



SUPPLEMENT TO THE
**CEYLON GOVERNMENT
GAZETTE**

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GOVERNMENT NOTIFICATION.

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

REGULATION made by the Governor 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, 1938.

J. L. KOTELAWALA,
Minister for Communications and Works.

Colombo, May 17, 1939.

REGULATION.

The Air Navigation Regulations, 1938, published in the *Supplement to Gazette* No. 8,358 of March 11, 1938, are hereby amended as follows:—

1 In regulation 21, by the addition at the end of paragraph (2), of the following:—

“As from the time when any duplicate copy of a certificate becomes transmissible to the owner of an aircraft under this paragraph, such copy shall not be carried in the aircraft to which it relates.”

2 In regulation 22, by the addition at the end of paragraph (3), of the following :—

“ As from the time a lead sheet becomes transmissible to the owner of an aircraft under this paragraph, such lead sheet shall not be carried in the aircraft to which it relates.”

3 In regulation 25, by the substitution in paragraph (3), for all the words from “ be produced ” to the end of that paragraph, of the words “ be produced for inspection upon the demand of the Director of Civil Aviation.”

4 In regulation 28—

(a) by the substitution for paragraph (I) (c) (2) of the following new paragraph :—

“ (2) Adequate electrical illumination, supplied from the main source of supply in the flying machine, for the instruments and equipment (including maps) the carriage of which is prescribed, and the illumination of which is necessary in order to enable use to be made of them during the flight.”

(b) by the addition at the end of paragraph (VIII) (b) of the following new item :—

“ (4) an axe suitably stowed so as to be readily available to the crew for use in emergency.”

5 In regulation 29, by the substitution for the word “ belongs ” of the words “ belongs, and must be installed in the aircraft in a manner approved by the Director of Civil Aviation ”.

6 By the repeal of regulation 39.

7 By the substitution for regulations 43 to 45 of the following new regulations :—

“ 43. The following provisions shall apply in the case of the flight in Ceylon of British flying machines registered in Ceylon :—

- (1) A private flying machine shall not be flown by any person who is not the holder of a pilot's “ A ” or “ B ” licence granted or rendered valid under these regulations.
- (2) A private flying machine which has on board any person as a passenger, other than a person who is the holder of a pilot instructor's licence, shall not be flown by the holder of a pilot's “ A ” licence unless he has had not less than twenty-five hours solo flying experience and is in possession of a certificate from a licenced pilot instructor to the effect that he is sufficiently qualified to carry a passenger, and that he has previously flown a flying machine of the same type and completed three landings and three take-offs therein.
- (3) A public transport or aerial work machine shall not be flown by any person who is not the holder of a pilot's “ B ” licence granted or validated under these regulations :

Personnel of
British aircraft
flying in Ceylon.

Provided however that any such machine may be flown by the holder of a pilot's "A 1" licence granted under these regulations—

- (a) when used by day and if not employed on a regular scheduled air service ; or
- (b) in any circumstances, if the holder of a pilot's "B" licence, who can if necessary take control of the flying machine, is in the cockpit of the machine.

44. (1) Every British flying machine registered in Ceylon and used for the international carriage of passengers of goods for hire or reward and having to fly without landing—

Navigator for aircraft used for international carriage.

- (a) by day, more than 100 miles ; or
- (b) by night, more than 16 miles ;

shall have on board as navigator the holder of a navigator's licence.

(2) Such licence must be a first-class one if the flying machine has to fly without landing—

- (a) by day, more than 625 miles entirely over the high seas or regions which are not recognized by the competent authorities as being protected by radio electric means or suitably marked ; or
- (b) by night, more than 625 miles.

45. In cases to which regulation 44 applies, the holder of the navigator's licence shall be a person other than the pilot of the flying machine—

Cases where both navigator and pilot required.

- (a) when the flying machine is engaged on a night flight not following a route recognised by the competent authorities as being protected by radio electric means or suitably marked ; or
- (b) when the case falls within paragraph (2) of regulation 44 and there is not on board the flying machine a second pilot who could, in case of need, take charge of the handling of the flying machine."

8 By the substitution for regulation 47 of the following new regulation :—

" 47. In this Chapter—

- (a) the expression "night" means the period commencing one hour after sunset and terminating one hour before sunrise ;
- (b) the expression "a flight over the seas" means a flight in the course of which an aircraft, in following a straight line, may find itself over the sea at a distance of more than 65 miles from the nearest point of the coast ;
- (c) references to the carriage of passengers or goods for hire or reward include references to the carriage of passengers or goods (whether for hire or reward or not) on behalf of an air transport undertaking ;
- (d) references to licences relate to licences granted or rendered valid under the provisions of the Order."

Interpretation of Chapter VIII.

9 By the substitution for regulation 51 of the following new regulation :—

Candidates for grant of Ground Engineer's licences to furnish proof of practical experience and to pass technical examination.

Proviso.

“ 51. A candidate for a ground engineer's licence shall produce proof that he has had such practical experience as will comply with the requirements specified in Part I of the Fourth Schedule, and shall pass a technical examination in the subjects specified in Part II of that schedule :

Provided that the Governor may, in his discretion, exempt from any or all of the requirements of the technical examination any candidate who has held, during the period immediately preceding his application, a like licence which was granted, after proof had been furnished by him of the like practical experience and upon his having passed a like examination, by a duly competent authority in any other part of His Majesty's Dominions or any foreign State, and who need not, in the Governor's opinion, be required to comply with such requirement or requirements.”

10 In regulation 58—

(a) by the substitution for the words “ navigator's licence ” of the words “ navigator's licence, or for the endorsement of a licence under regulation 68 ” ;

(b) by the substitution for the words “ or validation of any such licence ” of the words “ validation or endorsement of any such licence ”.

11 In regulation 59—

(a) by the substitution, for all the words from “ A pilot's licence ” to “ validated ”, of the words “ A licence shall be granted, renewed or validated under this chapter ” ; and

(b) by the omission of the words ‘ pilot's “ A ” ’ in the marginal note to that regulation.

12 By the omission of regulation 60, and by the re-numbering of regulations 61, 62 and 63 as regulations 60, 61 and 62 respectively.

13 In the renumbered regulation 61, by the substitution for the words “ in regulation 60 or regulation 67, as the case may be.” of the words “ in these regulations.”

14 In the renumbered regulation 62 by the substitution, for all the words from “ valid ” to “ direct ” in paragraph (2), of the words “ valid for such period not exceeding six months as the Governor shall direct.”

15 By the insertion, after the renumbered regulation 62, of the following new regulation which shall have effect as regulation 63 :—

Medical examinations.

“ 63. (1) The medical examinations held for the purposes of these regulations shall be conducted by a medical board appointed by the Governor.

(2) Every person who presents himself before a medical board for a medical examination under these regulations 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 regulation to make any statement 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."

16 By the substitution for regulations 64 to 70 of the following regulations :—

64. (1) The practical tests prescribed by these regulations (hereafter in this regulation 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.

Conditions
applying to all
practical tests.

(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 Director of Civil Aviation.

(5) Every report furnished under paragraph (4) of this regulation 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.

*Proofs of Competency and Medical Requirements for
Licences.*

65. (1) Every applicant for the grant of a pilot's licence to fly private flying machines, (hereinafter referred to as an " A " licence), shall furnish the proofs of flying experience, perform the practical tests, and pass a technical examination in the subjects, which are specified respectively in items A, B, and C in Part I of the Fifth Schedule :

Grant of
pilot's " A " licence.

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.

(2) Every applicant for the grant of an "A" licence shall undergo a medical examination which shall be based upon the requirements of mental and physical fitness specified in item D in Part I of the Fifth Schedule :

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 an "A" licence 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 State validated, if the validity of such licence is to be limited to flights in or over Ceylon.

Renewal of
pilot's "A"
licence.

(3) Every applicant for the renewal of an "A" licence—

(a) 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—

(i) executing three figure-of-eight turns ; and

(ii) carrying out three landings, on each occasion finally stopping the plane at a distance not exceeding fifty yards from a point fixed by him before starting ; and

(b) shall undergo a medical examination which shall be based upon the requirements of mental and physical fitness specified in item D in Part I of the Fifth Schedule.

Provided that relaxations of any such requirements may be made in any case where the Governor in his discretion may so direct.

Endorsement
of "A" licence
for light
landplanes.

(4) Every applicant for the endorsement of an "A" licence to authorize the use of light landplanes for private purposes shall furnish proofs of not less than one hundred hours' solo flying experience together with a recommendation from a pilot instructor and a declaration containing particulars of any accident in which the applicant may have been involved. The endorsement shall only be granted in the case of an applicant with a good flying record, free from accidents.

In this paragraph "light landplanes" means any aeroplane, other than a multi-engined aeroplane or a gyroplane the maximum permissible all-up weight of which does not exceed 2,500 lb.

66. (1) Every applicant for the grant of a pilot's licence to fly public transport flying machines or aerial work flying machines (hereinafter referred to as a "B" licence) shall furnish the proofs of flying experience, perform the practical tests, and pass a technical examination in the subjects, specified respectively in items A, B, and C in Part II of the Fifth Schedule.

Grant of pilot's "B" licence.

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—

Proviso.

- (a) any applicant who is qualified as a Royal Air Force Pilot;
- (b) 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.

(2) Every applicant for the grant of a pilot's "B" licence shall undergo a medical examination which shall be based upon the general requirements and upon the requirements of mental and physical fitness specified in item D in Part II of the Fifth Schedule.

Provided that relaxations of the requirements of mental and physical fitness, may at the discretion of the Governor, be made where the applicant has previously been found to be medically fit to fly as a pilot or navigator.

Proviso.

(3) Every applicant for the renewal of a pilot's "B" licence—

Renewal of Pilot's "B" licence.

- (a) shall furnish proofs of having carried out, during the preceding six months not less than ten hours' solo flying, or in default of such proofs shall perform the practical tests specified in paragraph 3 of item B in Part II of the Fifth Schedule, and may be required to perform any of the other tests specified in that item;
- (b) shall furnish proofs of having had experience of night flying for a period of not less than thirty hours in the aggregate, or in default of such proofs shall perform the practical tests specified in paragraph (4) (ii) of item B in Part III of the Fifth Schedule; and
- (c) shall undergo a like medical examination as is required by paragraph (2) of this regulation in the case of an applicant for a pilot's "B" licence:

Provided, however, that relaxations of any requirements of such examination may be made in any case where the Governor in his discretion may so direct.

Proviso.

Grant of
Pilot's " A1 " licence.

67. (1) Every applicant for the grant of a pilot's licence limited by endorsement to fly public transport flying machines in Ceylon (hereinafter referred to as an " A1 " licence), shall furnish the proofs of flying experience, perform the practical tests, and pass a technical examination in the subjects, which are specified respectively in items A, B, and C in Part III of the Fifth Schedule :

Proviso.

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

(a) any applicant who is qualified as a Royal Air Force Pilot ;

(b) 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.

(2) Every applicant for the grant of a pilot's " A1 " licence shall undergo a like medical examination as is required by regulation 66 (2) in the case of an applicant for a pilot's " B " licence.

Renewal of
Pilot's " A1 " licence.

(3) Every applicant for the renewal of a pilot's " A1 " licence—

(a) shall furnish proofs of having carried out in the preceding six months not less than ten hours' solo flying, or, in default of such proofs, may be required to perform any or all of the practical tests specified in item B in Part III of the Fifth Schedule ;

(b) undergo a like medical examination as is required by regulation 66 (2) in the case of an applicant for a pilot's " B " licence :

Provided, however, that relaxations of any requirement of such examination may be made in any case where the Governor in his discretion may so direct.

Endorsement
of Pilot's
licence for
instruction.

68. A pilot's " B " licence shall only be endorsed to authorize the holder to give instruction in flying, if the holder has previously been authorized by the duly competent authority in some other part of His Majesty's dominions or in a foreign State by endorsement on his licence or otherwise, to give instruction in flying.

Navigator's
licence.

69. (1) A navigator's licence shall only be granted or renewed in Ceylon to or in the case of a person who has previously held a like licence granted by the duly competent authority in some other part of His Majesty's dominions or in a foreign State.

(2) Every applicant for the grant or renewal of a navigator's licence—

(a) shall undergo a like medical examination as is required by regulation 65 in the case of an applicant for the grant or renewal, as the case may be, of a pilot's " A " licence ;

- (b) shall if required so to do by the Governor furnish such proofs of competency and of flying experience as are required in the case of such grant or renewal by the Air Navigation Directions for the time being in force in the United Kingdom or by the Indian Aircraft Rules for the time being in force in India.

70. Any applicant for the validation in Ceylon of any licence granted by the duly competent authority in any other part of His Majesty's dominions, or in any foreign State may be required to furnish proofs of flying experience and of competency and to undergo a medical examination in accordance with the requirements laid down by these regulations in the case of an applicant for the grant of a licence of the like nature :

Validation of licences issued abroad.

Provided that the Governor may, in his discretion, exempt any such applicant from any or all of the said requirements."

17 In regulation 71 by the omission of paragraph (2) thereof.

18 By the insertion immediately after regulation 74 of the following new regulation which shall have effect as regulation 74A :—

" 74A. (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 regulations,

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

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 regulation shall be made to the Director of Civil Aviation.

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

(4) Where any licence is granted or validated under the provisions of this chapter, the provisions in this regulation shall be conditions subject to which the licence is granted or validated and shall be complied with accordingly."

19 In regulation 84, by the substitution for the figure " 66 " in paragraph (e), of the figure " 74A ".

20 In regulation 85—

(a) by the substitution for paragraph (1) of the following new paragraph :—

“ (1) The landing and housing fees specified in Part A of Table III in the Sixth Schedule shall be charged and paid in respect of the use of any Government aerodrome open for public use by aircraft.” ;

(b) by the renumbering of paragraph (2) as paragraph (4) ;

(c) by the insertion before the renumbered paragraph (4) of the following :—

(2) The maximum fees chargeable at any aerodrome, other than a Government aerodrome, which is licensed for public use or open to public use on payment of charges, shall not exceed the fees specified in Part A of Table III in the Sixth Schedule.

(3) The charges specified in Part A of Table III shall be levied in accordance with the provisions contained in Part B of that Table.”

21 By the substitution, for the Fourth and Fifth Schedules, of the following new Schedules which shall have effect respectively as the Fourth Schedule and the Fifth Schedule :—

FOURTH SCHEDULE.

Requirements for Ground Engineer's Licence.

Regulation 51.

Part I.

• PROOFS OF PRACTICAL EXPERIENCE.

(1) An applicant for the grant of a licence shall normally be required to satisfy the examiner appointed or approved by the Governor in this behalf that he has the qualifications and has had the practical experience detailed below for the appropriate category of licence :—

Category A.—Experience for not less than two years on aircraft maintenance and/or construction.

Category B.—Experience for not less than two years on aircraft construction, including overhaul and the testing of materials used in aircraft construction, and for not less than four years in all on aircraft construction and maintenance. The applicant must be the holder of a licence in Category A.

Category C.—Experience for not less than two years on aero-engine maintenance and/or construction.

Category D.—Experience for not less than two years on aero-engine construction, including overhaul and the testing of materials used in aero-engine construction, and for not less than four years in all on aero-engine construction and maintenance. The applicant must be the holder of a licence in Category C.

Category X.—Such practical experience of the particular work of which the licence is required as in the opinion of the authorized examiners will enable the candidate to perform satisfactorily the duties for which the licence is required.

(2) A shorter period of practical experience than that specified may be accepted as sufficient, on proof that the candidate has otherwise acquired adequate engineering experience which may be applied to the construction or maintenance of aircraft, aero-engines, instruments, accessories or equipment as the case may require.

(3) A candidate whose experience is limited to particular types of construction, methods of overhaul or materials may be granted a licence restricted to those particular types of construction, methods of overhaul or materials :

Provided that an applicant for such a restricted licence in Category B or D shall have had not less than one year's experience in the complete overhaul or construction and overhaul, of aircraft or aero-engines, as the case may be, and not less than three years' experience in all in aircraft construction, overhaul and maintenance, or aero-engine construction, overhaul, and maintenance, as the case may be and shall, if an applicant for a licence in Category B, have held a licence in Category A for one year, and, if an applicant for a licence in Category D, have held a licence in Category C for one year.

Part II.

SUBJECTS COMPRISED IN THE TECHNICAL EXAMINATION.

An applicant for the grant of a licence shall be required to pass to the satisfaction of the examiner an examination in the subjects detailed below for the appropriate category of licence :—

FOR ALL CATEGORIES.

Duties and responsibilities of a ground engineer ; approved materials and distribution procedure ; procedure regarding modifications ; forms and procedure regarding certificates and log book entries ; prescribed equipment of aircraft ; general principles of engineering practice.

CATEGORY A.

Inspection of Aircraft before Flight.

- Elementary theory of flight as applied to rigging ;
- Erection and inspection of aircraft and adjustment of flying control ;
- Inspection of wear and tear and inspection after accident ;
- Methods of carrying out repairs, replacements, and modifications permitted under Category A ;
- Common defects of aircraft components ;
- Fitting and inspection of airscrews ;
- Principles of construction, installation, and inspection of air speed indicators and altimeters ;
- Principles of construction, installation, and inspection of various types of turn indicators and electrical equipment ;
- Erection, truing, and inspection of hulls and floats.

CATEGORY B.

Inspection of Aircraft during Construction or Overhaul.

The subjects for Category A and in addition :—

- Process of manufacture, inspection, testing, and identification of aircraft materials and parts ;
- Methods of repair, assembly, inspection, and testing of aircraft components and complete aircraft.

CATEGORY C.

Inspection of Aero-engines before Flight.

Principles of internal combustion engines ;
Constructional details of types of aero-engines ;
Top overhaul ; methods, common defects, and permissible allowances for wear and distortion ;
Clearance and tolerances, use of measuring instruments, and knowledge of principles of expansion of metals ;
System of carburation, ignition, and lubrication ;
Detection and correction of running defects ;
Installation of engines and inspection of installation and engine troubles ;
Fitting and inspection of airscrews ;
Principles of construction, installation, and inspection of aero-engine instruments ;
Routine inspection and testing of aero-engines preparatory to flight.

CATEGORY D.

Inspection of Aero-engines during Construction or Complete Overhaul.

The subjects of Category C, and in addition :—

Process of manufacture, inspection, testing, and identification of aero-engine materials and parts ;
Methods of repair, assembly, inspection, and testing of aero-engine components and complete aero-engines.

Note.—In the case of restricted licences in Category B or Category D, such portions of the appropriate syllabus may be omitted as the examiner thinks fit.

CATEGORY X.

One or more of the following subjects according to the purpose for which the licence is required :—

- (1) Repair, overhaul, and testing of magnetos ;
- (2) Repair, overhaul, testing, and calibration of aircraft and aero-engine instruments ;
- (3) Inspection, packing, and maintenance of parachutes ;
- (4) Installation and compensation of compasses in aircraft ;
- (5) Construction and repair by welding.

(2) The examiners may require a candidate to undergo a practical test in any of the subjects of examination.

(3) An applicant for the renewal of a licence who has not since the issue of the licence, been employed on the work for which the licence was issued may be required to undergo re-examination as a condition of the renewal of the licence.

FIFTH SCHEDULE.

Part I.

Requirements for Pilot's " A " Licence (Private Flying Machines).

A.—PROOFS OF FLYING EXPERIENCE.

Proof must be produced to the satisfaction of the Governor, either by the production of a pilot's log book containing a record of flights carried out by the 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 the applicant has carried out not less than five hours' solo flying during the period of six months immediately preceding the date of his application.

B.—PRACTICAL TESTS.

1. *Test for Altitude and Gliding Flight.*—Two flights both of 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 restarting the engine or engines or reopening 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.

2. *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 within a distance not exceeding fifty yards from a point fixed by the applicant before beginning the flight.

3. *Spinning Test.*—A left hand and right hand spin. During this test the examiner shall be on board. The test shall be undertaken at such a height that normal flight is resumed after the spin at a height of not less than 2,000 feet above the ground.

C.—SUBJECTS COMPRISED IN THE TECHNICAL EXAMINATION.

1. 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.

2. International air legislation.

3. The Air Navigation (Colonies, Protectorates and Mandated Territories) Order, 1927, the regulations made thereunder, and any notices to airmen issued by the Governor in so far as such Order, regulations, or notices affect the responsibilities of a pilot.

D.—REQUIREMENTS OF MENTAL AND PHYSICAL FITNESS.

(*Note.*—These requirements apply also in the case of applicants for Navigator's Licences, *vide* regulation 69.)

(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. Ocular muscle balance, the field of vision of each eye and colour perception must be normal.

Pilots must not be completely deprived of the use of either eye and must possess, with correction by glasses, if necessary, a 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 a series of opto types of Landolt, illuminated at 15 lux.

When this first measurement has been effected with correction by glasses, the medical examiner shall, in addition, see that the visual acuity of the applicant, measured without correction by glasses, after the applicant has had time to adapt himself to these new requirements, is equal to at least 10 per cent. of the normal visual acuity for each eye taken separately.

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, the visual acuity being measured by means of a series of opto types of Landolt, illuminated at 15 lux. Ocular muscle balance, 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 hyper-sensitive ; 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.

Requirements for Pilot's " B " Licence (Public Transport or Aerial Work Flying Machines).

A.—PROOFS OF FLYING EXPERIENCE.

(a) Proof must be produced that, during the preceding three years, the applicant has carried out as pilot in sole charge of a flying machine at least 150 hours' flying and at least 30 landings. Of the 150 hours' flying specified not less than 15 hours shall have been performed in the previous six months, of which not less than five hours shall have been performed by night.

(b) The applicant's flying experience shall include a minimum of 50 hours cross country flying of which at least 5 hours shall consist of cross country flights carried out by night.

" Cross country flight " means a flight which includes a landing at at least one aerodrome other than the aerodrome of departure.

(c) Except in a case where the Governor is satisfied that the experience of the applicant as a pilot is sufficiently long and varied as to constitute equivalent experience, an applicant for a licence in respect of a type of flying machine fitted with two or more engines shall be required to produce evidence of having included in the flying experience specified in this sub-paragraph not less than 10 hours solo flying on a multi-engined flying machine.

Provided that flying experience as the holder of an " A1 " licence while employed as second pilot in a flying machine fitted with dual control employed in air transport operations may be accepted in lieu of the solo flying experience specified in this paragraph but each hour of such experience shall count as half an hour of solo flying experience.

B.—PRACTICAL TESTS.

An applicant for the grant of a licence shall be required to carry out the following tests to the satisfaction of the examiners :—

1. *Altitude, Gliding Flight, Skill and Spinning Tests.*—The same tests as are laid down in Part I.B. of this schedule, for a pilot's " A " licence :

Provided that an applicant who is in possession of a valid Pilot's " A " licence shall only be required to pass the spinning test which is there laid down.

2. *Tests of Navigation.*—Two cross country or oversea flights of at least 200 miles each. As regards one of these, the flight shall be made in the same aircraft within eight hours, shall include two obligatory landings (when the machine must come to rest at points other than the point of departure, fixed beforehand by the examiners) and shall terminate with a landing at the point of departure. During this flight a height of at least 6,500 feet shall be maintained for a total period of one hour. On the second flight an examiner shall be on board and three forced landings shall be made at a point selected by the examiner :

Provided that an applicant who is in possession of a valid Pilot's " A1 " licence may be exempted from this flight.

3. *General Flying.*—(i) For single-engined flying machines :—General flying for about half an hour with an examiner on board and including three landings.

(ii) For multi-engined flying machines :—General flying for half an hour with an examiner on board during which the aircraft shall be flown with each engine in turn completely throttled down and during which three landings shall be made. Part of this flying shall be carried out with the aircraft light and part with the aircraft fully loaded.

4. *Night Flight.*—(i) A night flight of at least one hour carried out away from the aerodrome of departure at a height of at least 1,500 feet.

(ii) Three landings of which at least two shall be made without the aid of a floodlight. Flares on the landing area may be used. These flights shall be made between two hours after sunset and two hours before sunrise, on a dark night.

The aircraft used for these tests shall be equipped with approved lighting equipment for effecting night landings.

5. *Instrument Flying.*—A flight of not less than one hour in duration with an examiner on board during which the applicant shall, without exterior view and by the sole use of the instruments on board satisfactorily carry out the following operations :—

- (i) Calculate and fly at least three different courses of not less than 15 miles each on directions given by the examiner stating the point of departure and point to be flown to.
- (ii) Carry out all ordinary manoeuvres including one take-off, and enter and recover from a spin.

C.—SUBJECTS COMPRISED IN THE TECHNICAL EXAMINATION.

An applicant for the grant of a licence shall be required to pass to the satisfaction of the examiners, an examination in the following subjects :—

Group I.

(a) Flying machines : Theoretical knowledge of the laws of resistance of the air especially as concerns its effect on main plane structure, tail units, and air-screws ; functions of the different parts of the flying machine and of the controls. Assembling of flying machines and their parts. Practical tests on rigging. Centre of gravity and loading : Principles of inspection and tests.

(b) Engines : General knowledge of internal combustion engines and the functions of the component parts ; general knowledge of the construction ; assembling, adjustment, and characteristics of a aero-engine ; fuel and oil consumption and effect on range of aircraft ; principles of inspection and tests. Causes of the faulty running of engines and of breakdown ; practical tests in running repairs.

(c) Instruments : Principles and use of instruments prescribed for flying machines, including blind flying instruments :

Provided that an applicant who is in possession of valid Pilot's " A1 " licence may be exempted from the examination in the subjects mentioned in this Group.

Group II.

(d) Elementary Navigation : Map reading and use of maps ; compass, care, use and compensation ; principles of dead reckoning navigation and the instruments in common use ; principles of navigation by radio-geomety.

(e) Rules as to Lights and Signals : General Rules for Air Traffic, Special Rules for Air Traffic on and in the vicinity of aerodromes open to Public Use ; Rules for Preventing Collisions at Sea.

(f) Practical knowledge of the special conditions of air traffic and of international air legislation. General knowledge, in so far as they affect the responsibilities of a pilot, of the Air Navigation (Colonies, Protectorates and Mandated Territories) Order, 1927, the Regulations made under the Order, and Notices to Airmen.

Group III.

(g) Elementary Meteorology.

The examination in flying machines and engines shall have reference to the particular types of flying machines or engines which are to be endorsed on the licence. The applicant may be

required to undergo a further examination with reference to other types of flying machines and engines before the licence is endorsed for such other types.

An applicant who fails to pass in any of the groups shall be permitted to reappear not more than twice for examination in those groups :

Provided that an applicant who does not pass in all groups of the technical examination within a period of six months from the date of the first examination shall be required to undergo the complete examination again.

D.—REQUIREMENTS OF MENTAL AND PHYSICAL FITNESS.

(a) The applicant will be questioned concerning his family and personal history:

(b) 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.

(c) *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.

Injuries of the head will be dealt with as follows :—

- (i) Cases of simple concussion, even with mild intracranial injury, will entail temporary unfitness of a period of at least one month from the date of the concussion.
- (ii) A simple fracture of the skull without associated intracranial damage will entail temporary unfitness for a period of at least two months from the date of the fracture.
- (iii) In case of severe intracranial injuries, the presence of local lesion of the brain will entail permanent rejection.

In the first and second cases, after the applicant has resumed his duties, his licence will be rendered valid only for successive periods of two months, until the after-effects no longer appear liable to produce a sudden incapacity in flight.

Any trepanning with loss of the bony substance concerning the two tables of the cranial vault will entail rejection. The same will apply in case of lesion of the dura mater, even after a bonegraft.

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.

Any syphilis, past or present, affecting the central nervous system or its blood vessels or its membranes will entail the permanent rejection of the applicant.

(d) *General Surgical Examination.*—The applicant must neither suffer from any wound or injury, nor have undergone any operation, nor possess any abnormality, congenital or acquired, which might interfere with the safe handling of 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.

(e) *General Medical Examination.*—The applicant must not suffer from any disease or disability which renders him liable suddenly to become incompetent in the management of 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 haematopoietic 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. Penial 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 definite 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.

(f) *Eye Examination.*—The applicant must possess a degree of visual acuity compatible with the efficient performance of his duties. Ocular muscle balance, the field of vision of each eye and colour perception must be normal. Certain anomalous trichromats may, however, be admitted.

The applicant 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 after the age of 35 when, at that age, 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 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.

In case of application for the original issue of the licence, hypermetropia above 2.25 dioptries will entail rejection.

Visual acuity shall be measured by means of a series of optotypes of Landolt, illuminated at 15 lux.

(g) *Ear Examination.*—The middle ear must be healthy. The applicant must possess an auditory acuity not less than that corresponding with the normal perception of 64 vibrations per second, 256 vibrations per second, and 4,096 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.

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

Part III.

Regulation

Requirements for Pilot's "A 1" Licence (Public Transport Flying Machines in Ceylon).

A.—PROOFS OF FLYING EXPERIENCE.

Proof must be produced that the applicant has carried out during the two years preceding the date of application not less than 100 hours solo flying (including not less than 30 landings), of which not less than 15 hours shall have been performed during the preceding six months, and of which not less than 25 hours shall consist of cross country flights :

Provided that, except in a case where the Governor is satisfied that the experience of the applicant as a pilot is sufficiently long

and varied as to constitute equivalent experience, an applicant for the endorsement of his licence in respect of a type of flying machine fitted with two or more engines, shall be required to produce evidence of having carried out not less than 10 hours flying on a multi-engined flying machine either as first pilot or as second pilot.

B.—PRACTICAL TESTS.

An applicant for the original endorsement of a licence shall be required to carry out the following tests to the satisfaction of the examiner :—

- (a) For single-engined flying machines—general flying for half an hour with an examiner on board and including three landings.
- (b) For multi-engined flying machines—general flying for half an hour with an examiner on board, during which the aircraft shall be flown with each engine in turn completely throttled down and during which three landings shall be made. Part of this flying shall be carried out with the aircraft light and part with the aircraft fully loaded.
- (c) A cross country or oversea flight of at least 200 miles with an examiner on board and including three forced landings at points selected by the examiner. During this flight a height of 6,500 feet shall be maintained for a total period of one hour. The applicant will at the time of departure be informed of his route and furnished with the appropriate map. The examiner will judge whether the route has been correctly followed.

C.—SUBJECTS COMPRISED IN THE TECHNICAL EXAMINATION.

An applicant for the issue of a licence shall be required to pass to the satisfaction of the examiners an examination in the following subjects :—

Group I.

- (a) Flying machines : Theoretical knowledge of the laws of resistance of the air especially as concerns its effect on main plane structure, tail units and air-screws : functions of the different parts of flying machines and of the controls. Assembling of flying machines and their parts. Practical tests on rigging. Centre of gravity and loading. Principles of inspection and tests.
- (b) Engines : General knowledge of internal combustion engines and the functions of the component parts ; general knowledge of the construction, assembling, adjustment, and characteristics of aero-engines ; fuel and oil consumption and effects on range of aircraft ; principles of inspection and tests. Causes of the faulty running of engines and of breakdown ; practical tests in running repairs.
- (c) Instruments : Principles and use of instruments prescribed for flying machines.

Group II.

- (d) 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.

(e) *Elementary Navigation*.—Map reading and use of maps, care, use, and compensation of the compass determination of position and drift.

The examination in flying machines and engines shall have reference to the particular types of flying machines or engines which are to be endorsed on the licence. The applicant may be required to undergo a further examination with reference to other types of flying machines and engines before the licence is endorsed for such other types.

An applicant who fails to pass in any group shall be permitted to reappear not more than twice for examination in that Group ;

Provided that an applicant who does not pass in all groups of the technical examination within a period of six months from the date of the first examination shall be required to undergo the complete examination again.

22 By the substitution for Table II of the Sixth Schedule of the following :—

TABLE II.

Regulation

Fees Chargeable in Respect of Grant, Renewal, and Validation of Ground Engineers' Licences and Licences for Aircraft Personnel and of Medical Examinations under Regulation 74A.

Nature of Licence	Flying Test.	For Technical Examination	For Medical Examination		For Licence.
			for issue of Licence.	for renewal of Licence, or under Regulation 74A.	
If required.					
		Rs c	Rs. c.	Rs. c.	Rs. c.
Ground Engineer's licence :—					
Issue, renewal or issue of duplicate licence	5 0
For each separate category when required on issue, renewal or extension :—					
(i) One category	.	10 0	.	.	5 0
(ii) Two categories	..	15 0	.	.	5 0
(iii) Each additional category	..	5 0	.	.	5 0
(iv) Additions of types of aircraft, engines, instruments, accessories or equipment to those already endorsed on the licence for each category in which additions are required	..	5 0	.	.	5 0
Pilot (to fly private flying machines)—“ A ”	*	5 0	15 0	10 50	5 0
Pilot (to fly public transport flying machines or aerial work flying machines, <i>limited</i>)—“ A 1 ”	*	20 0	45 0	22 50	5 0
Pilot (to fly public transport flying machines or aerial work flying machines)—“ B ”	*	30 0	45 0	22 50	5 0
Pilot Instructor's licence	.				5 0
Navigator's Licence :—					
First Class	.	75 0	45 0	22 50	5 0
Second Class	..	30 0	45 0	22 50	5 0

* *N B.*—For all flying tests the applicant shall be required to provide the aircraft and pay all charges incurred thereby and in addition he shall pay when an official examiner is carried on board during the flying test, a fee of Rs 10 for each hour or part of an hour so flown

23 By the substitution for Table III in the Sixth Schedule of the following new Table :—

Regulation 85

TABLE III.

Part A.

TARIFF OF LANDING AND HOUSING CHARGES AT AERODROMES.

Type of Aircraft	Landing Fees.						Housing Fees.		
	For Machines fitted with Tail Skids		For Machines fitted with Tail Wheels.		Extra for Machines fitted with Wireless Telegraph.		Housing Fees (excluding Landing Fee).		
	For single landing.	Covering all landings in 1 month at a specified aero-drome.	For single landing	Covering all landings in 1 month at a specified aero-drome.	For single landing	Covering all landings in six months at a specified aero-drome.	Up to 24 hours.	For 1 month (at a specified aero-drome).	For six months (at a specified aero-drome).
	Rs c	Rs c	Rs c	Rs c	Rs c	Rs c	Rs c	Rs c	Rs c
AA.—Small type occupying not more than 500 sq. ft.	1 0	67 50	1 0	67 50	2 0	135 0	1 0	15 0	67 50
A —Small type occupying over 500 sq. ft. but not more than 1,000 sq. ft.	1 50	112 50	1 0	67 50	2 0	135 0	2 0	30 0	135 0
B —Medium type occupying over 1,000 sq. ft. but not more than 2,000 sq. ft.	3 0	405 0	2 0	270 0	2 0	135 0	6 0	90 0	405 0
C —Large type occupying over 2,000 sq. ft. but not more than 4,000 sq. ft.	8 0	1,080 0	6 0	180 0	5 0	337 50	15 0	225 0	1,012 50
D —Large type occupying over 4,000 sq. ft. but not more than 10,000 sq. ft.	15 0	2,025 0	11 0	330 0	5 0	337 50	30 0	450 0	2,025 0
E —Large type occupying over 10,000 sq. ft.	25 0	3,375 0	20 0	600 0	10 0	675 0	40 0	600 0	2,700 0

Part B.

LANDING FEES

- (i) For landing purposes, the area of an aircraft shall be calculated as the product of the span and the length of the aircraft.
- (ii) The payment of the landing fee shall entitle aircraft to the use of the landing ground for alighting and departure, to the supply of all available information as to routes and weather conditions, and to the services of the aerodrome personnel, if available, for assisting in guiding the machine, starting propellers, carrying petrol and oil, &c.
- (iii) Any flight, of which prior notice is given to the Aerodrome Officer, and which is undertaken solely for the purpose of ascertaining the service ability in the air of the engine or engines, air frame or equipment of the aircraft flown, shall be deemed to be a test flight, and shall be exempt from the levy of a landing fee.
- (iv) The extra fee for each landing or departure at night will be levied only when personnel are required to attend, or flares or other lighting apparatus are used.
- (v) In lieu of the extra fee for each landing or departure at night the person by whom such fee is payable may at his option pay a charge of Rs 5 per half hour or part thereof for a succession of landings or departures performed by a single user of the aircraft concerned.
- (vi) When an aerodrome is used temporarily for repeated landings, a daily charge equivalent to five times the charge for a single landing for the class of aircraft concerned shall be levied in respect of each aircraft, subject to a maximum total charge, in the first or any subsequent period of 30 consecutive days included in the period during which the aerodrome is so used or in any further period of less than 30 days so included, equivalent to the monthly charge set out in paragraph 1.
- (vii) All charges for landing shall be paid either at the time of, or immediately after the use of the landing ground.

HOUSING FEES

- (viii) 50 per cent. of the standard housing fees shall be charged for mooring aircraft in the open, but this charge shall be made only after an aircraft has been left on the aerodrome for a period of not less than six hours.
- (ix) For housing purposes, the area of an aircraft shall be calculated as the product of the span or overall width and the length of the aircraft in the condition in which it is housed. Provided that, with the approval of the aerodrome authority, it shall not be necessary to fold the supporting surfaces of a flying machine in order to obtain a reduction of the housing fee when there is space available and the period of housing will not exceed 24 hours.
- (x) All charges for housing and mooring other than daily charges shall be paid in advance. When housing space which has been paid for in advance is not used, the space may be used for the housing of other aircraft, and the lessee unless he is prevented by the housing of other aircraft from obtaining accommodation for his aircraft.