



SUPPLEMENT TO THE  
CEYLON GOVERNMENT  
GAZETTE

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**GOVERNMENT NOTIFICATION.**

L. D.—B 99/34

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

DIRECTIONS issued by the Officer Administering the Government by virtue of the powers vested in him by the Air Navigation (Colonies, Protectorates and Mandated Territories) Order, 1927, as last amended by the Air Navigation (Colonies, Protectorates and Mandated Territories) (Amendment) (No. 2) Order, 1936.

By His Excellency's command,

Chief Secretary's Office,  
Colombo, August 17, 1937.

G. S. WODEMAN,  
Acting Chief Secretary.

**DIRECTIONS.**

**CHAPTER I.**

**SHORT TITLE, COMMENCEMENT, AND APPLICATION.**

1 (1) These directions may be cited as the Air Navigation Directions, 1937, and shall come into force on the first day of September, 1937.

(2) Nothing in these directions shall extend to the Maldivé Islands.

Short title,  
commencement,  
and application.

CHAPTER II.

REGISTRATION OF AIRCRAFT.

Application for registration of aircraft.

2 Every application for the registration of an aircraft in Ceylon shall be made to the Registrar of Aircraft, and the Registrar of Aircraft shall, at the request of any person desiring to apply for the registration of an aircraft in Ceylon, furnish him with a form of application.

Inspection of register of aircraft.

3 Any person desiring to do so shall be permitted to inspect the register of aircraft maintained at the office of the Registrar of Aircraft at any time during the official hours of business, on payment of the prescribed fee.

CHAPTER III.

CERTIFICATES OF AIRWORTHINESS.

*General provisions relating to validation, etc.*

Application for validation, etc, of certificate of airworthiness.

4 Every application for the validation, extension of the validation, issue, or renewal of a certificate of airworthiness shall be made to the Registrar of Aircraft, and the Registrar of Aircraft shall, at the request of any person desiring to apply for the validation, extension of the validation, issue, or renewal of a certificate of airworthiness, furnish him with a form of application.

Aircraft to be produced for inspection before validation, etc, of certificate of airworthiness.

5 The owner of every aircraft in respect of which an application for the validation, extension of the validation, issue, or renewal of a certificate of airworthiness has been made shall produce the aircraft at such place and time as the Registrar of Aircraft shall direct for such inspection and tests as the Governor may require.

Certificate of airworthiness not to be validated, etc, unless particulars of aircraft conform with particulars in certificate.

6 No certificate of airworthiness shall be validated, have its validation extended, be issued, or be renewed, otherwise than with the special authority of the Governor, unless the particulars of the aircraft to which it relates and of the instruments, equipment, and installations of such aircraft conform substantially, in the case of the validation, extension of the validation, or renewal of a certificate of airworthiness with the particulars specified in such certificate of airworthiness, and in the case of the issue of a certificate of airworthiness with the particulars specified in the original certificate of airworthiness relating to such aircraft.

Certificates of airworthiness not to be validated, etc, for new categories or subdivisions.

7 Subject to the provisions of direction 10, no certificate of airworthiness in respect of any aircraft shall be validated, have its validation extended, be issued, or be renewed for any category or subdivision other than the category and subdivision or subdivisions specified, in the case of the validation, extension of the validation, or renewal of a certificate of airworthiness in such certificate of airworthiness, and in the case of the issue of a certificate of airworthiness in the original certificate of airworthiness relating to such aircraft.

*Classification of flying machines.*

Categories and subdivisions of flying machines.

8 (1) Every flying machine for which a certificate of airworthiness is validated or issued in Ceylon shall be classified on such certificate as belonging to one of the following categories and to one or more of the subdivisions of such category :

A. Normal category, flying machines belonging to which may not be flown at indicated air speeds greatly in excess of the indicated air speed corresponding to steady horizontal flight at the international number of revolutions per minute, as specified in the certificate of airworthiness, at the rated altitude of the engine or engines ; may in no circumstances be flown at speeds greater than one and one half times such speed as aforesaid or the greatest speed at which the aircraft was found to be satisfactory during its flying trials, whichever of these two speeds is the lower ; and may not be made to perform any evolution which might lead to abrupt variations in attitude. It shall comprise—

subdivision (a), public transport machines for passengers, that is to say, flying machines which may be used for carrying passengers for hire or reward, or where the carriage is effected by an air transport undertaking whether for hire or reward or otherwise ;

subdivision (b), public transport machines for mails, that is to say, flying machines which may be used for carrying mails for hire or reward, or where the carriage is effected by an air transport undertaking, whether for hire or reward or otherwise ;

subdivision (c), public transport machines for goods, that is to say, flying machines which may be used for carrying goods for hire or rewards, or where the carriage is effected by an air transport undertaking, whether for hire or reward or otherwise ;

subdivision (d), private machines, that is to say, flying machines which may be used for purposes other than the purposes for which public transport machines, whether for passengers, mails or goods, and aerial work machines may be used ;

subdivision (e), aerial work machines, that is to say, flying machines which may be used—

(i) subject to a condition as to the incorporation of special structural features or equipment, for commercial or industrial purposes, or for any lucrative purpose not included in the purposes for which public transport machines may be used, or

(ii) for such limited purposes as may be specified in the certificate of airworthiness.

B. Special category, the conditions of flight of flying machines belonging to which shall be determined in reference to the merits of each individual flying machine, the flights of such flying machines being liable to limitation, as a precautionary measure, to certain areas and to certain periods. It shall comprise—

subdivision (f), racing or record machines, that is to say, flying machines which may be used for sporting or technical performances, to the exclusion of any other use whatever ;

subdivision (g), research or experimental machines, that is to say, flying machines which may be used for experimenting in flight to the exclusion of any other use.

C. Acrobatic category, flying machines belonging to which shall not be restricted as to the indicated air speed at which

they may be flown and may be used for the performance of acrobatic manoeuvres. It shall comprise subdivisions (a) to (g) specified under the Normal and Special categories.

(2) A flying machine shall be classified under subdivision (e) as an aerial work machine only for the specified purposes for which its structural features, or its equipment, or both its structural features and its equipment, are accepted by the Secretary of State for Air as satisfactory.

*Employment of flying machines.*

Flying machines may be used only for purposes specified in respect of subdivisions in which they are classified.

9 (1) No flying machine shall be employed in any flight for any purpose other than that specified in the last preceding direction in respect of one of the subdivisions in which such flying machine is classified on its certificate of airworthiness ; nor shall any flying machine be employed in any flight for any such purpose unless all the requirements (including those in respect of the equipment and operation of the flying machine) which attach to the subdivision concerned are complied with :

Proviso.

Provided that a public transport machine for passengers may be used for carrying passengers otherwise than for hire or reward.

(2) The classification of a flying machine, under the last preceding direction, in subdivision (d) alone shall not be deemed to make lawful the use of such flying machine for the purposes of public transport.

(3) It shall be lawful to employ a flying machine in a flight for the purposes specified in the last preceding direction in respect of two or more of the subdivisions in which it is classified on its certificate of airworthiness, if in such flight all the requirements (including those in respect of the equipment and operation of the flying machine) which attach to all the subdivisions concerned alike are complied with, and if, so far as there are differences between the requirements (including those in respect of the equipment and operation of the flying machine) attached to the several subdivisions concerned, those requirements which are of the highest standard are complied with.

Application for re-classification of flying machines, how to be made.

10 (1) The owner of any flying machine who desires to employ it for the purpose specified in direction 8 in respect of any subdivision other than those subdivisions in which it is classified on its certificate of airworthiness shall, before the flying machine is employed for such purpose, make an application in writing to the Registrar of Aircraft for the re-classification of the flying machine, and shall attach to such application a statement of all the particulars requisite to show that all the requirements in respect of the new classification applied for are satisfied.

(2) Upon receiving any such application the Registrar of Aircraft shall submit it to the Secretary of State for Air for his decision ; and the flying machine shall not be employed for any purpose other than the purpose or purposes specified in direction 8 in respect of the subdivision of subdivisions in which it was classified on the certificate of airworthiness in force in respect of it at the time when the application was made, until it has been classified in a new subdivision or in new subdivisions either by endorsement of its existing certificate of airworthiness or by the issue of a fresh certificate of airworthiness in respect of it.

(3) Where, upon an application made under paragraph (1) of this direction, the aircraft in respect of which the application has been made is classified in a new subdivision or in new subdivisions by endorsement of the existing certificate of airworthiness of the aircraft, such application shall, for the purposes of direction 84, be deemed to be an application for the endorsement of the certificate of airworthiness ; and where, upon an application as aforesaid, the aircraft in respect of which the application has been made is classified as aforesaid by the issue of a fresh certificate of airworthiness in respect of it, such application shall, for the said purposes, be deemed to be an application for a certificate of airworthiness in respect of it.

*Weighing of flying machines.*

11 The Governor may require any flying machine to be weighed in the presence and to the satisfaction of his representative—

Power of Governor to require flying machines to be weighed.

- (a) before a certificate of airworthiness is validated or issued in respect of such flying machine ;
- (b) at such times after the validation or issue of a certificate of airworthiness in respect of such flying machine as he shall deem fit.

12 (1) Every flying machine registered in Ceylon for which a certificate of airworthiness is for the time being in force shall carry, exhibited in a prominent position inside it, a weight schedule in the following form :—

Weight empty, and maximum total weight authorized, to be painted upon every flying machine.

WEIGHT SCHEDULE.

Aircraft .....

*(Insert nationality and registration marks)*

A.—*Weight Empty.* lbs.

(i.) Weight of aircraft, including water in system when fitted with liquid cooled engine (s), and also including all items of fixed equipment and fixed portions of wireless or other equipment .. .. .

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(ii.) Items included in the above weight as fixed equipment or fixed portions of equipment, viz. :—

.....

.....

.....

B.—*Weight of Equipment regarded as Removable Equipment.* lbs.

(i.) Weights of all items of equipment (or portions thereof) regarded as removable, exclusive of wireless equipment or portions thereof, viz. :—

.....

.....

.....

Total .. \_\_\_\_\_

(ii) Weights of all items of wireless equipment (or portions thereof) regarded as removable, viz. :—

.....	.....
.....	.....
.....	.....
.....	.....
.....	.....
	Total ..

(2) Every such flying machine shall also bear clearly painted upon it in a prominent position :—

- (a) Its weight empty as arrived at in the manner indicated in A (i) of the above form of weight schedule, that is to say, its weight including water in system when fitted with liquid cooled engine (s), and also including all items of fixed equipment and fixed portions of wireless or other equipment.
- (b) The maximum total weight authorized for it, as shown for the time being in its certificate of airworthiness.

(3) If any alteration affecting the weight of any such aircraft or its equipment, whether fixed or removable, has been made since it was last weighed, the weight schedule which it carries in accordance with sub-paragraph (1) of this paragraph shall be amended accordingly or replaced by a revised schedule.

12A When a flying machine for which a certificate of airworthiness is in force is re-weighed in accordance with direction 11 (b), the items of fixed equipment and fixed portions of equipment which it carries shall be checked against the weight schedule referred to in direction 12.

*Modifications subsequent to the issue of Certificate of Airworthiness.*

Power of Governor to require any aircraft to be modified if necessary for its safety.

13 If at any time the Governor considers modifications to an aircraft in respect of which a certificate of airworthiness issued or validated in Ceylon is in force to be necessary for safety, he may require such modifications to be carried out as a condition of the certificate of airworthiness or validation thereof remaining in force.

Modifications of aircraft not to be effected without the prior approval of the Governor.

14. (1) If modifications (including changes of equipment or its installation) which affect the safety of the aircraft are carried out to an aircraft in respect of which a certificate of airworthiness issued or validated in Ceylon is in force, then, until such modifications have been approved by the Governor, and, where required under direction 15, the certificate of airworthiness has been endorsed or a fresh certificate of airworthiness has been obtained in respect of the aircraft, the aircraft shall not fly except in so far as under the Order it might fly if it had no certificate of airworthiness.

(2) Every application for approval of such modifications shall be made to the Registrar of Aircraft.

Powers of Governor where application is made for approval of modifications.

15 (1) Where application is made under the last preceding direction for the Governor's approval of modifications of an aircraft, the Governor may either—

- (a) approve the modifications without requiring the certificate of airworthiness in force in respect of the aircraft to be endorsed and without requiring a fresh certificate of airworthiness to be obtained in respect of the aircraft ; or

- (b) approve the modifications on condition of the certificate of airworthiness in force in respect of the aircraft being endorsed ; or
- (c) approve the modifications on condition of a fresh certificate of airworthiness being obtained in respect of the aircraft.

(2) Where, under paragraph (1) of this direction, the Governor approves modifications of an aircraft on condition of the certificate of airworthiness in force in respect of the aircraft being endorsed, the application for the approval of such modifications shall, for the purposes of directions 84 and 87, be deemed to be an application for the endorsement of the certificate of airworthiness ; and where, under the said paragraph, the Governor approves modifications of an aircraft on condition of a fresh certificate of airworthiness being obtained in respect of the aircraft, the application for the approval of such modifications shall, for the said purposes, be deemed to be an application for a certificate of airworthiness in respect of the aircraft.

#### CHAPTER IV.

##### INSPECTION OF AIRCRAFT AND CERTIFICATION THEREOF AS SAFE FOR FLIGHT.

###### *Inspection before flight of British aircraft registered in Ceylon.*

16 (1) No British aircraft, registered in Ceylon, carrying passengers or goods for hire or reward and plying for public service, shall fly in or over Ceylon, unless within the period of twenty-four hours next preceding the commencement of such flight it has been inspected and certified as safe for flight under the provisions of this chapter ; or, if within the said period of twenty-four hours and after the aircraft has been certified as aforesaid it has been compelled to land owing to a defect such as would not in ordinary aeronautical practice be remedied by its pilot or crew, unless it has, after such defect has been remedied, again been inspected and certified as aforesaid :

Provided that if, after any such aircraft left the place at which it was last certified as aforesaid, its flight has been accidentally delayed through some cause other than a defect as aforesaid, it may proceed on its flight if, at the time of such resumption of its flight, it has not performed more than twelve hours' flying, and a period of more than four days has not intervened, since it was last certified as aforesaid :

Provided also that nothing in this direction shall be deemed to require that any aircraft which is actually in flight shall be brought to land and re-inspected.

(2) For the purposes of this direction, an aircraft shall be deemed to be plying for public service if it is employed in a regular line or service of public air transport, or in carrying on the business of providing public pleasure flights, or is otherwise carrying passengers or goods for hire or reward except under a private charter.

17 No British aircraft registered in Ceylon, carrying passengers or goods for hire or reward under a private charter, shall fly in or over Ceylon, unless within the period of twenty-four hours next preceding its last departure from its ordinary station of operations it has been inspected and certified as safe for flight under the provisions of this chapter.

Inspection and certification of aircraft plying for public service.

Proviso I.

Proviso II.

Inspection and certification of aircraft carrying passengers, etc., under private charter.

Inspections to be made by ground engineer or engineers.

18 (1) Every inspection for the purpose of direction 16 or of direction 17 shall be made by a duly licensed ground engineer or by duly licensed ground engineers, in accordance with the provisions of paragraphs (2), (3), and (4) of this direction.

(2) The inspection of the aircraft, including the inspection of the instruments and equipment of the aircraft, but excluding the inspection of the engine or engines, of the engine installation, and of the instruments appertaining to the engine or engines, shall be made by a ground engineer licensed in Category A in respect of aircraft of the type to which the aircraft concerned belongs.

(3) The inspection of the engine or engines, of the engine installation, and of the instruments appertaining to the engine or engines shall be made by a ground engineer licensed in Category C in respect of aero-engines of the type or types to which the engine or engines concerned belongs or belong.

(4) The whole of the inspection may be made by one ground engineer if he is licensed both in Category A and in Category C in respect of aircraft and of aero-engines of the types to which the aircraft, and the engine or engines, concerned respectively belong.

Ground engineer to sign certificate in duplicate, if result of inspection is satisfactory.

19 If after making any inspection of an aircraft or of an engine or engines for the purpose of direction 16 or of direction 17 the ground engineer who has made the inspection is satisfied that the aircraft concerned is safe in every way for flight if the conditions of loading specified in the certificate of airworthiness for the time being in force in respect of the aircraft are complied with, or that the engine or engines concerned (including the engine installation and the instruments appertaining to the engine or engines) is or are in every way fit for flight, as the case may be, he shall sign a certificate to that effect in the form set forth in the First Schedule, in duplicate; and every period of twenty-four hours for the purposes of directions 16 and 17 shall be reckoned from the time stated in such certificate as the time at which the inspection was completed.

First Schedule.

Distribution and preservation of copies of certificates signed under direction 19.

20 (1) Where the ground engineer who has signed a certificate under the last preceding direction is in the employment of the owner of the aircraft to which it relates, the owner of the aircraft shall retain one copy of the certificate and the ground engineer shall deliver the duplicate copy to the pilot of the aircraft; and in every other case the ground engineer shall deliver both copies of the certificate to the pilot of the aircraft, and the pilot of the aircraft shall forthwith transmit one copy thereof to the owner of the aircraft; and the owner of the aircraft shall preserve the copy of the certificate so retained by, or transmitted to, him until the expiry of a period of six months from the date thereof.

(2) The pilot of the aircraft to which any certificate signed under the last preceding direction relates shall retain the duplicate copy of it until a later certificate has been signed in respect of the aircraft under the said direction; and upon a later certificate being signed as aforesaid the pilot of the aircraft shall transmit the said duplicate copy to the owner of the aircraft, and the owner of the aircraft shall preserve such duplicate copy until the expiry of a period of six months from the date thereof.



21 (1) The person in charge of every British aircraft registered in Ceylon shall, before commencing any flight, satisfy himself—

- (a) that the aircraft is equipped with the prescribed instruments and equipment; and
- (b) that the aircraft and its instruments and equipment are fit in every way for the proposed flight; and
- (c) that the aircraft is satisfactorily loaded for safety in flight; and
- (d) that the pilot's view is not interfered with by any obstruction not forming part of the structure of the aircraft and is not obscured by reason of any discoloration of, damage to, or deposit on, any of the windows, windcreens, or sidescreens of the aircraft; and
- (e) that the aircraft has on board sufficient fuel, oil, and water for the proposed flight.

(2) A British aircraft registered in Ceylon, being a flying machine employed on a regular line or service of public air transport, shall not commence a flight unless the person superintending the loading of the aircraft for that flight has completed a load-sheet containing the particulars specified in the Second Schedule, and the said load-sheet has been submitted to and examined by the person in charge of the aircraft in order to assist him to ascertain, for the purpose of paragraph (1) (c) of this direction, whether the aircraft is satisfactorily loaded for safety in flight.

(3) When any load-sheet has been examined by the person in charge of an aircraft under paragraph (2) of this direction, the owner of the aircraft shall cause the load-sheet to be sent to him and shall keep it for six months from the date of its completion.

(4) For the purposes of this direction the person in charge of an aircraft on any flight shall in any case where a person other than the pilot is in command be that person, and in any other case be the pilot.

22 The pilot of a British aircraft registered in Ceylon shall take all such steps as are practicable to secure that, at all times when the aircraft is in flight or is being manoeuvred by the pilot on land or water, the windows, windcreens, and sidescreens of the aircraft through which the pilot obtains his view forward and sideways are maintained in such a condition as not to obscure his view.

*Overhaul, repair, etc., of British aircraft registered in Ceylon or with certificates of airworthiness issued in Ceylon.*

23 (1) No British aircraft which is registered in Ceylon or in respect of which a certificate of airworthiness has been issued by the Governor shall fly after having been overhauled, repaired, or modified, or after having had any of its parts replaced, (except in so far as under the Order it might fly if it had no certificate of airworthiness), unless the following conditions have been complied with :

- (a) in the case of an overhaul, repair, or replacement the work executed shall be in all material respects in accordance either—
  - (i) with the type design in conformity with which the aircraft was constructed (hereafter in this direction referred to as "the type design"),

Inspection of aircraft by pilot before flight.  
Completion and examination of load-sheet.

Second Schedule.

Pilot to take steps to prevent obscuration of windows, &c., of aircraft.

Conditions on which aircraft may be flown after overhaul, etc.

including any modification of the type design or of the aircraft which has been required by the duly competent authority by which the type design was approved, or by the Secretary of State for Air as a condition of the validation of the certificate of airworthiness of such aircraft in any case in which the type design was approved by the duly competent authority in some part of His Majesty's dominions other than Great Britain and Northern Ireland, or Ceylon, or in a foreign state, or by the Governor, or

(ii) with a repair scheme which has been issued by the constructor of the aircraft and approved by the duly competent authority by which the type design was approved ;

(b) in the case of an overhaul, repair, or replacement the materials used shall be not inferior to those approved for the type design by the duly competent authority by which the type design was approved ;

(c) in every case the work executed shall be inspected in accordance with the provisions of the Air Navigation Directions, for the time being in force in the United Kingdom, relating to the inspection in Great Britain and Northern Ireland of subsequent aircraft, so far as the said provisions are applicable to the case ;

(d) in every case a certificate in the form set forth in the Third Schedule shall be entered in a book and signed as prescribed by direction 24.

Third  
Schedule.

(2) Notwithstanding anything in paragraph (1) of this direction, in any case where it is necessary to repair an aircraft as aforesaid and where it is not reasonably practicable to comply with the requirements of the said paragraph, whether by reason of particulars of the type design not being available or for any other reason, a temporary repair may be executed for the purpose of enabling the aircraft to proceed directly to the nearest place at which a repair can be executed in compliance with the said requirements ; and where any such temporary repair has been executed, if the pilot of the aircraft is satisfied that, when regard is had to the circumstances and exigencies of the case, such repair is adequate for the purpose for which it is intended, the aircraft may proceed to such place.

(3) The owner of an aircraft as aforesaid may apply to the Governor, through the Registrar of Aircraft, for permission to retain a temporary repair executed under paragraph (2) of this direction ; and every such application shall be deemed to be an application under paragraph (2) of direction 14 for the approval of modifications, and the provisions of directions 14 and 15 shall, subject to the provisions of paragraph (2) of this direction, apply accordingly.

Certificates  
given under  
direction 23,  
by whom to be  
signed and in  
what books  
to be entered.

24 (1) Every certificate required by the last preceding direction to be entered in a book and signed shall be appended to a statement of the particulars of the overhaul, repair, modification, or replacement to which it relates and shall be signed by a ground engineer qualified under the terms and conditions of his licence to carry out such overhaul, repair, modification, or replacement, or by a duly authorized representative of a firm or corporation which has been empowered by the Governor to give such certificates :

Provided that, where any overhaul, repair, or replacement has been carried out at a Royal Air Force aerodrome by Royal Air Force personnel, the certificate required by the last preceding direction to be entered in a book and signed in respect of such overhaul, repair, or replacement may be signed by the officer in charge of workshops at such aerodrome.

Proviso.

(2) In the case of passenger aircraft and goods aircraft, where any certificate required by the last preceding direction to be entered in a book and signed relates to the aircraft, excluding the engine or engines, it shall be entered in the aircraft log book, and where any such certificate relates to the engine or engines it shall be entered in the engine log book :

Provided that, if the prescribed log book is not at the place where the overhaul, repair, modification, or replacement is carried out, the certificate may be given separately from the prescribed log book ; but in every such case the certificate shall be pasted into the prescribed log book as soon as is reasonably practicable and, until it is so pasted into the prescribed log book, shall be retained by the pilot of the aircraft.

Proviso.

(3) In the case of any aircraft, other than a passenger aircraft or a goods aircraft, for which an aircraft log book or an engine log book, as the case may be, is not kept, any certificate required by the last preceding direction to be entered in a book and signed shall be entered in some other suitable book, and such book shall be produced, upon the demand of the Registrar of Aircraft, whenever it is required for inspection by the Governor.

25 Where any aircraft which is registered in Ceylon or in respect of which a certificate of airworthiness has been issued by the Governor has sustained structural damage which materially impairs its safety, such aircraft shall not fly again (except in so far as under the Order it might fly if it had no certificate of airworthiness) until such damage has been repaired in accordance with the requirements of direction 23 and to the satisfaction of the person by whom the certificate prescribed by the said direction is signed.

Aircraft which has sustained structural damage not to fly again until such damage has been repaired in accordance with the requirements of direction 23.

26 No ground engineer shall sign any certificate under direction 23 unless—

Qualifications required in ground engineers signing certificates under direction 23.

- (a) if the certificate is in respect of the aircraft (including the engine installation, the controls, the fuel system, the oil system, the water system, the instruments, the electrical services, and other appliances) he is licensed in category B in respect of aircraft of the type to which the aircraft concerned belongs ;
- (b) if the certificate is in respect of the engine or engines, he is licensed in category D in respect of aero-engines of the type or types to which the engine or engines concerned belongs or belong ;
- (c) if the certificate is in respect both of the aircraft (as aforesaid) and of the engine or engines, he is licensed both in category B and in category D in respect of aircraft and of aero-engines of the types to which the aircraft, and the engine or engines, concerned respectively belong.

CHAPTER V.

INSTRUMENTS AND EQUIPMENT.

Instruments and equipment to be carried in all flying machines registered in Ceylon.

27 (1) There shall be carried and maintained in working order in every British flying machine registered in Ceylon, whenever it is in flight—

- (a) an air speed indicator ;
- (b) an altimeter ;
- (c) such gauges as are considered by the Governor to be necessary for the particular installation ;
- (d) a revolution indicator ;
- (e) a safety belt for each person carried in an open cockpit, and in every case a safety belt for each pilot carried, whether he is or is not carried in an open cockpit.

(2) Where the flight of any such flying machine extends beyond a radius of three miles from its point of departure, there shall further be carried and maintained in working order therein equipment as required by the circumstances of the case for making the signals prescribed for aircraft in Section II of Schedule IV to the Order.

(3) Where any such flying machine makes a flight by night, there shall further be carried and maintained in working order therein—

- (a) equipment for displaying the navigation lights prescribed for flying machines in Section 1A of Schedule IV to the Order ; and
- (b) illumination for the instruments and equipment.

28 An indicator showing the position of the landing wheels shall be carried and maintained in working order in every British flying machine registered in Ceylon, in which is incorporated a retractable under-carriage whenever it is in flight.

28A. Every boat seaplane which is registered in Ceylon, and which when fully loaded exceeds 5,000 lb. in weight, shall be equipped with such fittings and accessories as may be necessary for manoeuvring in harbour, including at least two drogues capable of being paid out astern while the seaplane is being towed.

29 A hand fire extinguisher shall be carried and maintained in working order in each main compartment of every British aerial work flying machine registered in Ceylon, whenever it is in flight.

30 Where smoking is permitted in any British flying machine registered in Ceylon, a hand fire extinguisher shall be carried and maintained in working order in each compartment of the flying machine in which smoking is permitted, whenever the flying machine is in flight.

31 There shall be carried and maintained in working order in every British flying machine registered in Ceylon and carrying passengers or goods for hire or reward, whenever such flying machine is in flight—

- (a) in all cases a hand fire extinguisher ;
- (b) where the flying machine is capable of carrying ten or more persons, including its crew, a hand fire extinguisher in each main passenger compartment, and in every such case not fewer than two hand fire extinguishers.

Air Navigation (Colonies, Protectorates and Mandated Territories) Order, 1927.

Air Navigation (Colonies, Protectorates and Mandated Territories) Order, 1927.

Special Instrument to be carried by amphibian flying machines.

Special equipment to be carried by aerial work machines.

Special equipment to be carried where smoking is permitted.

Special instruments and equipment to be carried in public transport flying machines.

(2) Where the flight of any flying machine as aforesaid extends beyond a radius of twenty miles from its point of departure, there shall further be carried and maintained in working order therein—

- (a) a compass ;
- (b) a watch ;
- (c) if the number of seats in the flying machine (including those for the crew) is greater than five, a turn indicator ;
- (d) A longitudinal incline indicator (or artificial horizon) ;
- (e) a map or maps covering the whole route of the proposed flight.

(3) Where any flying machine as aforesaid makes a flight upon which it is required, under the provisions of Chapter VIII, to carry a licensed navigator, a drift indicator shall, if the number of seats in such flying machine (including those for the crew) is greater than five, be carried and maintained in working order therein.

(4) Where any flying machine as aforesaid carries on any flight, as a member of its personnel, a licensed navigator other than the pilot, there shall be carried and maintained in working order therein—

- (a) a chart table ;
- (b) navigation instruments ;
- (c) if the pilot's instruments are not readily visible by the navigator, a second speed indicator, a second altimeter, and a second compass.

(5) Where at any point in the course of its flight any flying machine as aforesaid is likely to be at a distance of more than ten miles from the nearest land, there shall be carried and maintained in working order in such machine a life-belt for each person on board, and notices shall be displayed in the cabin of the machine stating where the lifebelts are situated and instructing passengers how to use them in the event of their being required. The place of stowage shall be clearly and prominently marked ' Lifebelt ' or ' Lifebelts ' as the case may be.

(6) Where any flying machine as aforesaid makes a flight by night, there shall be carried and maintained in working order therein landing lights, consisting of—

- (a) two wing tip flares ; or
- (b) one single filament lamp and one wing tip flare ; or
- (c) two single filament lamps ; or
- (d) one dual filament lamp with separately energized filaments.

32 Every instrument and article of equipment carried in any flying machine under the provisions of this chapter shall be of a type approved by the Governor for flying machines of the type to which the flying machine concerned belongs.

Instruments and equipment to be of approved types.

33 Where by any provision of this chapter a hand fire extinguisher is required to be carried in any flying machine, such hand fire extinguisher shall be so placed in the flying machine as to be readily available for use by the pilot ; and where by any such provision two or more hand fire extinguishers are required to be carried in any flying machine, one of such hand fire extinguishers shall be so placed in the flying machine as to be readily available for use by the pilot.

Location of fire extinguishers in flying machines.

## CHAPTER VI.

### WIRELESS TELEGRAPHY APPARATUS AND OPERATORS.

Public transport aircraft registered in Ceylon and capable of carrying ten or more persons to carry wireless telegraphy apparatus.

Licensed wireless operator to be carried where carriage of wireless telegraphy apparatus compulsory.

Convention relating to the Regulation of Aerial Navigation, dated 13 October, 1919.

Wireless telegraphy apparatus to be operated in accordance with the International Telecommunication Convention, Madrid, 1932.

Apparatus for emitting Class B waves not to be carried.

International Telecommunication Convention, Madrid, 1932.

34 Every British aircraft registered in Ceylon which is capable of carrying ten or more persons, including the crew of the aircraft, shall, when carrying passengers or goods for hire or reward, carry wireless telegraphy apparatus capable of transmitting and receiving either messages in morse or spoken messages. Such apparatus shall be of a type approved by the Governor, and the installation of such apparatus, including bonding and screening, shall comply with any requirements laid down by the Governor in respect thereof.

35 A wireless operator holding a radiotelegraph or radiotelephone operator's licence issued in accordance with, and of a grade required in the case of international aerial navigation by, the provisions of Annex E to the Convention relating to the Regulation of Aerial Navigation dated 13 October 1919 shall be carried by every British aircraft registered in Ceylon which is for the time being required under the provisions of this chapter to carry wireless telegraphy apparatus.

36 All wireless telegraphy apparatus required by the provisions of this chapter to be carried by aircraft shall be operated in accordance with the conditions specified in the International Telecommunication Convention, Madrid, 1932, and the Regulations annexed thereto.

37 There shall not be carried in any British aircraft registered in Ceylon any wireless telegraphy apparatus capable of emitting spark waves (referred to in Article 5 of the General Radiocommunication Regulations annexed to the International Telecommunication Convention, Madrid, 1932, as waves of Class B).

## CHAPTER VII.

### LOG BOOKS.

Application for and issue of journey log books.

Forms prescribed for other log books.

Entries in journey log books, by whom to be made.

38 Every application for the issue of a journey log book in respect of any aircraft shall be addressed to the Registrar of Aircraft and shall be accompanied by the prescribed fee. A journey log book shall be issued only in respect of a specific aircraft, and the Registrar of Aircraft shall complete the first page of every journey log book before it is issued.

39 The aircraft log book and the engine log book or engine log books required by the Order to be kept in respect of passenger aircraft and goods aircraft shall be, respectively, in all material respects in the same form as the Aircraft Log Book (C A Form 27) and the Engine Log Book (C A Form 28) published by His Majesty's Stationery Office in Great Britain; and the pilot's log book required by the Order to be kept by every pilot licensed thereunder shall be in all material respects in the same form as the Pilot's Log Book (C A Form 24) published by His Majesty's Stationery Office in Great Britain.

40 Every entry in a journey log book (other than the entries made by the Registrar of Aircraft before the issue thereof and any visas by aeronautical or customs authorities) shall be made and signed by the person or persons whose signature or signatures is or are required by the form of the journey log book.

41 Every journey log book shall be so kept as to furnish all the information and particulars for which space is provided therein, and the instructions for use printed in the journey log book shall be complied with as though they were included in and formed a part of these directions.

Information and particulars to be entered in journey log books.

42 It shall be optional for the pilot or navigator of a flying machine to make use or not to make use of the left-hand pages of the journey log book.

Use of left-hand pages of journey log book optional.

43 Every entry in an aircraft log book or in an engine log book (other than the original entries and any certificate entered in any such log book by a duly authorized representative of a firm or corporation under direction 24) shall be made and signed by a licensed ground engineer :

Entries in aircraft log books and engine log books, by whom to be made.

Provided that the pilot of the aircraft to which any log book as aforesaid relates shall make and sign any entry in such log book relating to any matter which could not have come to the notice of a licensed ground engineer.

Proviso.

44 (1) Every aircraft log book, engine log book, and pilot's log book shall be so kept as to furnish all the information and particulars for which space is provided in the model form for such aircraft log book, engine log book, or pilot's log book, as the case may be, prescribed by direction 39 ; and the instructions for use printed in such model form shall, subject to the provisions of these directions, be complied with as though they were included in and formed a part of these directions.

Information and particulars to be entered in aircraft log books, engine log books, and pilots' log books.

(2) The word "repairs", wherever used in any such model form as aforesaid, shall be deemed to include all overhauls, repairs, replacements, and works of a like nature.

(3) Where the repair of an aircraft or of any engine of an aircraft has been necessitated by damage caused by a forced landing or by any defect which has occasioned a forced landing, the entry relating to such repair in the aircraft log book or in the engine log book, as the case may be, shall state that it has been so necessitated, and, for the purpose of making such forced landing identifiable, shall embody a reference to the entry in the journey log book (in any case in which a journey log book is required by the order to be kept in respect of the aircraft) in respect thereof.

45 Every entry in a journey log book or in a pilot's log book shall be made not later than twenty-four hours after the occurrence of the event to which it relates ; and all particulars required to be entered in the aircraft log book or in the engine log book kept in respect of, or in respect of any engine of, any aircraft from the journey log book kept in respect of that aircraft shall be so entered not later than twenty-four hours after the return of the aircraft to its station.

Entries in log books to be made not later than twenty-four hours after occurrence of events, etc.

### CHAPTER VIII.

#### PERSONNEL TO BE CARRIED ON BRITISH FLYING MACHINES REGISTERED IN CEYLON.

46 Every British flying machine registered in Ceylon and used for the international carriage of passengers or goods for hire or reward on a continuous flight—

Navigator with first class or second class certificate, when to be carried.

- (a) of more than one hundred miles over inhabited regions ;
- or

- (b) of more than one hundred miles, but not more than six hundred and twenty-five miles, entirely over the high seas or uninhabited regions ; or
- (c) by night, of more than sixteen miles, but not more than six hundred and twenty-five miles,

shall carry as a member of its personnel a navigator holding either a first class, or a second class, navigator's licence.

Navigator with first class licence, when to be carried.

47 Every British flying machine registered in Ceylon and used for the international carriage of passengers or goods for hire or reward on a continuous flight—

- (a) of more than six hundred and twenty-five miles entirely over the high seas or uninhabited regions ; or
- (b) by night, of more than six hundred and twenty-five miles,

shall carry as a member of its personnel a navigator holding a first class navigator's licence.

Navigation of flying machine by pilot or member of crew, in what circumstances permissible.

48 (1) Where any British flying machine registered in Ceylon is used for the international carriage of passengers or goods for hire or reward on—

- (a) flights by day over inhabited regions ; or
- (b) flights by day of not more than six hundred and twenty-five miles over the high seas or uninhabited regions ; or
- (c) flights by night over marked air-routes recognized as such by the duly competent authorities of the territories in which they are situated,

the pilot of such flying machine may, if he holds the navigator's licence required by the provisions of this chapter, and whether he is or is not accompanied in the flying machine by other personnel, fulfil the duties of navigator of such flying machine.

(2) The pilot of a flying machine as aforesaid shall not fulfil the duties of navigator of such flying machine on a continuous flight by day of more than six hundred and twenty-five miles over the high seas or uninhabited regions or (except as provided in paragraph (1) of this direction) on a flight by night, unless such flying machine carries as a member of its personnel a second duly qualified pilot.

(3) Where by any law for the time being in force any flying machine as aforesaid is required to carry any person in addition to the pilot as a member of its crew, such person may, if he holds the navigator's licence required by the provisions of this chapter, fulfil the duties of navigator of such flying machine.

Interpretation of Chapter VIII.

49 In this chapter references to the carriage of passengers or goods for hire or reward include references to the carriage of passengers or goods for hire or reward or otherwise on behalf of an air transport firm or corporation.

## CHAPTER IX.

### LICENSING OF GROUND ENGINEERS.

Ground engineers to be licensed by the Governor. Categories.

50 Subject to the provisions of direction 24 relating to the signing by a duly authorized representative of a firm or corporation of a certificate given under direction 23, no person shall make any inspection or sign any certificate under these directions as a licensed ground engineer, or perform



any other duty which under these directions is required to be performed by a licensed ground engineer, unless he holds a valid ground engineer's licence, granted by the Governor, in one or more of the following categories :—

- A. For the inspection of aircraft before flight.
- B. For the inspection of aircraft after overhaul.
- C. For the inspection of aero-engines before flight.
- D. For the inspection of aero-engines after overhaul.
- X. For other duties, as specified in the licence, which under these directions are required to be performed by a licensed ground engineer.

51 A person shall not be qualified to be licensed as a ground engineer unless he—

- (a) is not less than twenty-one years of age ; and
- (b) has passed an examination held by the Governor or approved by him for the purpose ; and
- (c) produces proof of practical experience as required by direction 53 ; and
- (d) satisfies the Governor that he is a fit and proper person to hold a ground engineer's licence.

52 The Registrar of Aircraft shall supply syllabuses of the examinations for ground engineers' licences in the several categories to any person applying therefor.

53 (1) A candidate for a ground engineer's licence shall produce proof that he has had such practical experience as will, in the opinion of the Governor, enable him to perform satisfactorily the duties for which the licence is required.

(2) A candidate for a ground engineer's licence in category A or in category B, or in both category A and category B, shall produce proof that he has had such practical experience as aforesaid of aircraft maintenance or of aircraft construction, or of both aircraft maintenance and aircraft construction.

(3) A candidate for a ground engineer's licence in category C or in category D, or in both category C and category D, shall produce proof that he has had such practical experience as aforesaid of aero-engine maintenance or of aero-engine construction, or of both aero-engine maintenance and aero-engine construction.

54 Where the practical experience of a candidate for a ground engineer's licence is limited to a specific type or to specific types of aircraft or aero-engine, any ground engineer's licence granted to him may be correspondingly limited to such type or types of aircraft or aero-engine, as the case may be.

55 The aircraft and aero-engines in respect of which licensed ground engineers have signed certificates under the provisions of these directions, and work performed by licensed ground engineers under the terms of their licences, shall be subject to periodical examination by the Governor, and the Governor may cancel, suspend, or endorse any ground engineer's licence if it appears to him, as a result of any such examination, that any certification or work carried out by such ground engineer has not been carried out in a careful and competent manner.

Qualifications required in candidates for ground engineers' licences.

Registrar of Aircraft to supply syllabuses of examinations.

Standards of practical experience required in candidates for ground engineers' licences.

Ground engineer's licence may be limited to specific type or types of aircraft or aero-engine.

Power of Governor to cancel, etc, ground engineer's licence for careless or incompetent work.

Power of Governor to cancel, etc, licence of ground engineer who signs certificate in category for which he is not licensed.

56 The Governor may cancel, suspend, or endorse the licence of any ground engineer who signs a certificate under these directions in any category in which he does not hold a valid licence.

Power of Governor to cancel, etc, ground engineer's licence for other reasons.

57 The Governor may, on sufficient ground being shown to his satisfaction and after such inquiry as he thinks necessary, cancel, suspend, or endorse the licence of a ground engineer in circumstances other than those specified in directions 55 and 56.

Period of validity, and renewal, of ground engineers' licences.

58 Every ground engineer's licence shall be valid for a period of twelve months, and shall be renewable from time to time for such further period not exceeding twenty-four months for each renewal as the Governor may determine upon application by the holder thereof and upon payment by him of the prescribed fee :

Proviso.

Provided that the Governor may, as a condition of renewing any such licence, require the holder thereof to comply with any or all of the provisions of these directions relating to the original grant of such licence.

Application for a ground engineer's licence to be made to the Registrar of Aircraft.

59 Every application for a ground engineer's licence shall be made to the Registrar of Aircraft, and the Registrar of Aircraft shall at the request of any person desiring to make such an application furnish him with a form of application.

## CHAPTER X.

### LICENSING OF AIRCRAFT PERSONNEL.

#### *General conditions of the grant, renewal, and validation of pilots' and navigators' licences.*

Application for pilots' and navigators' licences to be made to the Registrar of Aircraft.

60 Every application for the grant, renewal, or validation of a pilot's licence or of a navigator's licence shall be made to the Registrar of Aircraft, and the Registrar of Aircraft shall, at the request of any person desiring to apply for the grant, renewal, or validation of any such licence as aforesaid, furnish him with particulars of the requirements to be complied with and with a form of application.

Grant, etc, of pilots' " A " licences to be subject to fulfilment of conditions as to medical fitness and competency.

61 A pilot's licence to fly private flying machines (commonly called an " A " licence) shall be granted, renewed, or validated only subject to fulfilment by the applicant for such grant, renewal, or validation of the conditions relating to medical fitness prescribed by these directions, and to such applicant's furnishing the proofs of competency (if any) and the proofs of flying experience required by these directions to be furnished, in respect of such grant, renewal, or validation, as the case may be.

Pilots' " B " licences and navigators' licences to be granted, etc, only where applicant has held a similar licence granted elsewhere.

62 A pilot's licence to fly public transport flying machines or aerial work flying machines (commonly called a " B " licence), or a navigator's licence, shall be granted or validated only to or in the case of a person who has previously held a like pilot's licence (hereafter in this chapter referred to by the expression " original licence ") or a navigator's licence, as the case may be, granted by the duly competent authority in some other part of His Majesty's dominions or in a foreign country ; and the grant, renewal, or validation of any such licence shall

be subject to fulfilment by the applicant of the conditions as to medical fitness prescribed by these directions in respect thereof and to his furnishing such proofs of competency (which may include the performance of practical tests) and of flying experience as the Governor may require.

63 (1) A pilot's licence to fly private flying machines shall not be granted to or validated for a person under the age of seventeen years.

Limits of age for the grant, etc, of licences.

(2) A pilot's licence to fly public transport flying machines or aerial work flying machines shall not be granted to or validated for a person under the age of nineteen years or granted to a person over the age of forty-five years :

Provided that the Governor may, at his discretion grant or validate a pilot's licence as aforesaid for a person over the age of forty-five years, if such person has prior to the date of his application for the grant or validation of such licence been employed as pilot of a State flying machine.

Proviso.

(3) A navigator's licence shall not be granted to or validated for a person under the age of nineteen years or over the age of fifty years :

Provided that the Governor may, at his discretion, grant or validate a navigator's licence for a person over the age of fifty years, if such person has, during any period immediately preceding the date of his application for the grant or validation of such licence, been employed as an operative member of the crew of an aircraft.

Proviso.

63A No licence shall authorize the use by the grantee of any class of flying machines other than the class on which the grantee carried out the practical tests provided for in direction 62 or in direction 68, as the case may be.

64 (1) A pilot's licence to fly private flying machines shall remain valid for such period not exceeding twelve months as the Governor shall direct.

Maximum periods of validity of pilots' and navigators' licences.

(2) A pilot's licence to fly public transport flying machines or aerial work flying machines shall remain valid, where the holder is of the male sex for such period not exceeding six months, and where the holder is of the female sex for such period not exceeding four months, as the Governor shall direct.

(3) A navigator's licence shall remain valid for such period not exceeding twelve months as the Governor shall direct.

#### *Medical Requirements.*

65 (1) Every applicant for the grant, renewal, or validation of a pilot's licence to fly private flying machines or of a navigator's licence shall undergo a medical examination which shall be based upon the requirements of mental and physical fitness specified in Part I of the Fourth Schedule :

Applicants for pilots' and navigators' licences to undergo a medical examination. Fourth Schedule, Part I.

Provided that an applicant who does not satisfy the aforesaid requirements of mental and physical fitness may, at the discretion of the Governor, be accepted as fit, so far as relates to medical requirements, to have a pilot's licence to fly private flying machines granted to him or to have any such licence which has previously been granted to him in some other part of His Majesty's dominions or in a foreign country validated, if the validity of such licence is to be limited to flights in or over Ceylon.

Proviso.

(2) Every applicant for the grant, renewal, or validation of a pilot's licence to fly public transport flying machines or aerial work flying machines shall undergo a medical examination which shall be based upon the general requirements specified in Part II of the Fourth Schedule and upon the requirements of mental and physical fitness specified in Part III of the Fourth Schedule.

Fourth Schedule,  
Part II.

Fourth Schedule,  
Part III.

Proviso.

Fourth  
Schedule,  
Part III.

Provided that relaxations of the requirements of mental and physical fitness specified in Part III of the Fourth Schedule may, at the discretion of the Governor, be made where the application is for the renewal of a licence or where the applicant has previously been found to be medically fit to fly as a pilot or navigator.

(3) Notwithstanding anything in paragraphs (1) and (2) of this direction contained, the Governor may, in his discretion, and to such extent as he thinks fit, exempt an applicant for the validation of a pilot's licence to fly private flying machines or for the validation of a pilot's licence to fly public transport flying machines or aerial work flying machines from the requirements of the said paragraph (1) or from the requirements of the said paragraph (2), as the case may be.

(4) The medical examinations prescribed by this direction shall be conducted by a medical board appointed by the Governor.

Applicant for  
grant, etc, of  
licence to  
furnish  
declaration to  
medical board.

66 Every person who presents himself before a medical board for a medical examination under the last preceding direction shall furnish to such medical board a declaration in writing, signed by him, stating whether he has or has not previously undergone a like medical examination and, where such person has previously undergone a like medical examination, stating the result of such medical examination; and if any person who is required by this direction to make any such declaration as aforesaid intentionally makes a false statement in such declaration, any licence granted to or renewed for him, or any validation granted to him, under the provisions of this chapter shall be liable to be cancelled.

Holder of  
licence to  
undergo  
medical  
examination in  
certain cases  
during period  
of validity of  
the licence.

67 (1) Where the holder of any licence granted or validated under the provisions of this chapter—

- (a) meets with an accident in the performance of the functions for which he is licensed; or
- (b) meets with an accident otherwise occurring and involving incapacity for work during twenty days or more; or
- (c) suffers from an illness involving incapacity for work during twenty days or more; or
- (d) has performed a total of one hundred and twenty-five hours' flying in the capacity of pilot of a flying machine within any period of thirty consecutive days since he was last medically examined under these directions,

he shall, before he again flies or navigates a flying machine under the terms of his licence, undergo a medical examination and be pronounced to be medically fit to fly as a pilot or navigator, as the case may be.

(2) Every application for a medical examination under this direction shall be made to the Registrar of Aircraft.

(3) The provisions of direction 65 shall, so far as they are applicable, apply to every medical examination which any person is required by this direction to undergo, as though such person were an applicant for the renewal of a licence.

*Proofs of competency required for pilot's " A " licence.*

68 Every applicant for the grant or validation of a pilot's licence to fly private flying machines shall perform the practical tests specified in Part I of the Fifth Schedule and pass a technical examination in the matters specified in Part II of the Fifth Schedule :

Provided that the Governor may, in his discretion, exempt from either or both of the foregoing requirements relating respectively to practical tests and to a technical examination—

- (a) any applicant who is qualified as a Royal Air Force Pilot ;
- (b) any applicant to whom a Royal Aero Club Certificate has been issued by the Royal Aero Club of Great Britain within the period of two years next preceding his application ;
- (c) any other applicant who has held, during the period immediately preceding his application, a like licence granted after performance by him of the like tests and upon his having passed a like examination by the duly competent authority in any other part of His Majesty's dominions or any foreign state and need not, in the Governor's opinion, be required to comply with such requirement or requirements.

69 (1) The practical tests prescribed by the last preceding direction (hereafter in this direction referred to by the expression " tests ") shall be performed by the applicant within a period of not more than two months from the date of his application. The applicant may perform the tests in any order, and may make not more than two attempts to perform each test in the course of any one examination.

(2) The applicant shall be alone in the flying machine when attempting to perform any test.

(3) The applicant shall carry a barograph in the flying machine when attempting to perform any test.

(4) Every test shall be performed under the observation of at least two examiners, who shall furnish a report upon the applicant's performance of the test to the Registrar of Aircraft.

(5) Every report furnished under paragraph (4) of this direction shall contain full details of the flight, with particular reference to the landing, and shall have attached to it the barogram of the flight, which shall be signed and dated by the examiners.

(6) Every person offering to perform any test shall furnish the examiners, if called upon by them to do so, with proof of his identity ; and the examiners shall refuse to witness the performance of any test unless such proof of identity has been furnished or unless they are otherwise satisfied regarding the identity of the person offering to perform the test.

Applicants for grant or validation of pilots' " A " licences to pass practical tests and a technical examination.  
Fifth Schedule, Part I.  
Fifth Schedule, Part II.  
Proviso.

Conditions applying to practical tests.

Applicants for grant, renewal, or validation of pilots' " A " licences to furnish proof of flying experience.

70 (1) Every applicant for the grant or validation of a pilot's licence to fly private flying machines shall furnish proof to the satisfaction of the Governor, either by the production of a pilot's log book containing a record of flights carried out by such applicant, or by the production of a certificate issued by a responsible authority or person approved by the Governor for this purpose, or otherwise as the Governor may in any case direct, that he has carried out not less than three hours' solo flying during the period of twelve months immediately preceding the date of his application.

(2) Every applicant for the renewal of a pilot's licence as aforesaid shall furnish proof to the satisfaction of the Governor, either by the production of a pilot's log book containing a record of flights carried out by such applicant, or by the production of a certificate issued by a responsible authority or person approved by the Governor for this purpose, or otherwise as the Governor may in any case direct, that he has carried out not less than three hours' solo flying during the period of twelve months immediately preceding the date of his application ; or, in default of such proof, shall perform a practical test, which shall consist of—

- (a) executing three figure-of-eight turns ; and
- (b) carrying out three landings, on each occasion finally stopping the flying machine at a distance not exceeding fifty yards from a point fixed by him before starting.

(3) The provisions of paragraphs (2), (4), (5), and (6) of direction 69 shall, so far as they are applicable, apply to every practical test performed under paragraph (2) of this direction, as though such practical test were a practical test prescribed by direction 68.

*Proofs of competency required for pilot's " B " licence or navigator's licence.*

Proofs of competency etc, to be furnished by applicants for grant, etc, of pilots' " B " licences or of navigators' licences.

71 Any proofs of competency or of flying experience required by the Governor under direction 62 to be furnished by an applicant for the grant, renewal, or validation of a pilot's licence to fly public transport flying machines or aerial work flying machines, or by an applicant for the grant, renewal, or validation of a navigator's licence, shall be, in the case of an application for the grant, renewal, or validation of a pilot's licence as aforesaid, of the same nature as the proofs of competency or of flying experience, as the case may be, required to be furnished by applicants for the grant, renewal, or validation, as the case may be, of the like pilots' licences, and, in the case of an application for the grant, renewal, or validation of a navigator's licence, of the same nature as the proofs of competency required to be furnished by applicants for the grant, renewal, or validation, as the case may be, of navigators' licences, under the Air Navigation Directions for the time being in force in the United Kingdom ; and where the furnishing of such proofs of competency includes the performance of practical tests, such practical tests shall be performed as far as possible under the conditions prescribed for their performance by the said Air Navigation Directions.

*Miscellaneous provisions.*

72 (1) No pilot's licence to fly public transport flying machines or aerial work flying machines shall be granted or renewed, nor shall any original licence be validated, for any type of flying machine (hereafter in this direction referred to by the expression "additional type") other than the type or types for which the original licence was granted, unless the applicant for such grant, renewal, or validation—

Conditions of grant, etc, of pilots' "B" licences in respect of new types of flying machines or aero-engines.

- (a) has performed a practical test, which shall consist of carrying out three take-offs and three landings with the flying machine light, and three take-offs and three landings with the flying machine fully loaded, with a flying machine of the additional type ; and
- (b) has passed an oral examination regarding his practical knowledge of flying machines of the additional type, and, where any engine installed in flying machines of the additional type is of a type other than the type or types of engine installed in flying machines of the type or types for which the original licence was granted, of such engine.

(2) The provisions of paragraphs (2), (4), (5), and (6) of direction 69 shall, so far as they are applicable, apply to every practical test performed under paragraph (1) of this direction, as though such practical test were a practical test prescribed by direction 68.

73 The Governor may appoint or approve examiners to observe and report upon any practical tests and to conduct any technical examination which, under the provisions of this chapter, applicants for the grant, renewal, or validation of licences are required to perform or pass, and the word "examiner", wherever occurring in this chapter, means an examiner so appointed or approved.

Power of Governor to appoint or approve examiners.

74 Every person not holding a pilot's licence who flies a flying machine for the purpose of becoming eligible for the grant of a pilot's licence under the provisions of this chapter shall comply with the following conditions :

Conditions applying to flight by unlicensed person for purpose of becoming eligible for grant of pilot's licence.

- (a) he shall begin the flight from, perform the whole of it within a distance of three miles from, and end it at, a licensed aerodrome, a Royal Air Force aerodrome, or an aerodrome under the control of the Governor or of the Secretary of State for Air ;
- (b) before beginning any such flight he shall give notice to the person in charge of the aerodrome from which he begins it that it is being undertaken for the aforesaid purpose ;
- (c) he shall not carry any other person in the flying machine as a passenger.

(2) No person who is under the age of seventeen years shall fly any flying machine for the purpose specified in paragraph (1) of this direction.

75 The Registrar of Aircraft shall record on every licence granted or validated under the provisions of this chapter the date and result of every medical examination, subsequent to the original medical examination for the grant or validation of the licence, which the holder of the licence has undergone under these directions, and also particulars of every period during which the validity of the licence has been suspended.

Registrar of Aircraft to record on licences dates and results of medical examinations and suspensions.

Interpretation  
of Chapter X.

76 In this chapter, unless the context otherwise requires—

“ public transport flying machine ” means a flying machine carrying passengers or goods for hire or reward, or, where the flying machine concerned belongs to or is controlled by an air transport firm or corporation, carrying passengers or goods for hire or reward or otherwise.

“ aerial work flying machine ” means a flying machine, not being a public transport flying machine, which is employed for any commercial or industrial purpose, or for any lucrative purpose.

“ private flying machine ” means a flying machine other than a public transport flying machine or an aerial work flying machine.

## CHAPTER XI.

### DROPPING OF ARTICLES FROM AIRCRAFT.

Conditions  
under which  
aircraft may  
be used for  
dusting or  
spraying crops.

77 Every aircraft employed to drop chemical substances for the purpose of dusting or spraying crops shall comply with the following requirements :

- (a) it shall be equipped with appliances or apparatus approved by the Governor for such operation of dusting or spraying ; and
- (b) its classification on its certificate of airworthiness shall be such as to permit of its use for such operation of dusting or spraying.

Conditions under  
which smoke-  
producing and  
other apparatus or  
material may be  
dropped from  
aircraft in flight.

78 Subject to previous approval by the Governor of the type of apparatus to be used and of the method of using it, and to notification of such approval in the Gazette, it shall be lawful, for the purpose of navigating an aircraft, to drop smoke-producing or other apparatus or material from such aircraft when it is in flight.

Conditions  
under which  
message bags,  
etc, may be  
dropped from  
aircraft in  
flight.

79 Subject to previous approval by the Governor of the type of apparatus to be used and of the method and place of using it and to notification of such approval in the Gazette, and subject also to any other conditions which may be laid down by the Governor in that behalf, it shall be lawful to drop from an aircraft in flight message bags and other articles attached to apparatus designed for dropping articles to the ground.

## CHAPTER XII.

### LICENSED AERODROMES.

Applications for  
aerodrome licences  
to be made to the  
Registrar of  
Aircraft.

80 Every application for an aerodrome licence shall be made to the Registrar of Aircraft, and the Registrar of Aircraft shall furnish any person desiring to obtain an aerodrome licence with a form of application therefor.

Period of  
validity of  
aerodrome  
licence.

81 The period to be specified in any aerodrome licence or in any renewal of an aerodrome licence as the period of validity of such licence or renewal shall in no case exceed twelve months.



82 (1) The holder of an aerodrome licence, before he commences any work in connection with any proposed alteration of or addition to the site in respect of which the aerodrome licence has been granted, shall, if such alteration or addition is capable of affecting the safety of aircraft using the aerodrome, obtain the Governor's approval thereof.

Alterations, etc, not to be made in licensed aerodromes except with the previous approval of the Governor.

(2) Where in any case to which paragraph (1) of this direction applies it is proposed to erect any building or other structure within the site in respect of which the aerodrome licence has been granted, or to alter the area occupied by, or the height above ground of, any existing building or other structure, or both the area occupied by and the height above ground of any such building or structure, the holder of the aerodrome licence shall submit to the Registrar of Aircraft a plan on the scale of one-two thousand five hundredths clearly indicating the new area to be occupied or the proposed alteration of area, as the case may be, together with full particulars in writing of the proposed height above ground of each such building or structure to be newly erected or altered as aforesaid.

83 The holder of every aerodrome licence shall keep at the aerodrome in respect of which such licence has been granted adequate first-aid appliances and suitable tools for the extrication of persons from wrecked aircraft, and shall maintain them in good order.

First-aid appliances, etc, to be kept at licensed aerodromes.

### CHAPTER XIII.

#### FEEES.

84 The several fees chargeable for the grant of certificates of the registration of aircraft, for permission to inspect the register of aircraft, for the investigation of applications for, and for, the issue, validation, endorsement, renewal, and extension of the validation, of certificates of airworthiness, for the grant and renewal of licences in respect of aerodromes under Article 6 of the Order, for the issue of journey log books, and for the issue of duplicate certificates or licences where the originals have been lost or destroyed, shall be as specified in Table I. in the Sixth Schedule.

Registration, certificates of airworthiness, aerodrome licences, issue of journey log books, issue of duplicate certificates and licences.

Air Navigation (Colonies, Protectorates and Mandated Territories) Order, 1927. Sixth Schedule, Table I.

85 The several fees chargeable in respect of examinations for, and for, the grant and renewal of ground engineers' licences, in respect of examinations and tests for, and for, the grant of licences, to, and the renewal and validation of the licences of, aircraft personnel, and in respect of medical examinations under direction 67, shall be as specified in Table II. in the Sixth Schedule.

Licences of ground engineers and aircraft personnel, etc.

Sixth Schedule, Table II.

86 (1) The maximum landing and housing fees chargeable at aerodromes licensed for public use or open to use by aircraft upon payment of charges (other than Royal Air Force aerodromes or aerodromes under the control of the Secretary of State for Air or the Governor) shall be as specified in Table III in the Sixth Schedule.

Aerodrome landing and housing fees.

Sixth Schedule, Table III.

(2) For the purpose of the classification of aircraft for the assessment of the fees chargeable under this regulation the area of an aircraft shall be deemed to be the product of its span in feet multiplied by its length in feet, and the span of any aircraft which is provided with folding wings shall, for the purpose of its classification for the assessment of landing fees,

be its span when it is ready for flight, and, for the purpose of its classification for the assessment of housing fees, be its span when its wings are folded, if, in fact, the wings are folded when it is housed.

Power of Governor in certain cases to make refunds of portions of fees.

87 Where any application has been made for the issue, grant, validation, endorsement, or renewal, of any certificate or licence, or for the extension of the validation of any certificate, under these directions, if, upon such application, the certificate or licence in respect of which it has been made is not issued, granted, validated, endorsed, or renewed, or if the validation of the certificate in respect of which the application has been made is not extended, the Governor may refund to the applicant such part of any sum paid by the applicant on account of the fees chargeable in respect of the investigation of such application or of any examination or test for the grant, renewal, or validation of any licence, or for such issue, grant, validation, endorsement, renewal, or extension of a validation, as represents the amount chargeable in respect of any investigation, calculation, inspection, examination, test, or other matter or thing necessary to be made, conducted, or done before such certificate or licence could have been issued, granted, validated, endorsed, or renewed, or have had its validation extended, as the case may be, and which has not in fact been so made, conducted, or done.

Power of Governor to pay whole or portion of any fee recovered in respect of a certificate or licence to any person or association.

88 The Governor may pay the whole or any portion of any fee recovered under the provisions of this chapter in respect of any certificate or licence to any person or association in consideration of such person or association having carried out any part of the work connected with the issue, grant, validation, endorsement, renewal, or extension of the validation of such certificate or licence.

## CHAPTER XIV.

### INTERPRETATION.

Interpretation. No. 21 of 1901.

89 (1) Notwithstanding anything in the Interpretation Ordinance, 1901, in these directions, unless the context otherwise requires—

- “ 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.
- “ aircraft ” includes all balloons, whether fixed or free, kites, gliders, airships, and flying machines.
- “ chapter ” means a chapter of these directions.
- “ continuous flight ” means a flight without intermediate landings.
- “ flying machine ” includes all aeroplanes, seaplanes, flying boats, and other aircraft heavier than air and having means of propulsion.
- “ goods ” includes mails.
- “ Governor ” means the officer for the time being administering the Government of the Island of Ceylon, and includes, in relation to any purpose of these directions, any person authorized by the Governor for that purpose; and references to a person authorized by the Governor include references to the holder for the time being of any office designated by the Governor.

- “ licensed aerodrome ” means an aerodrome licensed under the Order.
- “ night ” means the period commencing at sunset and terminating at sunrise.
- “ 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.
- “ prescribed ” means prescribed by these directions.
- “ Schedule ” means a schedule to these directions.
- “ Secretary of State ” includes, in relation to any purpose of these directions, any person authorized by the Secretary of State for that purpose ; and references to a person authorized by the Secretary of State include references to the holder for the time being of any office designated by the Secretary of State.
- “ State flying machine ” means a military flying machine and any flying machine exclusively employed in State service, including postal, customs, and police service.
- “ the Order ” means the Air Navigation (Colonies, Protectorates and Mandated Territories) Order, 1927. as from time to time amended.
- “ uninhabited region ” means a region in which, in consequence of the sparsity of the population and of the absence of natural landmarks or the insufficiency of the available maps, the difficulties of air navigation are similar to those encountered over the high seas.
- “ wireless telegraphy ” means any system of communication by telegraph or telephone without the aid of any wire connecting the points from and at which the messages or other communications are sent and received.

(2) In these directions—

- (a) references to His Majesty’s dominions shall be construed as though British protectorates and protected States 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 ;
- (b) references to Ceylon include references to the territorial waters adjacent thereto ;
- (c) references to flights over the high seas shall be construed as references to flights at any point in the course of which the aircraft concerned is at a distance of more than sixty-five miles from the nearest land ; and
- (d) 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.

**FIRST SCHEDULE.**

Direction 19.

*Certificate of safety for flight.*

Aircraft type : \_\_\_\_\_.

Nationality and registration marks : \_\_\_\_\_.

**A.—Aircraft.**

I hereby certify that I have this day inspected the aircraft described above (including its instruments and equipment, but excluding the engine(s), the engine installation, and the instruments appertaining to the engine(s)), and that I am satisfied that it is safe in every way for flight, if the conditions of loading specified in its certificate of airworthiness are complied with.

This inspection was completed at h \_\_\_\_\_ m \_\_\_\_\_.

\_\_\_\_\_,  
Signature of Ground Engineer.

Licence No. \_\_\_\_\_.

Date : \_\_\_\_\_, 19—. Time : h \_\_\_\_\_ m \_\_\_\_\_.

**B.—Engine(s).**

I hereby certify that I have this day inspected the engine(s) and engine installation, and the instruments appertaining to the engine(s), of the aircraft described above, and that I am satisfied that they are in every way fit for flight.

This inspection was completed at h \_\_\_\_\_ m \_\_\_\_\_.

\_\_\_\_\_,  
Signature of Ground Engineer.

Licence No. \_\_\_\_\_.

Date : \_\_\_\_\_, 19—. Time : h \_\_\_\_\_ m \_\_\_\_\_.

**SECOND SCHEDULE.**

Direction 21.

*Particulars to be contained in Load Sheets.*

- (a) The nationality and registration marks of the aircraft.
- (b) Sufficient data to enable the particular flight to be readily identified.
- (c) Particulars of the several weights (e.g. weight empty removable equipment, fuel and oil, passengers, goods, etc.) from which the total weight of the aircraft as loaded has been computed.
- (d) A certificate by the person supervising the loading of the aircraft that the load has been distributed in accordance with written instructions approved by the Governor.

**THIRD SCHEDULE.**

*Form of certificate on completion of overhaul, etc.*

Direction 23.

I hereby certify that in the execution of the  
 { overhaul  
 repair of which the particulars are given  
 modification  
 replacement  
 above all the conditions and requirements applicable to such  
 { overhaul  
 repair under the Air Navigation Act, 1920, as  
 modification  
 replacement  
 amended by any other enactment, have been complied with.

\_\_\_\_\_  
Signature of Ground Engineer.

Licence No. \_\_\_\_\_.

Date : \_\_\_\_\_, 19—.

or

\_\_\_\_\_  
Signature of authorized  
representative of \_\_\_\_\_.

**FOURTH SCHEDULE.**

Direction 65.

**PART I.**

*Requirements of mental and physical fitness in an applicant for the grant, renewal, or validation of a pilot's licence to fly private flying machines or of a navigator's licence.*

(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) *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, in the case of an applicant for a pilot's licence, might interfere with the safe handling of aircraft under ordinary conditions, or, in the case of an applicant for a navigator's licence, might interfere with the performance of his duties.

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 anatomical lesion of 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 spasmodic strictures not accompanied by other troubles and for ptoses compensated by a good abdominal musculature.

Any applicant who has undergone a surgical intervention on the biliary passages or the digestive tube, except an operation for appendicitis, involving a total or partial excision or a diversion of any of these organs, shall be declared unfit unless a period of two years has elapsed since the surgical intervention and the effects of the intervention are not deemed liable to cause sudden incapacity in the air, or unless a surgeon having knowledge of the nature of the disease which necessitated the intervention certifies that no immediate or future consequences are to be feared.

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.

(c) *General Medical Examination.*—The applicant must not suffer from any disease or disability which, in the case of an applicant for a pilot's licence, renders him liable suddenly to become incompetent in the management of aircraft, or, in the case of an applicant for a navigator's licence, might interfere with the performance of his duties. 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.

(d) *Eye Examination.*—The applicant must possess a degree of visual acuity compatible with the efficient performance of his duties. Binocular vision, ocular poise, ocular mobility, the field of vision of each eye and colour perception must be normal.

Pilots must possess, with correction by glasses if necessary, visual acuity equal to at least 70 per cent. of the normal visual acuity for each eye taken separately, the visual acuity being measured by means of standard test types powerfully illuminated in such a manner that the light does not shine directly in to the eyes of the examinee.

With regard to colour perception, an applicant for a pilot's licence to fly private flying machines who is suffering from daltonism may, however, be accepted under the following conditions :—

(i) If he is unable to distinguish pigmentary colours but is able to distinguish the coloured lights used in air navigation, his licence may be made valid both for flight by night and for flight by day.

(ii) If he is unable to distinguish either pigmentary colours or the coloured lights used in air navigation, his licence may be made valid only for flight by day, that is to say, for flights effected between sunrise and sunset.

Navigators must possess, with correction by glasses if necessary, a visual acuity equal to 100 per cent., that is to say, normal for each eye taken separately. Visual acuity shall be measured by means of standard test types powerfully illuminated in such a manner that the light does not shine directly into the eyes of the examinee. Binocular vision, ocular poise, ocular mobility, the field of vision of each eye and colour perception must be normal.

(e) *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.

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

## PART II.

### *General requirements in an applicant for the grant, renewal, or validation of a pilot's licence to fly public transport flying machines or aerial work flying machines.*

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.

## PART III.

*Requirements of mental and physical fitness in an applicant for the grant of a pilot's licence to fly public transport flying machines or aerial work flying machines.*

(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 usual medical attendant 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 temporary unfitness during a period of two years from the date of the fracture.

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) *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 flying machines 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 anatomical lesion of 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 spasmodic strictures not accompanied by other troubles and for ptoses compensated by a good abdominal musculature.

Any applicant who has undergone a surgical intervention on the biliary passages or the digestive tube, except an operation for appendicitis, involving a total or partial excision or a diversion of any of these organs, shall be declared unfit unless a period of two years has elapsed since the surgical intervention and the effects of the intervention are not deemed liable to cause sudden incapacity in the air, or unless a surgeon having knowledge of the nature of the disease which necessitated the intervention certifies that no immediate or future consequences are to be feared.

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.

(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 flying machines. 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 tracheobronchial disease of the glands, and from pulmonary emphysema, even if slight. In addition, each examination shall include a radioscopic record in doubtful clinical cases.

When the examination of the spleen and of the ganglionic tracts reveals hypertrophy of these organs, the applicant will be rejected as unfit unless a haematological examination has shown that it is not a case of an original impairment of the haemopoietic organs. Haemoglobinuria, haemophilia, and purpura will also entail rejection unless a haematological examination shows that it is a case of only transitory impairment.

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 blennorrhoea, 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.

Dysentery shall be considered as an acute disease; provided that a presumption of dysenteric infection shall entail rejection, unless the medical examiner considers that the clinical phenomena have disappeared.

(e) *Eye Examination.*—The applicant must possess a degree of visual acuity compatible with the efficient performance of his duties. Binocular vision, ocular poise, ocular mobility, the field of vision of each eye and colour perception must be normal.

He must possess, without correction by glasses, visual acuity equal to at least 80 per cent. of the normal visual acuity for each eye taken separately, or 90 per cent. for one eye and 70 per cent. for the other.

The holder of a licence no longer fulfilling these requirements of visual acuity may, however, be regarded as eligible to continue to hold his licence :—

- (i) When he has effected, as pilot of public transport or aerial work flying machines, at least 1,000 hours of flight and his visual acuity, measured without correction by glasses, is equal to at least 70 per cent. of the normal visual acuity for each eye taken separately :
- (ii) When he has effected, as a pilot of public transport or aerial work flying machines, at least 2,000 hours of flight and his visual acuity, measured without correction by glasses, is equal to at least 50 per cent. of the normal visual acuity for each eye taken separately.

\* These relaxations shall also be applicable to an applicant having already effected the same number of hours of flight as pilot of a State aircraft.



Visual acuity shall be measured by means of standard test types powerfully illuminated in such a manner that the light does not shine directly into the eyes of the examinee.

(f) *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 64 vibrations per second, 256 vibrations per second and 4096 vibrations per second, the forks of the tuning fork 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.

(g) *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.

## FIFTH SCHEDULE.

Direction 68.

### PART I.

*Practical tests to be passed by every applicant for the grant or validation of a pilot's licence to fly private flying machines.*

(a) *Test for altitude and gliding flight.*—A flight which shall end with a glide. To carry out the glide the applicant shall, at a height of not less than two thousand feet above the landing or alighting area, either cut off, or completely throttle down, the engine or engines. The landing shall be made without re-starting the engine or engines or re-opening the throttle or throttles, as the case may be, and at a distance not exceeding one hundred and fifty yards from a point fixed beforehand by the examiners.

(b) *Tests of skill.*—A flight without landing around two posts or buoys situated five hundred yards apart. The applicant shall make a series of five figure-of-eight turns, at each turn reaching one of the two posts or buoys. This flight shall be made at an altitude of not more than six hundred 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; and
- (ii) finally stopping the flying machine at a distance not exceeding fifty yards from a point fixed by the applicant before beginning the flight.

### PART II.

*Subjects comprised in the technical examination to be passed by every applicant for the grant or validation of a pilot's licence to fly private flying machines.*

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

(b) International air legislation.

(c) The Order, the regulations and directions made and issued thereunder, and any notices to airmen issued by the Governor, in so far as such Order, regulations, directions, or notices affect the responsibilities of a pilot.

## SIXTH SCHEDULE.

Direction 84.

TABLE I.

*Fees chargeable in respect of registration and inspection of the register of aircraft, certificates of airworthiness, aerodrome licences, issue of journey log books, and issue of duplicate certificates and licences.*

Grant of a certificate of the registration of an aircraft	Rs. c. 10 0
Permission to inspect the register of aircraft	Rs. c. 0 50
Investigation of an application for, and issue of, a certificate of airworthiness or Investigation of an application for validation, and validation, of a certificate of airworthiness or Investigation of an application for endorsement, and endorsement, of a certificate of airworthiness	Such sum as may in each case be approved by the Governor
The renewal of a certificate of airworthiness or Extension of the validation of a certificate of airworthiness	Rs. c. 50 0
Grant or renewal of a licence in respect of an aerodrome under Article 6 of the Order.	Rs. c. 15 0 together with the fee and travelling expenses, as approved by the Governor, of any person authorized to inspect the aerodrome for the purpose of such grant or renewal.
Issue of a journey log book	Rs. c. 3 0
Issue of a duplicate certificate or licence of any kind, where the original has been lost or destroyed	Rs. c. 2 50

TABLE II.

Direction 85.

*Fees chargeable in respect of the grant, renewal, and validation of ground engineers' licences and the licences of aircraft personnel, and of medical examinations under direction 67.*

Nature of licence.	For medical examination. (if required)	For technical examination (if required)	For practical tests (if required)	For licence.
Ground engineer (grant or renewal) ..	—	Rs. c. 3 50	—	Rs. c. 3 50
Pilot (to fly private flying machines) (grant or validation)	Rs. c. 15 0	Rs. c. 3 50	Rs. c. 15 0	Rs. c. 3 50
Pilot (to fly private flying machines) (renewal)	Rs. c. 10 50	Rs. c. 3 50	Rs. c. 15 0	Rs. c. 3 50
Pilot (to fly public transport flying machines or aerial work flying machines) (grant or validation)	Rs. c. 45 0	Rs. c. 3 50	Rs. c. 140 0	Rs. c. 3 50
Pilot (to fly public transport flying machines or aerial work flying machines) (renewal)	Rs. c. 10 50	Rs. c. 3 50	Rs. c. 140 0	Rs. c. 3 50
Navigator, first class (grant or vali- dation)	Rs. c. 15 0	Rs. c. 75 0	—	Rs. c. 3 50
Navigator, first class (renewal) ..	Rs. c. 10 50	Rs. c. 75 0	—	Rs. c. 3 50
Navigator, second class (grant or vali- dation)	Rs. c. 15 0	Rs. c. 30 0	—	Rs. c. 3 50
Navigator, second class (renewal) ..	Rs. c. 10 50	Rs. c. 30 0	—	Rs. c. 3 50
Medical examination under direction 67				Rs. c. 10 50

TABLE III.

*Maximum landing and housing fees chargeable at aerodromes licensed for public use or open to use by aircraft upon payment of charges.*

Class.	Landing fees.						Fees for length of stay (excluding landing fees).	
	For machines fitted with tail skids.		For machines fitted with tail wheels.		Extra for each landing for machines fitted with wireless telegraph.	Extra for each landing or departure at night.	Up to 24 hours.	For one month (at a specified aerodrome).
	For single landing.	Covering all landings in one month at a specified aerodrome.	For single landing.	Covering all landings in one month at a specified aerodrome.				
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
For aircraft of Class AA, small type, of an area not exceeding 500 square feet	1	15	1	15	2	2	1	15
For aircraft of Class A, small type, of an area exceeding 500 square feet, but not exceeding 1,000 square feet	1.50	25	1	15	2	2	2	30
For aircraft of Class B, medium type; of an area exceeding 1,000 square feet, but not exceeding 2,000 square feet	3	90	2	60	2	2	6	90
For aircraft of Class C, large type, of an area exceeding 2,000 square feet, but not exceeding 4,000 square feet	8	240	6	180	5	5	15	225
For aircraft of Class D, large type, of an area exceeding 4,000 square feet, but not exceeding 10,000 square feet	15	450	11	330	5	5	30	450
For aircraft of Class E, large type, of an area exceeding 10,000 square feet.	25	750	20	600	10	10	40	600