The goods must be the subject of detailed declarations in conformity with the attached form No. 2, made out by the senders.

Every contracting State has the right to prescribe for the insertion either on the manifest or on the customs declaration of such supplementary entries as it may deem necessary.

7. In the case of an aircraft transporting goods the customs officer, before departure, shall examine the manifest and declarations, make the prescribed verifications and sign the log-book as well as the manifest. He shall verify his signature with a stamp. He shall seal the goods or sets of goods, for which such a formality is required.

On arrival the customs officer shall ensure that the seal is unbroken, shall pass the goods, shall sign the log-book and keep the manifest.

In the case of an aircraft with no goods on board, the log-book only shall be signed by the police and customs officials.

The fuel on board shall not be liable to customs duties, provided the quantity thereof does not exceed that needed for the journey as defined in the log-book.

8. As an exception to the general regulations, certain classes of aircraft, particularly postal aircraft, aircraft belonging to aerial transport companies regularly constituted and authorised and those belonging to members of recognised touring societies not engaged in the public conveyance of persons or goods, may be freed from the obligation of landing at a customs aerodrome and authorised to begin or end their journey at certain inland aerodromes appointed by the customs and police administration of each State at which customs formalities shall be complied with.

However, such aircraft shall follow the normal air-route, and make their identity known by signals agreed upon as they fly across the frontier.

Regulations applicable to Aircraft and Goods.

9. Aircraft landing in foreign countries are in principle liable to customs duties if such exist.

If they are to be re-exported, they shall have the benefit of the regulations as to permit by bond or deposit of the taxes.

In the case of the formation, between two or more countries of the Union, of touring societies, the aircraft of the said countries will have the benefit of the regulations of the "Triptyque."

10. Goods arriving by aircraft shall be considered as coming from the country where the log-book and manifest have been signed by the customs officer.

As regards their origin and the different customs regimes, they are liable to the regulations of the same kind as are applicable to goods imported by land or sea.

11. With regard to goods exported in discharge of a temporary receiving or bonded account or liable to inland taxes, the senders shall prove their right to send the goods abroad by producing a certificate from the customs of the place of destination.

Air Transit.

12. When an aircraft to reach its destination must fly over one or more contracting States, without prejudice to the right of sovereignty of each of the contracting States, two cases must be distinguished :—

1. If the aircraft neither sets down nor takes up passengers or goods it is bound only to keep to the normal air-route and make itself known by signals when passing over the points designated for such purpose.

2. In other cases, it shall be bound to land at a customs aerodrome, and the name of such aerodrome shall be entered in the log-book before departure. On landing, the customs authorities shall examine the papers and the cargo, and take, if need be, the necessary steps to ensure the re-exportation of the craft and goods or the payment of the dues.

The provisions of paragraph 9 (2) are applicable to goods to be re-exported.

If the aircraft sets down or takes up goods, the customs officer shall verify the fact on the manifest, duly completed, and shall affix, if necessary, a new seal.

Various Provisions.

13. Every aircraft during flight, wherever it may be, must conform to the orders from police or customs stations and police or customs aircraft of the State over which it is flying.

14. Customs officers and excise officials, and generally speaking the representatives of the public authorities shall have free access to all starting and landing places for aircraft; they may also search any aircraft and its cargo to exercise their rights of supervision.

15. Except in the case of postal aircraft, all unloading or throwing out in the course of flight, except of ballast, may be prohibited.

16. In addition to any penalties which may be imposed by local law for infringement of the preceding regulations, such infringement shall be reported to the State in which the aircraft is registered, and that State shall suspend for a limited time, or permanently, the certificate of registration of the offending aircraft.

17. The provisions of this Annex do not apply to military aircraft visiting a State by special authorisation (Articles 30, 31 and 32 of the Convention), nor to police and customs aircraft (Articles 30 and 33 of the Convention).

Model No. 1.

NOTE.—The manifest should not bear on it erasures or corrections except those approved by the proper customs officials, nor contain interlineations or several articles entered on the same line. As many extra sheets may be added as are necessary.

AIR NAVIGATION.

Manifest
or General Declaration of Cargo.

Space reserved for entries by Customs Officers.	<div style="display: flex; justify-content: space-between;"> <div style="flex: 1;"> Machine </div> <div style="flex: 1; text-align: right;"> Registration Mark. </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div style="flex: 1;"> Commanding Officer. </div> <div style="flex: 1; text-align: right;"> Name : Residence : Nationality : Number of Licence : </div> </div> <hr/> <div style="display: flex; justify-content: space-between;"> <div style="flex: 1;"> Goods </div> <div style="flex: 1; text-align: right;"> Place of departure : Country : Place of destination : Country : Number of annexed declarations : </div> </div>
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The Commanding Officer guarantees the accuracy of the contents of this manifest under penalties provided by law. Consequently he has dated and signed this document immediately below the last entry.

File Number of Document.	Marks and Numbers on the Parcels.	Number (in Figures and Letters) and descriptions of Parcels.	Nature of the Goods.	Weight.	Observations.

AIR NAVIGATION.

No 2.

Place of Departure : Customs declaration made
 Place of Destination : by M.
 for the following goods :

Parcels.	Weight.					Observations			
	Marks and Num- bers.	Num- ber.	Nature of Goods	Detailed Description of Contents.	Country of Origin.	Value.	Gross.	Net.	

At the day of 19 Consignor.

SCHEDELE VIII.

COLONIES AND PROTECTORATES.

Bahamas.
Barbados.
Bermuda.
British Guiana.
British Honduras.
Jamaica and its Dependencies.
Leeward Islands.
Trinidad and Tobago.
Grenada.
St. Lucia.
St. Vincent.
Falkland Islands and their Dependencies.
St. Helena.
Fiji.
The Islands of the Western Pacific.
The Colony and Protectorate of Kenya.
Uganda Protectorate.
Nyasaland Protectorate.
Zanzibar Protectorate.
Somaliland Protectorate.
Gibraltar.
Malta.
Cyprus.
The Colony and Protectorate of the Gambia.
Gold Coast Colony.
The Northern Territories of the Gold Coast.
Ashanti.
The Colony and Protectorate of Nigeria.
The Colony and Protectorate of Sierra Leone.
Ceylon.
Hong Kong.
Mauritius.
Seychelles.
Straits Settlements.
Wei-hai-wei.
Northern Rhodesia.

SCHEDELE IX

MANDATED TERRITORIES.

British Cameroons.
British Togoland.
Palestine.
Tanganyika Territory.

PROCLAMATION No. 51

COLONY AND PROTECTORATE OF KENYA.



THE AIR NAVIGATION (COLONIES, PROTECTORATES AND MANDATED TERRITORIES) ORDER, 1927.

PROCLAMATION.

EDWARD GRIGG.

L. S.

BY HIS EXCELLENCY Sir Edward William Macleay Grigg, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Knight Commander of the Royal Victorian Order, Companion of the Distinguished Service Order, upon whom His Majesty has conferred the decoration of the Military Cross, Lieutenant-Colonel in His Majesty's Army (retired), Governor and Commander in Chief of the Colony and Protectorate of Kenya.

WHEREAS by paragraph 1 of Schedule VI of the Air Navigation (Colonies, Protectorates and Mandated Territories) Order, 1927, it is provided that such specially defined areas in the Colony as the Governor may by proclamation declare to be prohibited areas shall be prohibited areas within the meaning of the said Schedule :

NOW, THEREFORE, by virtue of the powers in me vested as aforesaid, I do hereby by this proclamation declare the following areas to be prohibited areas within the meaning of Schedule VI of the Air Navigation (Colonies, Protectorates and Mandated Territories) Order, 1927, namely :—

- The Northern Frontier Province;
- The District of Turkana;
- The District of the Tana River.

GOD SAVE THE KING.

Given under my hand and the public seal of the Colony at Nairobi this 22nd day of June, 1928.

By Command of His Excellency the Governor.

W. M. LOGAN,
for Colonial Secretary.

GOVERNMENT NOTICE No. 335

THE AERIAL NAVIGATION ORDINANCE, 1920.

ORDER.

IN PURSUANCE of the powers vested in the Governor in Council by the Aerial Navigation Ordinance (Chapter 69 of the Revised Edition of the Laws of Kenya), it is hereby ordered that Government Notice No. 267 dated the 2nd day of August, 1922, be repealed.

By Order of His Excellency the Governor.

Nairobi,

Dated the 22nd day of June, 1928.

W. M. LOGAN,
Clerk to the Executive Council.

GOVERNMENT NOTICE No. 336.

THE AIR NAVIGATION DIRECTIONS, 1928 (No. 1).

ISSUED by the Governor under Article 30 of the Air Navigation (Colonies, Protectorates and Mandated Territories) Order, 1927 (hereafter referred to as "the Order.")

SECTION I.

INTRODUCTION.

1. These Directions may be cited as "the Air Navigation Directions, 1928, (No. 1)" and shall come into operation on the 1st day of July, 1928.

2. In these Directions, "Governor" includes, in relation to any purpose of these directions, any person authorised by the Governor for that purpose.

SECTION II.

REGISTRATION OF AIRCRAFT.

1. With reference to Article (4) (i) of the Order and Schedule I thereto, the person for the time being holding the office of District Commissioner, Nairobi, is hereby appointed Registrar of Aircraft for the Colony.

2. Applications for the registration of aircraft in Kenya should be made to the Registrar of Aircraft, District Commissioner's Office, Nairobi, by whom application forms will be supplied on demand.

3. The register of aircraft may be inspected at the District Commissioner's Office, Nairobi, at any time during normal office hours on payment of the prescribed fee.

SECTION III.

CERTIFICATES OF AIRWORTHINESS.

1. With reference to Article 4 (1) (ii) of the Order and Schedule II thereto, applications for certificates of airworthiness should be made to the Registrar of Aircraft, District Commissioner's Office, Nairobi, by whom application forms will be supplied on demand.

2. With reference to paragraph 5 of Schedule II to the Order, the owner of an aircraft applying for a certificate of airworthiness, shall present the aircraft at such place and time as may be directed, for inspection.

3. A certificate of airworthiness will normally only be issued, validated or renewed, provided the aircraft, its instruments, equipment and installations, substantially conform to the conditions specified on the original certificate of airworthiness.

Classification of Flying Machines.

4. A certificate of airworthiness will only be issued, validated or renewed for the same category and subdivision as is provided in the original certificate of airworthiness.

5. The following are the categories and subdivisions under which flying machines are classified :—

(1) Normal category :—

Subdivision (a); Public transport machines for passengers.

Subdivision (b); Public transport machines for mails.

Subdivision (c); Public transport machines for goods.

“ Public transport machines ” are defined as those which may be used for flight with passengers, mails, or goods, for remuneration.

Subdivision (d); Private machines. “ Private machines ” are defined as those which may be used for purposes other than either the carriage of passengers, mails, or goods for remuneration or any other industrial purpose.

Subdivision (e); Aerial work machines. “ Aerial work machines ” are defined as those which may be used for industrial purposes not included in the definition of public transport machines. (These purposes, which may depend on the incorporation of special structural features or equipment, may be limited by the certificate of airworthiness).

(2) Special category :—

Subdivision (f); Racing or record machines. “ Racing or record machines ” are defined as those which are specially intended or arranged for the purpose of sporting or technical performances, to the exclusion of any other use.

Subdivision (g); Research or experimental machines. “ Research or experimental machines ” are defined as those which are specially intended or arranged for the purpose of experimenting in flight with regard to new apparatus and checking the results thereof, to the exclusion of any other use.

(3) Acrobatic category :—

Subdivision (a) to (g) in the two preceding categories.

NOTES. (i) All machines in the normal and special categories are limited to straight flying, i.e., are precluded from any evolution which might cause abrupt variations in the height or altitude of the machine.

(ii) The flight of machines in the special category may be limited, as a precautionary measure, to certain areas and to certain periods.

(iii) Machines in the acrobatic category are not restricted to straight flying.

6. (1) The subdivisions, which are the means of further classifying machines according to the purposes for which they may be used, are defined above.

These definitions are not, however, to be understood as necessarily restricting a machine to use for the purpose of only one subdivision, for, as indicated in paragraph 7 (2) below, it may be used for the purpose of more than one subdivision, provided that (except in the case mentioned in 2 (i) of this paragraph) the subdivisions concerned are specified on its certificate of airworthiness.

(2) (i) A public transport machine for passengers may be used for the carriage of passengers without remuneration.

(ii) The classification of a machine only under subdivision (d) does not enable it to be used for the purposes of public transport.

(iii) A machine will be classified as an aerial work machine under subdivision (e) for the special purposes for which its structural features and/or equipment are accepted as satisfactory.

Employment of Machines.

7. (1) A machine may be employed, in any given flight solely for the purpose of one of the subdivisions in which it is classified on its certificate of airworthiness, provided that in that flight all requirements (including those in respect of the equipment and operation of the machine) which attach to the subdivision concerned are complied with.

(2) A machine may be employed, in any given flight, for the purpose of more than one of the subdivisions in which it is classified on its certificate of airworthiness, provided that in that flight all requirements (including those in respect of the equipment and operation of the machine) which are common to the subdivisions concerned are complied with, and in cases where differences occur between the requirements attached to the subdivisions in question the highest standard is satisfied.

(3) A machine classified in any one of the subdivisions (a) to (f) inclusive, and/or category 3 may take part in any sporting competitions.

8. In the event of its being desired to use a machine for purposes of subdivisions other than those stated on its certificate of airworthiness, an application for reclassification should be forwarded to the Registrar of Aircraft, District Commissioner's Office, Nairobi, prior to the machine being used for such purposes. The application should be accompanied by all the necessary particulars to show that all requirements in respect of the proposed new classification are satisfied.

The application will be submitted for decision by the Secretary of State for Air. Prior to the issue of a new certificate of airworthiness by the Secretary of State for Air, the machine may only be used for the purposes shown in its original certificate of airworthiness.

Weight.

9. Every flying machine shall, if required, be weighed to the satisfaction of a representative of the Governor :—

(a) Before a certificate of airworthiness is issued in respect thereof; and

(b) At such times after the issue of a certificate of airworthiness as the Governor may require.

10. Every flying machine for which a certificate of airworthiness is for the time being in force shall bear clearly painted upon it in a prominent position :—

(a) Its weight empty (including water in radiators), as ascertained at its last previous weighing; and

(b) The maximum total weight authorised for it, as shown for the time being in its certificate of airworthiness, and shall carry displayed in a prominent position inside it a weight schedule showing what items of equipment (if any) are included in the "weight empty (including water in the radiators)" as painted on it.

Modifications subsequent to the issue of Certificate.

11. (1) If at any time the Governor or Secretary of State for Air consider modifications to an aircraft, in respect of which a certificate of airworthiness is in force, to be necessary for safety, the Governor may require such modifications to be carried out as a condition of the certificate of airworthiness remaining in force.

(2) The owner of an aircraft, in respect of which a certificate of airworthiness is in force, shall not carry out any modifications (including changes of equipment or its installation) which affect the safety of the aircraft without first obtaining the approval of the Governor.

(3) The Governor may, in the case of modifications affecting the structure of the aircraft, the engine, or the installations, or any modifications affecting the navigation of, or the pilot's view while navigating the aircraft, require, in respect of the aircraft proposed to be so modified, the submission of an application for a new certificate of airworthiness, which application will be submitted to the Secretary of State for Air. Pending a decision on this application, the aircraft in question may only be flown in its unmodified state.

General.

12. In this section, unless the context otherwise implies, the term "aircraft" includes the aircraft and all equipment, and the term "flying machine" includes the flying machine and all equipment.

SECTION IV.

INSPECTION AND CERTIFICATION BEFORE FLIGHT AND AFTER OVERHAUL, REPAIR, ETC.

Passenger or Goods Aircraft.

1. The following provisions shall apply to British aircraft registered in the Colony or flying in or over the Colony, and, in either case, carrying passengers or goods for hire or reward, except in the event of special provision being made for the administration in the Colony of any Rules or Regulations of the country of origin of such aircraft.

(1) Any such aircraft flying on a regular scheduled air service shall not fly unless it has within twenty-four hours of the commencement of any flight been inspected and certified as safe for flight in accordance with this paragraph, nor during such twenty-four hours if in the course thereof the aircraft has landed owing to a defect which is not such as would in accordance with ordinary aeronautical practice be

remedied by the pilot or crew, unless it has, after such defect has been remedied, been again inspected and certified as aforesaid:

Provided that—

- (a) if, after leaving the place at which it was last so certified as aforesaid, it has been accidentally delayed through some cause other than such a defect as aforesaid, it may proceed to any destination which but for the delay it would have reached within twenty-four hours since it was certified under this paragraph;
 - (b) nothing in this provision shall require the landing or re-inspection of any aircraft which is actually in flight.
 - (2) Any such aircraft not flying on a regular scheduled air service shall not fly unless within the seven days next before it last left its ordinary station of operations it has been inspected and certified as safe for flight in accordance with this paragraph.
 - (3) An inspection under sub-paragraph (1) of this paragraph shall be carried out by a ground engineer licensed for the purpose in accordance with the conditions set out in Section VIII of these Directions, and an inspection under sub-paragraph (2) of this paragraph shall be carried out by such a ground engineer, or by a person authorised by the Governor for the purpose, and shall in all instances be in accordance with the conditions set out in paragraph 4 of this section.
 - (4) If the result of the inspection is satisfactory a certificate under this paragraph in the form set out in paragraph 5 of this section stating that the aircraft is safe for flight shall be signed in duplicate by the person who has carried out the inspection.
 - (5) A period of twenty-four hours or seven days (as the case may be) for the purposes of sub-paragraphs (1) and (2) of this paragraph shall be reckoned from the time stated in the certificate as the time when the inspection was completed.
2. Of the copies of any such certificate as is mentioned in paragraph 1 (4) of this section one copy shall, if the certificate was issued by a person in the employment of the owner of the aircraft, be retained by the owner, and if not issued by such a person be sent by the pilot to the owner, and shall in either case be kept by the owner for six months from the date of the certificate and the duplicate copy shall be carried in the journey log-book of the aircraft until a fresh certificate under the said paragraph is issued and then sent by the pilot to the owner to be kept by him until the expiration of the said period of six months.

All Aircraft.

3. (1) The pilot of every British aircraft registered in the Colony shall satisfy himself before commencing any flight that—

- (a) the aircraft is equipped with the prescribed instruments;

- (b) the aircraft and its instruments and equipment are fit in every way for the proposed flight;
 - (c) the aircraft is so loaded as to comply with the conditions laid down in the certificate of airworthiness;
 - (d) the view of the pilot is not interfered with by any obstruction not forming part of the structure of the aircraft; and
 - (e) sufficient fuel, oil, and water are carried for the proposed flight.
- (2) In the case of an aircraft carrying passengers or goods for hire or reward, the pilot shall, before commencing any flight, sign in duplicate a certificate in the form set out in paragraph 6 of this section.

(3) The certificates mentioned in the foregoing subparagraph shall be dealt with in accordance with paragraph 2 of this section.

4. (1) The inspection of an aircraft under sub-paragraph (1) of paragraph 1 of this section shall be in accordance with the following provisions:—

- (a) Inspection of the aircraft (including its instruments and equipment, but exclusive of the engine or engines and engine installation, and of the instruments relating thereto), shall be carried out by a ground engineer licensed in Category A in respect of aircraft of the type in question. (See paragraph 5 of Section VIII).
 - (b) Inspection of the engine or engines and engine installation and of the instruments relating thereto shall be carried out by a ground engineer licensed in Category C in respect of engines of the type or types in question.
 - (c) The whole of the inspection may be carried out by the same ground engineer provided that he is licensed both in Category A and in Category C in respect of aircraft and engines of the types in question.
- (2) The inspection of an aircraft under sub-paragraph (2) of paragraph 1 of this section shall be either in accordance with the provisions of sub-paragraph 1 of this paragraph, or in accordance with the same provisions but with the substitution of a person authorised by the Governor under paragraph 1 (3) of this section to inspect aircraft for a ground engineer licensed in Category A and a person authorised by the Governor under paragraph 1 (3) of this section to inspect engines for a ground engineer licensed in Category C.

5. The certificate as to the safety of the aircraft for flight required by paragraph 1 (4) of this section shall be in the following form:—

CERTIFICATE OF SAFETY FOR FLIGHT.

Aircraft type.....
 Nationality and Registration Marks.....

(a) I hereby certify that I have this day inspected the above aircraft (including its instruments but exclusive of the engine(s) and engine installation and of the instruments relating thereto) and that I am satisfied that it is safe in every way for flight, provided that the conditions for loading specified in the certificate of airworthiness are complied with.

The time at which this inspection was completed was

Signed.....

Ground Engineer, Licence No.....

or

Authorised Inspector.

Date..... Time.....

(b) And I hereby certify that I have this day inspected the engine(s) and engine installation (including the instruments relating thereto) of the above aircraft, and that I am satisfied that they are in every way fit for flight.

The time at which this inspection was completed was

Signed.....

Ground Engineer, Licence No.....

or

Authorised Inspector.

Date..... Time.....

6. The certificate to be signed by the pilot under paragraph 3 (2) of this section before commencing any flight shall be in the following form and contain the following particulars :—

Aircraft type.....

Nationality and Registration Marks.....

Preparatory to flight from.....
to.....

I hereby certify that I have satisfied myself that :—

- (a) The aircraft is equipped with the prescribed instruments and equipment.
- (b) The aircraft and its instruments and equipment are fit in every way for the proposed flight.
- (c) The aircraft is so loaded as to comply with the conditions laid down in the certificate of airworthiness.
- (d) The view of the pilot is not interfered with by any obstruction not forming part of the structure of the aircraft.
- (e) Sufficient fuel, oil and water are carried for the proposed flight.

Signed.....

Pilot.

Date..... Time.....

7. When an aircraft is overhauled or repaired, or when any part thereof is replaced, all the conditions required for the inspection of aircraft, other than type aircraft during construction which are applicable to such overhaul, repair or

replacement, must be complied with, and a certificate in the following form must, before the aircraft again flies, be entered in the log-book below the particulars of such overhaul, repair or replacement :—

(modification)

I hereby certify that, in carrying out the (overhaul)

(repair)

(replacement)

specified above, the methods and materials used are in accordance with standard aeronautical practice, and, as far as information is available, all the conditions required for the inspection of aircraft, other than type aircraft during construction which are applicable thereto, have been complied with.

Signed.....

Ground Engineer, Licence No.....

or

Authorised Inspector.

Date.....

Such certificate shall, when relating to the aircraft, exclusive of the engine or engines, be entered in the aircraft log-book, and, when relating to the engine or engines be entered in the engine log book, and shall, in each case, be signed by a ground engineer qualified under the terms and conditions of his licence to carry out the overhaul, repair or replacement to which the certificate relates, or by the authorised representative of a firm or company approved by the Governor or the Secretary of State for Air for the purpose of giving such certificates, or in the case of aircraft not flying on a regular scheduled air service by a person authorised by the Governor under paragraph 1 (3) of this section.

8. (1) A ground engineer who carries out an inspection under paragraph 7 of this section shall be qualified in accordance with the following provisions :—

(a) Inspection of the aircraft (including its instruments and equipment, but exclusive of the engine or engines and engine installation, and of the instruments relating thereto), shall be carried out by a ground engineer licensed in category B, in respect of aircraft of the type in question, (see paragraph 5 of section VIII).

(b) Inspection of the engine or engines and engine installation and of the instruments relating thereto shall be carried out by a ground engineer, licensed in Category D, in respect of engines of the type or types in question.

(c) The whole of the inspection may be carried out by the same ground engineer provided that he is licensed both in category B and in category D.

(2) A person authorised by the Governor under paragraph 1 (3) of this section, who carries out an inspection under paragraph 7 of this section, shall be authorised to carry out inspections in the appropriate class (aircraft or engines) as defined in sub-paragraphs (1) (a) and (2) (b) of this paragraph.

SECTION V.

INSTRUMENTS AND EQUIPMENT.

1. With reference to Article 14 of the Order, the instruments and equipment to be carried and maintained in working order in British aircraft registered in the Colony when flying, are in the cases indicated, as follows:—

(I).—Flying machines.

(i) In all flying machines:—

(a) For all flights—

Air speed indicator;

Altimeter;

Such gauges as are considered necessary by the Secretary of State for Air for the particular installation;

Revolution indicator;

Safety belt for each person (including the pilot) carried in an open cock-pit.

(b) For flights which extend beyond a radius of three miles from the point of departure—

Equipment, as required by the circumstances of the case, for making the signals prescribed for aircraft in section II of Schedule IV, of the Order.

(c) For flights by night—

Navigation lights;

Illumination for instruments and equipment.

(ii) In amphibian flying machines:—

Indicator of position of landing wheels.

(iii) In flying machines carrying passengers or goods for hire or reward:—

(a) For flights which extend beyond a radius of 20 miles beyond the point of departure—

Compass;

Watch;

Turn indicator (except for flying machines of less than 100 horse power);

Map or maps to cover the whole route of the proposed flight.

(b) For flights on which, under Article 6 (2) of the Order a licensed navigator is required to be on board—

Drift indicator (except for flying machines of less than 100 horse power).

(c) For flights on which a licensed navigator other than the pilot is on board:—

Chart table;

Navigation instruments,

Also when the pilot's instruments are not readily visible to the navigator: second air speed indicator;

Second altimeter;

Second compass.

(d) For flights, at any point of which the machine is more than ten miles from the nearest land:—
Life-belt for each person on board.

(e) For flights by night:—
Landing lights.

With regard to paragraph 1:—

- (a) The instruments and equipment must be of types approved by the Governor or Secretary of State for Air.
- (b) The expression "flight by night" means a flight any part of which takes place between sunset and sunrise.

SECTION VI.

WIRELESS APPARATUS.

With reference to Article 15 of the Order, an aircraft registered in the Colony may not be fitted with wireless telegraphy or wireless telephony apparatus without the consent in writing of the Governor.

Application for such permission should be made to the Registrar of Aircraft; District Commissioner's Office, Nairobi, to whom all necessary details as to the type of apparatus and method of use must be given.

The expression "wireless telegraphy apparatus" means apparatus whereby wireless communication is effected by means of Morse signals.

The expression "wireless telephony apparatus" means apparatus whereby wireless communication is effected by means of spoken words.

SECTION VII.

LOG-BOOKS.

1. With reference to Schedule III of the Order, applications for the issue of journey log-books should be made, accompanied by the prescribed fee, to the Registrar of Aircraft, District Commissioner's Office, Nairobi. Such books will be issued only in respect of individual aircraft, and the first page of each book will be completed by the Registrar before issue.

2. Aircraft log-books, engine log-books and pilot's log-books shall, respectively, be, in all essentials, in the form of the following authorised patterns, *viz*: the Aircraft Log Book (C.A. Form 27) the Engine Log Book (C.A. Form 28) and the Pilot's Log Book (C.A. Form 24), all published by His Majesty's Stationery Office, London.

3. Entries in journey log-books, except those on the first page and any visas by the aeronautical or Customs authorities, shall be made and signed by the pilot or navigator in the case of the left-hand pages, and by the pilot in the case of the right-hand pages.

4. Journey log-books shall be kept so as to furnish all the information and particulars for which they provide, and the instructions for use set out therein shall be complied with. Provided, however, that :—

- (i) The use of the left-hand pages is optional.
- (ii) When an aircraft is engaged in a number of flights upon the same day on all of which the aircraft returns to the point of departure after a flight of less than thirty minutes, entries in respect of the whole of such flights may be included on a single right-hand page of the log-book. In that event the actual number of flights so included and the total duration of these flights shall be shown.

5. Entries in aircraft and engine log-books other than the original entries :—

- (a) In the case of a certificate under paragraph 7 of Section IV of these directions, shall be made and signed in accordance with that paragraph.
- (b) In other cases shall be made and signed by a licensed ground engineer, except that, as regards matters which could not have come to the notice of a licensed ground engineer, the entries shall be made and signed by the pilot.

6. (1) Aircraft log-books, engine log-books and pilot's log-books shall be kept so as to furnish all the information and particulars provided for in the authorised patterns referred to in paragraph 2 of this section, and the instructions for use set out in such authorised patterns shall be complied with, subject to these directions.

The term "repairs" in the authorised patterns shall be deemed to include all overhauls, replacements, repairs and work of a like nature.

(2) When repairs to an aircraft or engine have been required in consequence either of damage caused by a forced landing or of defects which have occasioned a forced landing, the entry of such repairs made in the aircraft or engine log-book shall state that they have been so required, and shall identify the forced landing in question by referring to the entry thereof contained in the journey log-book.

7. Entries in the journey log-books and the pilot's log-book shall be made at latest within 24 hours after the event to which they relate, and the relevant particulars in the journey log-book shall be entered in the aircraft or engine log-book at latest within 24 hours after the return of the aircraft to its station.

SECTION VIII.

LICENSING OF PERSONNEL.

1. With reference to Article 4 (1) (iii) of the Order and Schedule V, thereto, application for the grant or validation of licences under that Schedule should be made to the Registrar of Aircraft, District Commissioner's Office, Nairobi, by whom particulars of the requirements for obtaining a licence and application forms will be supplied on demand.

2. (a) Pilots' licences (known as "A" licences), to fly flying machines other than flying machines carrying passengers or goods for hire or reward or being flown for any industrial purpose, will be issued by the Governor subject to the fulfilment of the conditions as to medical fitness and competency set out below.

(b) Pilots' licences (known as "B" licences), to fly flying machines carrying passengers or goods for hire or reward or for any industrial purpose and navigators' licences will be issued, renewed or validated only in the case of those persons who have previously held a licence issued by the authorities of some other part of His Majesty's Dominions or of a foreign country; the issue, renewal or validation will be subject to the fulfilment of the conditions as to medical fitness set out below and production of such satisfactory evidence of competency as may be required.

(c) Ground engineers' licences will be issued renewed or validated only in the case of those persons who have previously held a licence issued by the authorities of some other part of His Majesty's Dominions or of a foreign country, in accordance with the conditions set out below.

3. Licences will normally remain valid for the following periods :—

	Male Holders.	Female Holders.
(a) Pilot's licence to fly aircraft carrying passengers or goods for hire or reward, or being flown for any industrial purpose.. . .	6 months	3 months
(b) Navigator's licence	6 months	3 months
(c) Private pilot's licence.. . . .	12 months	12 months
Ground engineer's licence	12 months	12 months

Ground Engineers.

4. The issue of licences to persons desirous of being licensed as competent persons for the inspection and certification of aircraft in accordance with section IV of these directions and for other purposes in connection with the Order and these directions is carried out by the Secretary of State for Air. Persons so licensed are herein referred to as "ground engineers."

5. The procedure for obtaining such a licence is as follows :—

(i) A person may be licensed as a ground engineer in any or all of the following categories :—

A.—Inspection of aircraft before flight.

B.—Inspection of aircraft after overhaul.

C.—Inspection of aero-engines before flight.

D.—Inspection of aero-engines after overhaul.

Other duties as specified in the licence.

(ii) In order to qualify for the issue of a ground engineer's licence, a candidate :—

(a) Must not be under 21 years of age;

(b) Must pass an examination held by representatives of the Secretary of State for Air, and

- (c) Must produce satisfactory proof of practical experience or knowledge in accordance with sub-paragraph (iv) below.
- (iii) Syllabuses of the examinations for the various categories may be obtained on application to the Registrar of Aircraft, District Commissioner's Office, Nairobi.
- (iv) As regards licences in categories A, B, C and D, a candidate will normally be required to have had at least two years' satisfactory practical experience :—
 - (a) On aircraft construction and/or maintenance in the case of an application for a licence in category A and/or category B.
 - (b) On aero-engine construction and/or maintenance in the case of an application for a licence in Category C and/or category D.

Provided, however, that in lieu of such two years' practical experience, proof may be accepted that the candidate has otherwise acquired adequate knowledge of the construction or maintenance of aircraft or aero-engines as the case may require.

- (v) As regards licences in category D, a candidate will be required to have had such practical experience as, in the opinion of the Secretary of State for Air, will enable him to perform satisfactorily the duties for which the licence is required.
- (vi) Where a candidate's experience or knowledge is limited to any particular type or types of aircraft or engine, a licence may be granted in respect of such type or types only.

6. With reference to Article 29 (i), 29 (4) (b) and 29 (5) of the Order :—

- (i) Aircraft and/or engines certified by licensed ground engineers or authorised persons may, from time to time, be re-inspected by a person or persons duly authorised by the Governor.
- (ii) The circumstances in which the licence of a ground engineer may be cancelled, suspended or endorsed include, in particular, cases where the ground engineer has signed a certificate in a category for which he is not licensed.

Provided that a licence which was not issued in the Colony, will only be suspended or endorsed, pending reference to the authorities of the country by whom the licence was issued.

7. Ground engineers' licences will be valid for a period of twelve months, and will then be subject to renewal. The Governor reserves the right to re-examine the candidate for renewal if considered necessary.

8. Applications for renewal of ground engineers' licences should be forwarded to the Registrar of Aircraft, District Commissioner's Office, Nairobi, by whom application forms will be supplied on demand.

MEDICAL REQUIREMENTS.

(I) *Private Pilot's Licence ("A" Licence).*

9. A person applying for the grant of a pilot's licence to fly flying machines other than flying machines carrying passengers or goods for hire or reward or being flown for any industrial purpose (*i.e.*, a "Private Pilot's Licence" as referred to in paragraph 24 of this section) will be required to undergo a medical examination by a duly qualified medical practitioner, who may be the applicant's usual medical attendant. Such examination shall be conducted in accordance with a form to be supplied by the Registrar of Aircraft, District Commissioner's Office, Nairobi, and a copy of that form, completed as required, shall be returned by the medical examiner to the Registrar.

10. This medical examination will be based upon the following requirements of mental and physical fitness:—

(a) Good family and personal history, with particular reference to nervous stability, as to which information shall be given in a statement made and signed by the applicant and satisfactory to the medical examiner.

(b) The applicant must not be under seventeen years of age.

(c) *General surgical examination.*—The applicant must neither suffer from any wound or injury, nor have undergone any operation, nor possess any abnormality, congenital or acquired, which might interfere with the safe handling of aircraft under ordinary conditions.

Palpation of the abdomen and abdominal viscera, particularly the pyloric, vesicular, duodenal, and appendicular regions, whenever it reveals any swelling or distinct pain, must be completed by a radioscopic and radiographic examination.

Any surgical intervention in the biliary passages or the digestive tube, except appendicitis, involving a total or partial excision or a diversion of one of these organs, and anatomical lesion in the walls of any part whatever of the digestive tube, any stricture of its calibre, any calculus or foreign body, any peritoneal lesion, established by clinical or laboratory examinations, will entail rejection. Exceptions may be made for spasmodic strictures not accompanied by other troubles, and for ptoses compensated by a good abdominal musculature.

Diseases of the liver (including those of biliary passages) and of the pancreas will in cases where it is deemed necessary be verified by laboratory examination, particularly by radiography as well as by an examination of the blood and of the urine, and will entail rejection only if they afford indication of the existence of a calculus, tumour or lesion involving a persistent impairment of function of these organs.

(d) *General Medical Examination.*—The applicant must not suffer from any disease or disability which renders him liable suddenly to become incompetent in the management of aircraft. He must possess heart,

lungs and nervous system in a state to withstand the effects of altitude. He must be free from kidney disease, and must not present any clinical sign of syphilis, nor have any cardiac lesion.

(e) *Eye Examination.*—The applicant must possess a degree of visual acuity equal to 6/9 for both eyes with correction by glasses if necessary, the visual acuity being measured by means of a power illumination not shining directly into the eyes of the examinee. Ocular poise, the field of vision of each eye and colour perception must be normal.

(f) *Ear Examination.*—The middle ear must be healthy. The applicant must possess an auditory acuity not less than that corresponding with the perception of the whispered voice at one metre. The vestibular mechanism must be intact and not hypersensitive. It must be equal on both sides.

(g) *Nose, Throat and Mouth Examination.*—The applicant must possess free tubal air entry on both sides.

Provided, however, that a person who does not satisfy the above requirements may, at the discretion of the Governor, be accepted as eligible for the issue of a licence, so far as medical requirements are concerned, if he hold a pilot's licence prior to the 1st July, 1925, and is not found to have any defect which might interfere with the safe handling of aircraft under ordinary conditions.

11. A person applying for the renewal of a private pilot's licence may be required to pass a medical examination similar to that set out above.

12. In case of illness or accident, the holder of a licence may be required to undergo a further medical examination before resuming flying.

13. The date and result of each re-examination whether for the purpose of renewal of the licence or in consequence of illness or accident, will be recorded on the licence.

(II) Pilot's Licence for Passenger or Goods Aircraft ("B" Licence) and Navigator's Licence.

14. In the foregoing paragraphs 15 to 22 the word "licence" means a pilot's licence to fly aircraft carrying passengers or goods for hire or reward or being flown for any industrial purpose, or a licence to navigate aircraft.

15. A person applying for the grant of a licence, if not medically examined elsewhere, will be required to undergo medical examination as follows:—

(a) A preliminary examination conducted either by a duly qualified medical practitioner, who may be the applicant's usual medical attendant, or in conjunction with the special examination referred to in (b) below;

(b) A special examination conducted under the authority of the Governor.

16. *Preliminary Examination.*—This examination will be based on the following requirements :—

The applicant must have the complete use of his four limbs, must not be completely deprived of the use of either eye and must be free from any active or latent, acute or chronic, medical or surgical, disability or infection. He must be free from any injury or wound which would entail any degree of functional incapacity which might interfere with the safe handling of aircraft at any altitude, even in the case of prolonged or difficult flight. He must be completely free from hernia, must not suffer from any detectable sensory lesion, and must be free from a history of morbid mental or nervous trouble.

Except where the examination is conducted by medical officers acting under the authority of the Governor, it shall be conducted in accordance with a form to be provided by the Registrar of Aircraft, District Commissioner's Office, Nairobi, to whom a copy of the form completed as required shall be forwarded by the medical examiner.

17. *Special Examination.*—This examination will be based on the following requirements of mental and physical fitness :—

- (a) The applicant will be questioned concerning his family and personal history.
- (b) *Examination of the nervous system.*—The examination of the nervous system of the applicant shall comprise a full inquiry into family and personal history. The information obtained shall be given in a statement made and signed by the applicant and accompanied, if possible, by a certificate in regard especially to losses of consciousness, fits and convulsions of all kinds, from the applicant's ordinary medical adviser or a responsible person who has known him for a long time. This statement and this certificate must be deemed satisfactory by the examining medical officer.

The applicant must not present any mental or trophic impairment, pathological, tremor, or presumptive evidence of latent epilepsy. Motility, sensibility, tendinous, cutaneous and pupillary reflexes, co-ordination of movements and cerebellar functions, must be normal. An exception may be made for local peripheral trouble due to accidental section of a nerve branch.

Fractures of the cranium involving the internal table of the cranial box, even without apparent impairment, will entail rejection.

Any presumed nervous syphilis will entail rejection, unless the non-existence of such an impairment is proved by an examination of the blood and an examination of the cerebro-spinal fluid, made with the consent of the applicant.

- (c) Pilots of aircraft carrying passengers or goods for hire or reward and navigators may not enter upon their duties before 19 or after 45 years of age.
- (d) *General Surgical Examination.*—The applicant must neither suffer from any wound or injury nor have undergone any operation, nor possess any abnormality, congenital or acquired, which might interfere with the safe handling of aircraft at any altitude, even in the case of prolonged or difficult flight.

Palpation of the abdomen and abdominal viscera, particularly the pyloric, vesicular, duodenal, and appendicular regions, whenever it reveals any swelling or distinct pain, must be completed by a radioscopic and radiographic examination.

Any surgical intervention in the biliary passages or the digestive tube, except appendicitis, involving a total or partial excision or a diversion of one of those organs, any anatomical lesion in the walls of any part whatever of the digestive tube, any stricture of its calibre, any calculus or foreign body, any peritoneal lesion, established by clinical or laboratory examinations, will entail rejection. Exception may be made for spasmotic strictures not accompanied by other troubles, and for ptoses compensated by a good abdominal musculature. Diseases of the liver (including those of the biliary passages) and of the pancreas will in cases where it is deemed necessary be verified by laboratory examination, particularly by radiography, as well as by an examination of the blood and of the urine, and will entail rejection only if they afford indication of the existence of a calculus, tumour or lesion involving a persistent impairment of function of these organs.

- (e) *General Medical Examination.*—The applicant must not suffer from any disease or disability which renders him liable suddenly to become incompetent in the management of aircraft. His muscular power must be adequate for the handling of the types of aircraft he will have to pilot or the apparatus he is to use.

He must not have any signs of aneurism of the large arterial trunks, nor have any cardiac lesion, even if well compensated; the heart must be normal, with normal function, and only respiratory arrhythmia, increase of pulse rate from excitement or exercise, and a general slow pulse not associated with auriculo-ventricular dissociation will be allowed.

The applicant must not suffer from any acute disability of the lungs, nor possess any cicatricial lesion of the lungs, and must be free from tuberculosis capable of being diagnosed by the usual clinical methods, from tracheo-bronchial disease of the glands and from pulmonary emphysema, even if slight. In addition, each examination shall include a radiosity record in doubtful clinical cases. The applicant must not present any signs of organic disease of the kidneys; these latter must be insensitive to palpation and of normal size. Renal ptosis will entail rejection. The urine must not contain any pathological element. Affections of the urinary passages and of the genital organs, even blennorrhœa, may entail temporary or definitive unfitness. Applicants of the female sex must present a normal uterus and appendages. Cases in which surgical intervention has taken place will be considered individually. Any presumed pregnancy will entail rejection.

The applicant must not present any clinical signs of syphilis.

(f) *Eye Examination.*—The applicant must possess a degree of visual acuity compatible with the efficient performance of his duties. Pilots and navigators must possess visual acuity equal to 100 per cent. for each eye taken separately and without correction by glasses, the visual acuity being measured by means of a powerful illumination not shining directly into the eyes of the examinee. Binocular vision, ocular poise, the field of vision of each eye and colour perception must be normal.

(g) *Ear Examination.*—The middle ear must be healthy. The applicant must possess an auditory acuity not less than that corresponding with the normal perception of the tuning forks C (1) 64 vibrations per second, C (3) 256 vibrations per second, and C (7) 4,096 vibrations per second, the forks being held perpendicularly to the ground one centimetre from the auditory tube. The vestibular mechanism must be intact and not hypersensitive; it must be equal on both sides.

(h) *Nose, Throat and Mouth Examination.*—The applicant must possess free nasal and tubal air entry on both sides and must not suffer from serious, acute or chronic affections of the buccal cavity or upper respiratory tract.

18. A person applying for the renewal of a licence will be required to undergo a medical examination conducted under the authority of the Governor, which examination will be based on the requirements set out in paragraph 17.

19. An applicant who satisfies the medical requirements will receive a medical certificate of acceptance, which must be produced before the licence can be granted or renewed.

20. In order to ensure the maintenance of efficiency, every holder of a licence shall be re-examined as in paragraph 18, and pronounced fit before resuming air duties:—

(a) Whenever he has performed a total of 125 hours' flying in the capacity of pilot within any period of 30 consecutive days since his last medical examination under these directions.

(b) After illness or accident (including in the case of licence-holders of the female sex, confinement or miscarriage).

21. The date and result of each re-examination, whether for the purpose of renewal of the licence or in consequence of illness or accident, will be recorded on the licence.

22. A person who was qualified before the 1st January, 1919, as a pilot or navigator, and who was on the 1st July, 1922, employed as a pilot or navigator by a public air transport company may, at the discretion of the Governor, continue to be licensed so long as his physical capacities as ascertained at his last medical examination are maintained, unless there is detected a pathological defect capable of causing a sudden accident.

23. Applications for official medical examination should be made to the Registrar of Aircraft, District Commissioner's Office, Nairobi.

PROOFS OF COMPETENCY AND EXPERIENCE.

24. *Private Pilot's Licence.*—The flying experience, tests and examination for a pilot's licence to fly flying machines, other than flying machines carrying passengers or goods for hire or reward or being flown for any industrial purpose shall be as follows:—

(1) *Practical Tests.*—In each practical test the candidate must be alone in the flying machine.

(a) *Test for Altitude and Gliding Flight.*—A flight without landing, during which the pilot shall attain a minimum altitude of 6,300 feet above the point of departure. The descent shall finish with a glide, the engine being cut off at 4,500 feet above the landing ground. The landing shall be made without restarting the engine and within 150 yards or less of a point fixed beforehand by the official examiners of the test.

(b) *Tests of Skill.*—A flight without landing around two posts (or buoys) situated 500 yards apart, making a series of five figure-of-eight turns, each turn reaching one of the two posts (or buoys). This flight shall be made at an altitude of not more than 600 feet above the ground (or water) without touching the ground (or water). The landing shall be effected by—

- (i) Finally shutting off the engine at latest when the aircraft touches the ground (or water);
- (ii) Finally stopping the flying machine within a distance of 50 yards from a point fixed by the candidate before starting.

(2) *Technical Examination.*

(a) Knowledge of rules as to lights and signals, general rules for air traffic, and special rules for air traffic on and in the vicinity of aerodromes.

(b) A practical knowledge of international air legislation:

Provided that, for the purpose of the grant of such licences—

(a) Persons who are qualified as Royal Air Force pilots may be exempted from the above practical tests.

(b) A certificate of the Royal Aero Club of Great Britain if issued on or after the 1st February, 1920, may be accepted in lieu of the passing of the above practical tests, and if issued on or after the 1st November, 1922, may be accepted in lieu of the passing both of the above practical tests and of the above technical examination.

(3) *Flying Experience.*

(a) An applicant for the issue of a licence will be required to produce satisfactory evidence that he has carried out not less than three hours' solo flying during the twelve months preceding the date of application. The evidence normally required for this purpose will consist of the

production of a pilot's log-book recording such flying, or of a certificate issued by a responsible authority or person approved for the purpose by the Governor.

(b) An applicant for the renewal of a licence will be required to produce in respect of the preceding twelve months the same evidence as is mentioned in sub-paragraph (a), or in default thereof to carry out satisfactorily the following practical flying tests under the observation of an official observer approved for the purpose by the Governor—

- (i) To execute three figure-of-eight turns; and
- (ii) To carry out three landings, finally stopping the aircraft on each occasion within a distance of 50 yards from a point fixed by the applicant before starting.

(4) *Official Observers.*—For the purpose of observing or carrying out all or any of the above tests and examinations, the recommendations of the Aero Club of East Africa will be accepted.

25. The practical tests specified in paragraph 24 shall be carried out within a maximum period of one month.

They may be carried out in any order, and each may be attempted twice. They shall be witnessed by at least two properly accredited examiners, who will hand over the official reports to the proper authorities.

The official reports will give full details of the flights, especially of the landings. The candidates shall furnish, before each test, proof of identity, which the examiners have the right to demand.

A barograph shall be carried on all practical tests, and the graph signed by the two examiners shall be attached to their report.

26. *Other Licences.*—(a) The conditions on which licences are granted by the Secretary of State for Air to (a) Pilots of flying machines carrying passengers or goods for hire or reward or being flown for any industrial purpose; (b) navigators; (c) airship pilots; (d) balloon pilots; are set out in the Air Navigation Directions, 1926 (A.N.D. 6), as amended by the Air Navigation Directions, 1928 (A.N.D. 6A), published by His Majesty's Stationery Office, London.

(b) Any tests required by the Governor to be carried out, in addition to the medical tests, in pursuance of paragraph (2) (b) of this section, will be in accordance with the conditions set out in the Air Navigation Directions, 1926.

(c) A pilot's licence to fly flying machines carrying passengers or goods for hire or reward or for any industrial purpose will only be issued, renewed or validated, for the same type or types of machines as were included on the original licence, unless and until the applicant has carried out to the satisfaction of the authorised examiners, six landings on the type of aircraft which he wishes added to his licence.

27. With reference to proviso (b) to Article 4 (1) of the Order, and proviso (c) to Article 5 (1) thereof, a flying machine may be flown by a person not holding a pilot's licence for the purpose of becoming eligible for the issue of such a licence, provided that the following conditions are complied with :—

- (i) The flight must start from, take place within three miles of, and finish at a licensed aerodrome, a Royal Air Force Aerodrome, or an aerodrome under the control of the Governor or Secretary of State for Air.
- (ii) Before the flight is commenced notice that it is being undertaken for the purpose stated above must be given to the person in charge of the aerodrome from which the flight starts.
- (iii) No passengers may be carried.

SECTION IX.

FEES.

A. Registration.

1. (a) The fee chargeable on the issue of a certificate of registration of an aircraft shall be Sh. 10.
- (b) The fee chargeable for the inspection of the register of aircraft shall be Sh. 1.

B. Airworthiness.

2. The fee chargeable for the renewal of any certificate of airworthiness shall be Sh. 100.
3. The fee chargeable for the validation of a certificate of airworthiness issued abroad shall be such a fee as is in the opinion of the Governor reasonable.

C. Aerodromes.

4. (a) The minimum fee chargeable for the issue or renewal of a licence for an aerodrome shall be Sh. 10, the travelling expenses of the nearest qualified officer who inspects the aerodrome and the fee if any of the inspecting officer.
- (b) *Landing Fees.*—These will be charged in accordance with the following scale in respect of the cost of maintenance and administration of the aerodromes and landing grounds.

	<i>For single landing.</i>	
	Shs. Cts.	
Class AA. Small type, less than 500 square feet 1 00	
Class A. Small type, over 500 square feet but not exceeding 900 square feet 2 50	
Class B. Medium type, over 900 square feet but not exceeding 1,800 square feet 5 00	
Class C. Large type, over 1,800 square feet	10 00	
Class D. Aircraft of large type, fitted with more than two engines 15 00	

The area of an aircraft, governing its classification for this purpose, is the product of the span by the length. In the case of aircraft with folding wings, the span is measured with the machine in flying condition.

D. Personnel.

5. The following fees shall be chargeable in respect of the issue and renewal of licences to personnel :—

(a) For the issue of a pilot's licence—

	Sh.
Medical examination (A. licence) ...	10
,, ,, (B. licence) ...	20
Technical examination ...	5
Flying test (on candidate's own aircraft) ...	20
Licence ...	5

(b) For the renewal or validation of licences—

Nature of Licence.	For Medical Examination.	For Technical Examination. (if required).	For Flying Test (if required).	For Licence.
Pilot .. .	Shs. 10	Shs. 5	Shs. 20	Shs. 5
Navigator ..	Shs. 10	Shs. 5
Ground Engineer	Shs. 5

6. The fee chargeable for any such further medical examination as may be required under paragraph 12 or 21 of section VIII of these Directions shall be Sh. 10.

Log Book.

7. The fee chargeable for the issue of a journey log-book shall be Sh. 4.

GENERAL.

8. A fee of Sh. 5 shall be charged for the issue of a duplicate certificate or licence of any kind when the original is lost or destroyed.

9. An application for any certificate or licence or for the renewal of any certificate or licence shall be accompanied by a remittance to cover all the fees payable for the issue or renewal as the case may be, but when in any case the certificate or licence is not issued or renewed, the Governor may refund to the applicant such proportion of the sum paid as represents any investigation, calculation, inspection, test or examination which has not been carried out as a result of the application.

10. All fees other than fees for medical examinations carried out by private practitioners are payable at the office of the Registrar of Aircraft District Commissioner's Office, Nairobi. Cheques should be made payable to "The Treasurer, Colony and Protectorate of Kenya."

11. The Governor may pay all or any portion of the fees collected in accordance with this section to any private person, association or company, in consideration of their having carried out any portion of the work involved in the granting of the licence or certificate.

SECTION X.

PROHIBITED AREAS.

1. With reference to Article 5 (1) (iii) and Schedule VI of the Order the areas named in the following list shall be prohibited areas over which no aircraft may fly at any altitude; these areas are more particularly shown in a map which may be inspected on application to the Registrar of Aircraft, District Commissioner's Office, Nairobi.

- (1) The Northern Frontier Province.
- (2) The District of Turkana.
- (3) The District of the Tana River.

2. No photograph may be taken from an aircraft of any portion of a prohibited area except with the special permission in writing of the Governor and subject to any conditions which may be attached to such permission.

SECTION XI.

DROPPING OF ARTICLES FROM AIRCRAFT.

1. With reference to Article 13 of the Order, chemical substances dropped for the purpose of dusting or spraying crops from aircraft flying within the Colony shall be dropped only from aircraft which comply with the following conditions:—

- (a) The aircraft shall be equipped with appliances or apparatus suitable for the operation of dusting or spraying crops.
- (b) The classification of the aircraft on its certificate of airworthiness, as provided in paragraph 5 of Section III of these Directions, shall be such as permits the the use of the aircraft for the purpose of dusting or spraying crops.

SECTION XII.

CUSTOMS.

1. With reference to Article 23 (4) of the Order the following conditions shall be complied with by all aircraft entering or leaving the Colony.

Preliminary.

“ Importer ” shall include any owner or other person for the time being possessed of or beneficially interested in any goods imported within the jurisdiction of the Colony and Protectorate from the time of the importation thereof until they shall, on payment of the duties thereon or otherwise, be delivered or discharged from the custody or control of the Customs;

“ Commissioner ” means Commissioner of Customs;

“ Examination Station ” means a space at a Customs aerodrome approved by the Commissioner as an examination station;

“ Pilot ” includes person in charge.

Other expressions have the same meaning as in the general provision of the Order.

Customs Aerodromes.

3. The following places are hereby approved as Customs aerodromes for the types of aircraft specified:—

Kisumu.—Aeroplanes and Seaplanes.

Nairobi.—Aeroplanes.

Mombasa.—Seaplanes.

Provided that the above list is subject to alteration from time to time by further direction of the Governor.

Arrival at and Departure from Customs Aerodromes.

4. An aircraft entering the Colony from a place outside the Colony shall not land in the Colony for the first time in any journey except at a Customs aerodrome.

Provided that this paragraph shall not apply where an aircraft is compelled to land before arriving at a Customs aerodrome, owing to accident, stress of weather, or unavoidable cause, in which event the procedure laid down in paragraph 20 of this section shall be followed.

5. No aircraft shall fly to a place outside the Colony unless its place of final departure is a Customs aerodrome.

Provided that this paragraph shall not apply where an aircraft is compelled to land after leaving a Customs aerodrome owing to accident, stress of weather, or unavoidable cause; in this event the provisions of paragraph 18 of this section shall be complied with.

6. (1) No person in any aircraft entering the Colony shall carry or allow to be carried in the aircraft any goods the importation of which is prohibited by any law for the time being in force in the Colony.

(2) No person in any aircraft leaving the Colony shall carry or allow to be carried in the aircraft any goods the exportation of which is prohibited by any law for the time being in force in the Colony.

(3) No person in any aircraft entering the Colony shall break or alter any seal placed upon any part of the aircraft or upon any goods therein by a revenue officer at the aerodrome from which he departed for the Colony.

7. An aircraft shall not enter or leave the Colony having any secret or disguised place adapted for concealing goods.

Arrival at Customs Aerodrome from Foreign.

8. The pilot of an aircraft arriving at a Customs aerodrome from a place outside the Colony shall, on landing, forthwith take his aircraft to the examination station at that aerodrome.

Provided that a pilot shall not be deemed to have contravened or failed to comply with this direction if he proves that circumstances over which he had no control prevented him from taking his aircraft to the examination station, and that, after the report required by paragraph 9 of this section has been duly made by him, all goods carried in the said aircraft were removed to the examination station in the presence of an officer of the Customs.

9. Within twenty-four hours after the landing at any Customs aerodrome of an aircraft from a place outside the Colony the pilot shall—

(a) make a report to the proper officer of Customs in the form prescribed by the Commissioner; and

(b) truly furnish the several particulars required by such form; and

(c) deliver to such officer with such report his journey log-book, manifest and declaration of the goods on board his aircraft signed by the proper revenue officer at the aerodrome from which he departed for the Colony; and

- (d) land at such aerodrome for examination of baggage all passengers carried in such aircraft, and, after making such reports, shall produce, and, if required to do so, shall land, all goods in such aircraft for examination.

Departure for Foreign from Customs Aerodromes.

10. The pilot of every aircraft in which goods are to be exported shall, before any goods are taken on board, deliver to the proper officer of Customs a notice of departure for a foreign destination in the form prescribed by the Commissioner, in which shall be truly stated the particulars required by such form.

11. (1) The pilot of every aircraft about to proceed direct to any place outside the Colony shall deliver in duplicate, to the proper officer of Customs at a Customs aerodrome, together with the journey log-book belonging to the aircraft, an application for clearance from that aerodrome in the form prescribed by the Commissioner, and also, if the aircraft carries any goods, a manifest and declaration in the form prescribed by the Commissioner, declaring the goods and stores on such aircraft, and shall truly state therein the particulars required by such forms respectively; and such forms, when signed by such officers, shall be the clearance and authority for the aircraft to proceed to its foreign destination.

(2) A pilot shall not depart in any such aircraft from the Colony until he has obtained such authority, and, after obtaining such authority, shall not call at any other place in the Colony before proceeding to his foreign destination. Any pilot intending to land at one or more Customs aerodromes before proceeding to his foreign destination shall apply for his clearance and authority at the last Customs aerodrome at which he lands.

Importation, Entry and Unloading of Goods.

12. A person importing goods in an aircraft shall not bring the goods into any place in the Colony other than a Customs aerodrome, or unload the goods from any aircraft except at an examination station (unless such goods are unloaded in the presence of an officer of Customs under the provisions of paragraph 8 of this section) and shall not unload the goods except between such hours as the Commissioner prescribes, or remove the goods from an examination station unless the goods have first been duly entered in the manner provided by this section and produced to the proper officer of Customs and duly cleared by him.

13. A person shall not remove from any aircraft any goods imported therein until the report required by paragraph 8 of this section has been made, and the authority of the proper officer of Customs has been obtained.

14. The importer of any goods imported in aircraft shall deliver to the Commissioner of Customs in whose district the aerodrome of importation is situated an entry of such goods in accordance with the provisions of the Ordinances relating to Customs, and shall truly furnish thereon the several particulars required by the form of entry, and shall pay to the proper Collector of Customs all duties chargeable thereon at the times and in the manner prescribed by the said Ordinance.

Provided that no entry shall be required in respect of the baggage of passengers.

15. All goods imported into a Customs aerodrome in any aircraft shall be duly entered and unladen within seven days from the time of the arrival of such aircraft at the aerodrome or within such further period as the Commissioner may allow.

16. All goods imported in aircraft which have not been examined and cleared by the proper officer of Customs shall be stored in a transit shed at the Customs aerodrome, and no person shall remove such goods from the transit shed before examination and clearance by such officer.

Exportation of Goods.

17. (1) The exporter of any goods intended for exportation in aircraft shall deliver to the proper officer of Customs at the Customs aerodrome from which such aircraft is cleared to its foreign destination, an entry in the form prescribed by the Commissioner and shall truly state in such form the particulars thereby required; and such form when signed by the proper officer of Customs shall be the clearance and authority for the exportation of such goods.

(2) A person shall not export goods in such aircraft until such authority has been given by the proper officer of Customs.

18. A person shall not without the consent of the proper officer of Customs unload from any aircraft any goods loaded therein for exportation which have been cleared under paragraph 17 of this section, or open, alter or break any lock, mark or seal placed by any officer of Customs on any goods in any aircraft about to depart from the Colony.

General Provisions.

19. If any officer of Customs in the execution of his duties boards any aircraft in any place, the pilot thereof shall not convey him in the aircraft away from such place without his consent.

20. If any aircraft arriving from a place outside the Colony shall land in any place other than a Customs aerodrome, the pilot shall forthwith report to an officer of Customs or police officer, and shall on demand produce to such officer or police officer the journey 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. If such place of landing shall be an aerodrome, the pilot 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.

21. (1) The proprietor of any aerodrome shall at all times permit any officer of Customs to enter and inspect his aerodrome and all buildings and goods thereon.

(2) The pilot of any aircraft shall permit any officer of Customs at any time to board and inspect his aircraft, and any goods laden therein, and every such officer shall have the right of access at any time to any place to which access is necessary for the purpose of such inspection.

(3) The importer or exporter of any goods imported or exported in an aircraft shall produce such goods to the proper officer of Customs at the Customs aerodrome of importation or exportation, as the case may be, and permit him to inspect such goods.

22. (1) The provisions of the Ordinances relating to Customs other than those relating to coasting trade, shall so far as they are applicable, apply to aircraft and to goods, mails and persons carried in or landed from them as they apply to ships and to goods, mails and persons carried in or landed from ships.

(2) The Commissioner may modify the form of any document prescribed by the Ordinances relating to customs, so as to make such form applicable to aircraft or to goods carried therein.

(3) The Commissioner may waive the operation of this section in the case of aircraft arriving from or departing for aerodromes in the Uganda Protectorate.

SECTION XIII.

AIR BOARD.

1. An Air Board, consisting of the following officers, is hereby constituted—

1. The Hon. the Colonial Secretary.
2. The Hon. the Attorney General (or a member of his staff to be nominated by him).
3. The Hon. the Director of Public Works.
4. The Hon. the Officer Commanding Troops.
5. The Postmaster General.

The Secretary of the Board.

2. The Air Board will advise the Governor on matters arising out of any Order in Council relating to aviation and any directions issued thereunder.

3. The Air Board may co-opt for the purposes of discussion any person, association or company to offer technical advice on matters concerning these directions and may hold joint meetings with any such person, association or company.

4. The Aero Club of East Africa is for a period of twelve months from the date of these directions, appointed a technical advisory body to the Air Board.

SECTION XIV.

GENERAL.

1. The Governor may from time to time, authorise such modifications and relaxations of these directions, or any of them, as may appear to him to be necessary.

2. (a) With reference to Article 31 (2) of the Order, an "aeroplane club" is a club formed for the purpose of furthering the interests of private flying in the Colony, whose membership is open to the public for the purpose of giving tuition in aviation, and which is approved by the Governor for these purposes, after submission of evidence as to the objects of the club and its conditions of membership. The granting of such approval shall be entirely in the discretion of the Governor.

(b) Applications for the approval of "aeroplane clubs" shall be submitted to the Registrar of Aircraft, District Commissioner's Office, Nairobi.

Issued at Nairobi this 22nd day of June, 1928.

EDWARD GRIGG,
Governor.

GOVERNMENT NOTICE NO. 337.

LIST AND SPECIMENS OF FORMS.

AIR NAVIGATION DIRECTIONS, 1928 (No. 1).

- C.A. (K) 1. Application for Registration of Aircraft.
- *C.A. (K) 2. Certificate of Registration.
- C.A. (K) 3. Application to Inspect Register of Aircraft.
- C.A. (K) 4. Return of Aircraft Registered, etc.
- C.A. (K) 5. Application for Certificate of Airworthiness.
- C.A. (K) 6. Application for Issue of Pilot's Licence.
- C.A. (K) 7. Application for Aerodrome Licence.
- *C.A. (K) 8. Aerodrome Licence.
- C.A. (K) 9. Notification of Issue of Aerodrome Licence.
- C.A. (K) 10. Notification of Expiry of Licence.
- *C.A. (K) 11. Authority to Inspect Aircraft.
- *C.A. (K) 12. Pilot's "A" Licence (Private Flying).
- *C.A. (K) 13. Aerodrome Report Form.
- C.A. (K) 14. Application for Issue of Ground Engineer's Licence.
- C.A. (K) 15. Medical Certificate.
- C.A. (K) 16. Preliminary Medical Examination Report.
- C.A. (K) 17. Special Medical Board Record.

UNNUMBERED FORMS.

- *Specimen Pages of Journey Log Book (C.A. Form 26).
- *Specimen Pages of Aircraft Log Book (C.A. Form 27).
- *Specimen Pages of Engine Log Book (C.A. Form 28).
- *Specimen of British Certificate of Airworthiness (C.A. Form 59).

* NOTE.—These forms are reproduced below.

Form C.A. (K) 2.

COLONY AND PROTECTORATE OF KENYA.



CERTIFICATE OF REGISTRATION OF AIRCRAFT.

No.....

Class for Landing Fees.....

Class for Housing Fees.....

NATIONALITY AND REGISTRATION MARKS.

1. Type and Description :
2. Name and address of Constructor :
3. Constructor's Serial Number :
4. Name of Owner :
5. Address of Owner :
6. Nationality of Owner :
7. Usual Station of Aircraft :

WHEREAS it has been declared that the above-mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the sub-register of Kenya Colony on the.....day of....., 19... in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex A, and with the Air Navigation Act, 1920, and the Orders in Council in force thereunder, and has been allocated the Nationality and Registration Marks....., and is of British Nationality.

Given at Nairobi this.....day of....., 19.....

.....
Registrar of Aircraft.

Attention is drawn to the following extracts from the Air Navigation (Colonies, Protectorates and Mandated Territories) Order, 1927 (Schedule I, paragraphs 7 and 8) :—

“ 7. In the event of any change in the ownership of an aircraft registered in the Colony, or if an aircraft registered in the Colony ceases to be owned wholly either by persons or by a company or corporation fulfilling the conditions set out in paragraph 2 of this Schedule, then :—

- (1) The registered owner of the aircraft shall forthwith notify the Registrar or the Secretary of State for Air of such change of ownership, or as the case may be, that the aircraft has ceased to be so owned as aforesaid; and
- (2) The registration and the certificate thereof shall lapse as from the date of such change of ownership or the date on which the aircraft ceased to be so owned.

"8. When an aircraft registered in the Colony has been destroyed or permanently withdrawn from use the registered owner shall as soon as possible notify the Registrar or the Secretary of State for Air accordingly, and the registration and the certificate thereof shall lapse as from the date of such notification.

No entries or endorsements may be made in this Certificate except in the manner and by the persons authorised for that purpose by the Governor."

Form C.A. (K) 8.

COLONY AND PROTECTORATE OF KENYA.



AIR NAVIGATION (COLONIES, PROTECTORATES,
AND MANDATED TERRITORIES) ORDER IN
COUNCIL, 1927.

AERODROME LICENCE.

An application having been made by.....
of.....
for permission to use the site described below as a regular place
of landing or departure by aircraft carrying passengers for
hire or reward, a licence is hereby granted to him to use such
site, subject to fulfilment of the conditions set out in Article 8
(1), (2), (3), (4), and Article 9 of the Air Navigation (Colonies,
Protectorates and Mandated Territories) Order in Council,
1927, which are reproduced on the back hereof.

This licence is valid only for aircraft of the following
types

This licence is valid for a period of.....
from..... to.....

Name and Description of Site.

.....
.....
.....
.....
.....

.....
Registrar of Aircraft.

Article 8. (1) A place in the Colony shall not be used as
a regular place of landing or departure by aircraft carrying
passengers for hire or reward unless it is licensed for the
purpose by the Governor and any conditions of such licence
are complied with.

(2) Every aerodrome which is licensed for public use or which is open to such use by British aircraft upon payment of charges shall to the same extent and upon the same conditions be open to use by aircraft possessing the nationality of a contracting State.

(3) In every aerodrome to which the last preceding paragraph applies there shall be a single tariff of charges, including charges for landing and length of stay, applicable alike to British and foreign aircraft, and such tariff shall be in such form and on such a scale as may be directed or approved by the Governor and shall be kept exhibited in a conspicuous place at the aerodrome.

(4) In the case of any contravention of or failure to comply with this article, the proprietor of the aerodrome shall be deemed to have acted in contravention of or, as the case may be, failed to comply with this Order.

Article 9. (1) Any person authorised by the Governor shall have the right of access at all reasonable times to any aerodrome other than a Royal Air Force aerodrome for the purpose of inspecting the aerodrome, and any person so authorised and any police constable shall have the right of access at all reasonable times to any place to which access is necessary for the purpose of carrying out his powers and duties under this Order.

(2) All military aircraft belonging to or employed in the service of His Majesty shall have at all reasonable times the right of access to any licensed aerodrome, subject to the conditions of the licence.

Renewals.

This licence is renewed for a period of.....
from..... to.....

This licence is renewed for a period of.....
from..... to.....

This licence is renewed for a period of.....
from..... to.....

Form C.A. (K) 11.

COLONY AND PROTECTORATE OF KENYA.



THE AIR NAVIGATION DIRECTIONS, 1928 (No. 1).

AUTHORITY TO INSPECT AIRCRAFT.

....., of....., is hereby authorised to carry out inspections of aircraft/aircraft engines before flight and after overhaul in accordance with paragraphs 1 (3), 4 (2), 7, and 8 of the Air Navigation Directions, 1928 (No. 1), and to sign certificates in accordance with paragraphs 1 (4), 5 and 7 of the Air Navigation Directions, 1928 (No. 1).

This authority is valid, unless previously withdrawn, for a period of twelve months from.....
to.....

.....
Colonial Secretary.

This authority is renewed for a further period of twelve months.

From.

To.

Signature.

.....
.....
.....
.....
.....

.....

SPECIMEN.

C.A. (K) 12

COLONY AND PROTECTORATE OF KENYA.



PRIVATE PILOT'S CERTIFICATE AND LICENCE.

(Flying Machines).

Issued in accordance with the provisions of the Convention for the regulation of Aerial Navigation, dated 13th October, 1919, and with the Air Navigation Act, 1920, the Orders in Council in force thereunder and the Air Navigation Directions, 1928 (No. 1).

CERTIFICATE OF COMPETENCY

Photograph

The head should be at
least one centimetre.

of bearer.

Signature of Holder.....

This Private Pilot's Certificate of Competency

No.

dated

has been issued to.....

for the following types of flying machines :—

Given at..... this..... day
of..... 19.....*(Signature).**Colonial Secretary.*

LICENCE.

Photograph

The head should be at
least one centimetre.

of bearer.

Signature of Holder.....

This Private Pilot's Licence No.
 dated
 has been issued to
 who is hereby licensed to fly the following types of flying
 machines :—

This licence is valid
 Given at this day
 of 19

(Signature).

Colonial Secretary.

LICENCE.

PARTICULARS.

DESCRIPTION.

Surname

Christian Names

Nationality

Place of Birth

Date of Birth

Address

NOT VALID FOR CARRYING PASSENGERS OR GOODS FOR
HIRE OR REWARD.

RENEWAL OF LICENCE.

MEDICAL EXAMINATIONS.		PERIODS OF VALIDITY OF LICENCE.		
Date.	Result.	From.	To.	Signature (or stamp) of responsible officer.

ENDORSEMENTS.

CERTIFICATE OF COMPETENCY.

PARTICULARS.	DESCRIPTION.
--------------	--------------

Surname

Christian Names

Nationality

Place of Birth

Date of Birth

Address

No entries or endorsements may be made on this Certificate or Licence except in the manner and by the persons authorised for that purpose by the Governor.

Form C.A. (K) 13.

REPORT ON AERODROME OR LANDING GROUND.

Name of Aerodrome.....

State whether :—

1. CLASS.

- (a) Aerodrome
- (b) Landing Ground
- (c) R.A.F.
- (d) Civil
- (e) Authority controlling Aerodrome

2. POSITION.

- (a) Longitude
- (b) Latitude
- (c) Province and District
- (d) Nearest large town and distance from it
- (e) Local position
- (f) Magnetic Variation

3. DESCRIPTION.

- (a) Dimensions for landing (two directions at right angles)
- (b) Height above mean sea level
- (c) Soil
- (d) Nature of surface
- (e) Prominent Local Landmarks
- (f) Nature of surrounding country

4. OBSTRUCTIONS.

- (a) North side
- (b) East side
- (c) South side
- (d) West side

REPORT ON AERODROMES OR LANDING GROUNDS—(Contd.)

PAGE 2.

5. SIGNALS AND MARKINGS.

- (a) Lighthouse
- (b) Aerodrome markings
- (c) Position and description of wind indicator

6. ACCOMMODATION.

- (a) For Machines
- (b) For personnel (passengers and crew)
- (c) Medical facilities

7. REPAIR FACILITIES.

.....

8. STORES.

.....

9. COMMUNICATIONS.

- (a) Railways or Steamers
- (b) Roads
- (c) Motor Transport
- (d) Telegraph Office and Telegraphic Address
- (e) Telephone Number (or nearest telephone)
- (f) Wireless Telegraphy

10. METEOROLOGICAL.

- (1) General description of conditions

 - (a) Prevailing wind
 - (b) Local mist, fogs, etc.

- (2) Organisation for obtaining reports

11. GENERAL.

Date.....

Signature of Inspecting Officer.

JOURNEY LOG-BOOK.

Instructions for Use.

(1) This book will be issued by the Air Ministry, which shall also complete the first page.

(2) It shall always be on board the aircraft when in flight.

(3) The officer in charge of the aircraft is responsible for keeping this book.

(4) No entry shall be rubbed out or scratched out; no page shall be torn out.

(5) The following will be considered as constituting a "journey":

(a) in the case of a non-stop flight, the distance to be completed between the place of departure and the designated landing place;

(b) in the case of a flight by stages, the distance to be completed between the place of departure for the first stage, commenced within a period of 24 hours from midnight to midnight), and the place of landing designated for the last stage, begun within the same period, provided that the aircraft is in the charge of the same responsible officer.

(6) The following entries shall be made in column 5 of the right-hand pages:

(a) All incidents, and particularly the causes of unintended landings (breakdown, bad weather, etc.), and all breakages, damages to third parties, etc.

(b) Any special observations concerning the journey and the functioning of the aircraft and the engine(s).

(7) The entries required in columns 6, 7, 8 and 9 of the right-hand pages shall be made in respect of all landings, whether intended or unintended.

(8) The entries relating to one journey must be closed by the signature of the officer in charge when the destination is reached or the journey is abandoned.

(9) All information contained in the Journey Log-Book which has to be entered in the Aircraft or Engine Log-Books shall be so entered as soon as possible after the return of the aircraft to its station.

(10) This book shall be presented on demand by the Authorities of the country.

(Journey Log-book, contd.)

First Page.

AIRCRAFT (HEAVIER-THAN-AIR).

1. Nationality..... 2. Registration marks.....
 3. Certificate of Airworthiness No..... dated.....
 4. Certificate of Registration No..... dated.....
 5. Classification of aircraft. Category.....
 6. Usual Station.....

Sub-division {
 }

7. Owner { 8. Address {
 }
 9. Nationality.....

DESCRIPTION OF AIRCRAFT.

10. Constructor.....
 11. Type of aircraft.....
 12. Constructor's No.....
 13. Maximum span (in flying position).....
 14. Maximum length (in flying position).....
 15. Total height..... 16. Area of main planes.....
 17. Tare weight (actual)..... 18.
 19. Maximum total load allowed
 20. Maximum total weight authorised (a).....
 21. Minimum crew.....
 22. Maximum number of persons to be carried (including crew)..... 23. Fuel.....
 24. Capacity of fuel tanks.....
 25. Capacity of oil tanks.....
 26. Flying hours at international (or special) power (..... pints per B.H.P. hour).....
 27. Type and mark of engine.....
 28. International (or special) number of revolutions of engine..... 29. International (or special) power of engine..... 30. Airscrews.....
 31. Apparatus for landing by land and/or sea.....
 32. Licence for wireless apparatus issued.....
 33. No. of Licence.....
 34. Type of wireless apparatus.....

Given at Air Ministry, London, the.....
 day of 19.....

35. Deputy Director of Civil Aviation.

- (a) *Important Notice.*—The maximum total weight authorised corresponds to the case of aircraft flying in dry air at an atmospheric pressure of 760mm. mercury, and at a temperature of 15° Centigrade. This weight must not in any circumstances be exceeded.

NOTE:—The Certificate of Airworthiness must be carried in the pocket attached to the inside of the cover of this book.

Left-hand page.

I. SIGNALS AND WIRELESS COMMUNICATIONS.

(1) Time (G.M.T.)	CALL.		(4) Text of Message.		(5) Time of Origin.	(6) Wireless or Signals.	(7) Observations.
	(2) To.	(3) From.					

II. NAVIGATION.

(1) Time.	(2) Geographical route.	(3) COURSE.		(4) Force and direction of wind.	(5) Drift.	SPEED OF AIRCRAFT.		(8) Altitude.	(9) Atmospheric conditions.	(10) Observations.
		(6) Mag.	(7) Comp.			(6) Airspeed.	(7) Ground- speed.			

(11). SIGNATURE OF PILOT OR NAVIGATING OFFICER.....

*N.B.—The use of this page is optional.**Right-hand page.*

(1) JOURNEY FROM.....		(2) To.....		VISA.	
OPERATING CREW.		(5) Incidents and Observations.		(10) By the Aeronautical Authorities.	(11) By the Customs Authorities.
(3) Names.		(4) Duties.			
(6) Date.	(7) Places of Departure, of intermediate landings and of arrival.	TIMES.			
		(8) Arrival.	(9) Departure.		

(12) SIGNATURE OF OFFICER IN CHARGE.....

INSTRUMENTS.	MAKER.	No.	INSTRUMENTS.	MAKER.	No.
Statoscope			Clock..		
Compass			Inclinometer..		
Aneroid			Map Case		
Cross Level..			Turn Indicator		
Rev. Counter			Oil Guage		
Air Speed Indicator					

AIRSCREW.

Maker					
Number					
Type					
Diameter					
Pitch					
No. of Blades					
Date Fitted					

(Left-hand page).

AIRCRAFT ENGINE

Date.	CREW.		Journey.	TIME.			Approx. Mileage.	No. of Passengers.	Wt. of cargo (lbs.)	
	Name.	Duty.		Depart.	Arrive.	In air.			Goods.	Mails.
				Brought forward						
				Carried forward						

(Right-hand page.)

Petrol into Tanks.	Oil into Tanks.	Remarks.	Repairs.			Total time in air.	
			Date com- menced.		Date com- pleted.	Since last overhaul.	Since first built.

ENGINE LOG-BOOK (C.A. FORM 28).

Instructions for Use.

- (1) The constructor shall fill in and sign the original entries in this log-book as far as he is in a position to do so. Subsequent entries will be made and signed by the pilot or other competent person.
- (2) All entries are to be made in ink.
- (3) No erasures are to be made in, nor pages torn from this log-book.
- (4) The ground engineer concerned will sign entries relating to any repairs for which he is responsible.
- (5) Such information as maker's notes, test records, timing diagrams, etc., should be affixed to the binding slips provided for the purpose.
- (6) Records of service will be entered up from the Journey Log-Book, one line being used for each period of running.
- (7) This log-book shall be produced, on demand, for the inspection of any authorised person.

C.A. FORM 28.

ENGINE.

Type.....

H.P..... Series No.....

Weight complete (dry) lbs..... Bore and Stroke.....

R.P.M. { Normal.....
 { Maximum.....

B.H.P. { Normal.....
 { Maximum.....

Gear Reduction Ratio.....

Direction of Rotation of Air Screw.....

Certified correct..... Date.....

OWNER.

Name.....

Address.....

Nationality.....

MAKER.

Name.....

Address.....

(Left-hand page.)

ENGINE IN AIRCRAFT.. { TYPE
REG. MARKS

(Right-hand page).

ENGINE TRANSFERRED TO..... Date.....

REPAIRS, MAINTENANCE AND ADJUSTMENTS.	SIGNATURES.	DATE.

SPECIMEN OF BRITISH CERTIFICATE OF
AIRWORTHINESS.

C.A. FORM 59.



GREAT BRITAIN.

—
AIR MINISTRY.
—

Photo of machine.

CERTIFICATE OF AIRWORTHINESS No.....

(Heavier than air).

FIRST PART.

FULL NAME, ADDRESS AND NATIONALITY OF OWNER OR OF
OWNING COMPANY.

1. Surname of owner (or name of Company) :
2. Christian name :
3. Address :
4. Nationality :

NAME OF CONSTRUCTOR.

5. Name :

NATIONALITY AND REGISTRATION MARKS.

6.

DESCRIPTION OF AIRCRAFT.

7. Type : Series : Constructor's No :
8. Place and year of construction of aircraft :
Class of aircraft :—
9. Land and/or marine :
10. Number of planes :
11. Number of engines :
12. Number of seats (including those for crew) :

Classification of aircraft :—

13. Category :
14. Subdivision :
15. Max. span (in flying position) :
16. Max. length (in flying position) :
17. Total height (with and without trolley in case of seaplanes) :

Engines :—

18. Number installed :
19. Makes :
20. Types :

21. International power (per engine) at ground level :—

- (a) h.p. at revolutions per minute.
(International number of revolutions).
- (b) h.p. at revolutions per minute.
(International number of revolutions).

Hourly consumption at ground level at above-mentioned power (per engine) :—

22. Fuel : (a) (b)
23. Oil : (a) (b)
24. Airscrews :— { Number fitted : Types : No :
Pitch : Diameter :

25. Weight (if known) of aircraft empty, including the water in the radiators :

Weight of fuel and oil (tanks full) :—

26. Fuel :
27. Oil :
28. Weight allowed for crew :
29. Weight allowed for equipment, excluding wireless apparatus :
30. Weight of wireless apparatus :
31. Authorised load with full tanks (freight, passengers, goods, etc.) :
32. Maximum total weight authorised :

COMPULSORY CONDITIONS.

33. Maximum total weight authorised (write in full). The total weight of the aircraft, including all items of load, is not to exceed.....lbs.
34. Minimum crew necessary :
35. Inspections and overhauls :
 - (a) The aircraft must be examined before flight in accordance with the Orders in Council for the time being in force under the Air Navigation Act, 1920.