



SUPPLEMENT

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SATURDAY, MAY 3, 1919.

Air Ministry,
30th April, 1919.

AIR NAVIGATION REGULATIONS, 1919.

ARRANGEMENT OF REGULATIONS.

Regulation.

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SCHEDULES.

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- III. Certificates of airworthiness for passenger aircraft and periodical overhaul and examination of such aircraft.
- IV. Registration and nationality marks.
- V. Log books.
- VI. Prohibited areas.
- VII. Rules as to lights and signals and rules of the air.
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ORDER OF THE SECRETARY OF STATE
UNDER THE AIR NAVIGATION ACTS,
1911 TO 1919.

In pursuance of the powers conferred upon me by the Air Navigation Acts, 1911 to 1919, and all other powers enabling me in that behalf, I, the Right Honourable Winston Spencer Churchill, one of His Majesty's Principal Secretaries of State, by order make the following regulations:—

GENERAL CONDITIONS OF FLYING.

1. No aircraft shall fly within the limits of the British Islands and the territorial waters

adjacent thereto unless the following conditions are complied with:—

(1) The aircraft shall be registered in the prescribed manner:

(2) The aircraft shall bear the prescribed registration and nationality marks, affixed or painted on the aircraft in the prescribed manner:

(3) The personnel of the aircraft shall be licensed in the prescribed manner:

(4) There shall be carried in the aircraft—

(a) the certificate of registration; and

(b) the licence of any member of the personnel who is required to be licensed:

(5) The provisions of these regulations as to general safety, and the rules as to lights and signals and rules of the air, as set out in these regulations, shall be duly complied with:

(6) No mails shall be carried without the consent in writing of the Postmaster-General, and no wireless apparatus shall be installed or worked except under and in accordance with a licence granted by the Postmaster-General, containing such conditions as may be approved by the Secretary of State:

(7) The aircraft shall not fly over any prohibited area as defined by these regulations:

Provided that—

(a) the requirements of this regulation as to registration and as to the bearing of registration and nationality marks, shall not apply to aircraft built for the purpose of experiment, and flown for the purpose of experiment or test only, within three miles of an aerodrome or aircraft factory or in accordance with such directions (if any) as may be given by the Secretary of State; and

(b) the requirements of this regulation as to licensing of personnel shall not apply within the precincts of an aerodrome in the case of personnel under instruction or of aircraft flying for experimental purposes.

ADDITIONAL CONDITIONS IN CERTAIN CASES.

2. Without prejudice to the last foregoing regulation—

(1) A passenger aircraft carrying passengers shall not—

(a) fly within the limits aforesaid unless it has been certified in the prescribed manner as airworthy, and the prescribed conditions as to airworthiness, periodical overhaul, and examination before each flight are complied with, and all the prescribed certificates in relation to airworthiness are carried in the aircraft; or

(b) use as a regular place of departure or place of landing any place other than a licensed aerodrome, or a Royal Air Force aerodrome or aerodrome under the control of the Secretary of State approved for the purpose by the Secretary of State:

(2) A passenger or goods aircraft shall not fly within the limits aforesaid unless there are carried in the aircraft the prescribed log books, accurately kept up to date in the prescribed form and manner:

(3) An aircraft arriving in or departing from the United Kingdom shall comply with the provisions of these regulations applicable to such a case.

REFERENCE TO SCHEDULES.

3.—(1) The provisions in the schedules to these regulations shall have effect as part of these regulations, and shall be duly observed by all persons concerned in the cases to which they relate, that is to say:—

Schedule.	Subject matter.
I.	Registration of aircraft.
II.	Licensing of personnel.
III.	Certificates of airworthiness for passenger aircraft, and periodical overhaul and examination of such aircraft.
IV.	Registration and nationality marks.
V.	Log books.
VI.	Prohibited areas.
VII.	Rules as to lights and signals and rules of the air.
VIII.	Rules as to aircraft arriving in or departing from the United Kingdom.

(2) The Secretary of State may, if he thinks fit, issue directions for the purpose of supplementing or giving full effect to the provisions of the above schedules, or for any purpose for which provision is under these regulations to be made by direction of the Secretary of State.

AERODROMES.

4.—(1) No place in the British Islands shall be used as an aerodrome or as a regular place of landing or departure by passenger aircraft carrying passengers, unless it has been licensed for the purpose by the Secretary of State, and any conditions of such licence are complied with.

(2) There shall be kept exhibited in a conspicuous place at all aerodromes used for the landing or departure of passenger or goods aircraft, a tariff of charges in such form and on such scale as may be directed or approved by the Secretary of State.

(3) In the case of any contravention of or failure to comply with this regulation, the proprietor of the aerodrome shall be deemed to have acted in contravention of or, as the case may be, failed to comply with these regulations.

(4) This regulation shall not apply to Royal Air Force aerodromes or aerodromes under the control of the Secretary of State, the use of which has been sanctioned by the Secretary of State; provided that any directions of the Secretary of State as to the use of such aerodromes are complied with.

GENERAL SAFETY PROVISIONS.

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

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

(2) No person in any aircraft shall—

(a) carry out any trick flying or exhibition

flying over any city or town area or populous district; or

(b) carry out any trick flying or exhibition flying over any regatta, race meeting, or meeting for public games or sports, except where specially arranged for in writing by the promoters of such regatta or meeting; or

(c) carry out any flying which by reason of low altitude or proximity to persons or dwellings is dangerous to public safety; or

(d) drop or cause or permit to be dropped, from the aircraft any article except ballast as authorised by the rules of the air as set out in these regulations.

PRODUCTION OF LICENCES, CERTIFICATES AND LOG-BOOKS FOR INSPECTION.

6.—(1) Any member of the personnel of an aircraft shall on demand produce his licence for the inspection of any person authorised for the purpose by the Secretary of State.

(2) The owner and person in charge of any aircraft shall, on demand, produce for the inspection of any person authorised for the purpose by the Secretary of State, any certificates or licences relating to the aircraft, and also, in the case of passenger or goods aircraft, any of the prescribed log-books.

RIGHT OF INSPECTION OF AND ACCESS TO AERODROMES AND FACTORIES.

7.—(1) Any person authorised by the Secretary of State for the purpose shall have the right of access at all reasonable times to any aerodrome for the purpose of inspecting the same, or to any place to which access is necessary for the purpose of carrying out his powers and duties under these regulations.

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

(3) During the construction of a passenger aircraft any person authorised by the Secretary of State shall at all times during working hours have the right of access, for purposes of inspection, to that portion of the shops in which parts are being manufactured or assembled, and to drawings of the parts under inspection, whether at the works of the main contractor or of sub-contractors.

EXCEPTIONS.

8. These regulations do not, except where otherwise expressly stated, apply—

(a) to military aircraft belonging to or employed in the service of His Majesty; or

(b) to any aircraft or to any persons if and to such extent as such aircraft or persons may be excepted from these regulations, or any of them, by direction of the Secretary of State on the recommendation of a Government Department.

FOREIGN AIRCRAFT.

9. The provisions of these regulations as to—

- (a) registration of aircraft;
- (b) licensing of personnel;
- (c) airworthiness;
- (d) log books; and
- (e) wireless apparatus;

shall not apply to foreign aircraft:

Provided that—

(i) no foreign military aircraft shall fly over or land in the British Islands or the

territorial waters adjacent thereto except on the express invitation or with the express permission of His Majesty or of a Government Department, but any such aircraft landing on such invitation or with such permission shall be exempt from these regulations to such extent and on such conditions as may be specified in the invitation or permission; and

(ii) where any foreign aircraft, after first landing in the British Islands, flies over any part thereof except in such manner as may be necessary in order to proceed to a foreign destination, all the provisions of these regulations shall apply to that aircraft unless there are carried in the aircraft, and produced for inspection as and when required by the Secretary of State, certificates, licences, and log books issued by the responsible authority in the country to which the aircraft belongs, complying substantially with the provisions of these regulations, and unless (in the case of a passenger aircraft) the conditions of the aircraft from the point of view of the safety of the passengers and personnel correspond substantially with the particulars contained in the certificates produced.

PENALTIES.

10.—(1) Where any aircraft flies in contravention of, or fails to comply with, these regulations or any provision thereof, the owner of the aircraft, and also the pilot or commander, shall be deemed to have contravened or, as the case may be, failed to comply with these regulations:

Provided that it shall be a good defence to any proceedings for contravention or failure to comply with these regulations if the contravention or failure is proved to have been due to stress of weather or other unavoidable cause.

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

(3) Any person contravening or failing to comply with these regulations or any provision thereof is liable to imprisonment for a term not exceeding six months or to a fine not exceeding two hundred pounds, or to both such imprisonment and fine.

(4) Any aircraft which flies or attempts to fly over a prohibited area is liable to be fired on in accordance with section two of the Aerial Navigation Act, 1913, and the provisions of these regulations relating thereto.

(5) If any person in any aircraft is guilty of any act of espionage to which the provisions of section one of the Official Secrets Act, 1911, apply, he is liable to penal servitude for a term not exceeding seven years.

POWER TO CANCEL OR SUSPEND LICENCES AND CERTIFICATES.

11.—(1) The licence of any member of the personnel of an aircraft, or the licence of any aerodrome, may be cancelled or suspended by the Secretary of State on sufficient ground being shown to his satisfaction, after due inquiry, and his decision shall be final:

Provided that in special cases the Secretary of State may suspend any such licence

temporarily and provisionally pending the holding of an inquiry.

(2) Any certificate relating to the airworthiness of an aircraft may be cancelled or suspended by the Secretary of State if he is satisfied that reasonable doubt exists as to the safety of the aircraft in question, or of the type to which the aircraft in question belongs.

(3) Where any person is convicted of any contravention or failure to comply with these regulations in respect of any aircraft, the Secretary of State may cancel or suspend the certificate of registration of that aircraft.

INTERPRETATION.

12. In these regulations, unless the context otherwise requires—

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

“Airship” means an aircraft lighter than air and having means of propulsion;

“Balloon” means an aircraft lighter than air and having no means of propulsion;

“Flying machine” includes aeroplanes, seaplanes, flying boats, and other flying machines heavier than air and having means of propulsion;

“Military aircraft” includes naval, military, and air-force aircraft;

“Passenger aircraft” and “goods aircraft” mean respectively aircraft intended for carrying passengers, or goods (including mails), for hire or reward, and include respectively aircraft on which passengers or goods are actually so carried;

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

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

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

“Licensed aerodrome” means an aerodrome licensed under these regulations;

“Prescribed” means prescribed by these regulations or by directions of the Secretary of State thereunder;

“Prohibited area” means any of the areas referred to in Schedule VI. of these regulations;

“Secretary of State” includes, in relation to any purpose of these regulations, any person authorised by the Secretary of State for that purpose.

The Interpretation Act, 1889, applies for the purpose of the interpretation of these regulations as it applies for the purpose of the interpretation of an Act of Parliament, and as if these regulations were an Act of Parliament.

SAVING.

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

SHORT TITLE.

14. These regulations may be cited as the Air Navigation Regulations, 1919.

WINSTON S. CHURCHILL,

One of His Majesty's Principal Secretaries of State.

Air Ministry, London,
30th April, 1919.

SCHEDULES.

SCHEDULE I.

REGISTRATION OF AIRCRAFT.

1. Certificates of registration shall be granted by the Secretary of State, and upon registration there shall be assigned to the registered aircraft a registration mark.

2. The applicant, unless the Secretary of State in special cases otherwise allows, must be a British subject, or in the case of a body corporate must be registered and have its principal place of business in the United Kingdom.

3. Application for registration shall be made to the Secretary, Air Ministry.

4. The fee to be charged for registration will be one guinea.

5. Upon any change of ownership of registered aircraft, the certificate of registration shall lapse, but a fresh certificate may be applied for by the new owner.

SCHEDULE II.

LICENSING OF PERSONNEL.

Licensing Authority.

1. Licences shall be granted by the Secretary of State. Applications therefor shall be made to the Secretary, Air Ministry.

Pilots.

2. A person applying for a pilot's licence to fly passenger or goods aircraft will be required to—

(a) pass a medical examination carried out under the control of the Secretary of State;

(b) produce a certificate of competency issued by the Secretary of State, or be qualified as a Royal Air Force pilot;

(c) submit proof of recent reasonable flying experience on the class of machine for which the licence is required, or failing such proof undergo practical tests.

3. A person applying for a pilot's licence to fly machines other than passenger or goods aircraft must either be qualified as a Royal Air Force pilot, or produce a certificate of competency issued by the Secretary of State.

Navigators.

4. A person applying for a licence to navigate passenger or goods aircraft will be required to—

(a) pass a medical examination carried out under the control of the Secretary of State;

(b) produce a certificate of competency issued by the Secretary of State.

Engineers.

5. A person applying for a licence to be engaged as engineer on passenger or goods aircraft will be required to—

- (a) pass a medical examination carried out under the control of the Secretary of State;
- (b) submit proof of sufficient knowledge and experience in the management of aircraft engines;
- (c) undergo, if necessary, practical and theoretical tests.

Other Persons.

6. Persons applying for a licence in any other capacity than those above specified must comply with such conditions as may be directed by the Secretary of State.

General.

7. Holders of licences may be required from time to time to undergo further medical examinations carried out under the control of the Secretary of State.

8. Licences shall remain valid for the following periods:—

- Pilots' licences 6 months,
- Other licences 12 months,

and shall not be valid unless endorsed by the Secretary of State at those intervals.

9. The fee to be charged in respect of each licence issued and in respect of each such endorsement as aforesaid shall be five shillings.

In the event of any applicant being required to undergo such practical test as is specified in paragraphs 2 (c) and 5 (c) above, a further fee of one guinea will be charged.

SCHEDULE III.

CERTIFICATES OF AIRWORTHINESS FOR PASSENGER AIRCRAFT AND PERIODICAL OVERHAUL AND EXAMINATION OF SUCH AIRCRAFT.

General.

1. A certificate of airworthiness in respect of one aircraft of any type (herein-after referred to as "a type aircraft") will be issued by the Secretary of State in accordance with the conditions set out in this schedule at a charge of five guineas.

2. After the issue of a certificate of airworthiness to a type aircraft, any further aircraft of that type will be inspected for airworthiness by employees of the constructor, under arrangements approved by the Secretary of State, and if the aircraft in respect of which a certificate of airworthiness is desired conforms in all essential respects with the type aircraft, and is of satisfactory workmanship and materials, a certificate of airworthiness will be issued in respect of such aircraft by the Secretary of State at a charge of one guinea:

Provided that the Secretary of State may take steps to test the inspection made by the employees of a constructor, and if such test inspection, in his opinion, warrants such a course, may order a further inspection to be carried out by any person or persons duly authorised by him, and to issue or refuse a certificate, as he may decide, after such inspection, or to refuse to issue certificates of airworthiness in respect of further aircraft of the same type as that subjected to such test

inspection that have been or may be constructed by the particular constructor.

3. Licences to competent persons for the purposes of this schedule shall be granted by the Secretary of State on compliance with such conditions as he may direct.

Type Aircraft.

4. A certificate of airworthiness will not be granted for any type of passenger aircraft until the following conditions stipulated below have been fulfilled:—

- (a) The design has been approved by the Secretary of State in regard to safety;
- (b) The construction has been so approved in regard to workmanship and material used; and
- (c) A satisfactory demonstration in accordance with the directions of the Secretary of State has been made in flying trials that the aircraft is safe for the purpose for which it is intended.

Periodic Overhaul.

5. All passenger aircraft must be inspected, overhauled and certified as airworthy by competent persons appointed by the owners or users of them, and licensed for the purpose under this schedule, at such times as the Secretary of State may direct, and such certificate or certificates must be produced to the Secretary of State on demand.

6. Aircraft inspected, overhauled, or certified as provided in the foregoing paragraph may be inspected by authorised representatives of the Secretary of State, and the Secretary of State is entitled under these regulations to cancel or suspend the certificate of airworthiness of any aircraft deemed to be unsafe as a result of such inspection.

Examination before each Flight.

7. No passenger aircraft carrying passengers shall on any day proceed on any journey unless it has previously been inspected at least once on that day by a competent person licensed for the purpose under this schedule, who shall not be the pilot of the particular machine.

8. If such competent person is satisfied that the aircraft is fit in every way for the flight or flights proposed, he shall sign in duplicate a certificate to that effect, which certificate shall be countersigned by another person in the employment of the owner, giving the time and date of such certification. For this purpose the countersignature of the pilot may be accepted.

9. One copy of each certificate will be retained by the owner of the aircraft, and the duplicate copy must be carried in the aircraft.

10. The pilot will be responsible for seeing that the aircraft, before commencing any flight, is, in his opinion, in a satisfactory condition, and does not carry more than the load specified in the certificate of airworthiness, and must sign a certificate to that effect.

SCHEDULE IV.

REGISTRATION AND NATIONALITY MARKS.

1. The registration and nationality marks shall be such as the Secretary of State may direct.

2. The registration and nationality marks shall be affixed in black on a white ground in

the following manner, and underlined with a black line:—

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

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

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

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

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

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

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

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

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

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

7. Where the registration and nationality marks appear together a hyphen of a length equal to that of one of the numbers or letters shall be painted between the nationality mark and registration mark.

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

SCHEDULE V.

LOG BOOKS.

1. Log books shall take the form of an aircraft log book, an engine log book, a journey log book, and a signal log book. If more than one engine is fitted a separate log book shall be provided for each engine.

2. Each log book shall be self-contained, but all log books shall be kept together in the aircraft in a waterproof bag of a pattern authorised by the Secretary of State.

3. The log books shall conform in all essentials to the patterns authorised by the Secretary of State, and shall contain such information and particulars as the Secretary of State may direct

SCHEDULE VI.

PROHIBITED AREAS.

1. Each of the places named or described in the following list, with the land and territorial waters surrounding such place to a distance of three statute miles in all directions from its boundary, shall be a prohibited area:—

Whole of Scapa Flow.

Kirkwall Town.

An area enclosed by straight lines joining the following points: Tor Ness, Rora Head, Inga Ness, Mull Head, Old Head (Orkney Islands).

Thurso Town.

Cromarty Ness.

Invergordon Pier.

Dalmore Village, near Invergordon.

Aberdeen Wireless Station.

Montrose Town.

Broughty Ferry Castle.

Inchkeith Island.

Rosyth Dockyard.

Pitfirrane Park.

Forth Bridge.

Tynemouth, North Pier Lighthouse.

Elswick Railway Station.

Killingholme Air Station.

Cleethorpes Wireless Station.

Louth Railway Station.

Landguard Point, Breakwater (Felixstowe).

Parkeston Quay.

Ipswich Wireless Station.

Osea Island.

Shoeburyness Church.

Fobbing Church.

Tilbury Fort.

Purfleet Railway Station.

Barking Creek Mouth.

Waltham Abbey Railway Station

Enfield Lock Railway Station.

Chatham Dockyard.

Teapot Hard.

Chattenden Farm.

Allhallows Church.

Grain Martello Tower.

Sheerness Dockyard.

Dover Castle.

Archcliffe Fort.

Lydd Railway Station.

Newhaven Station Harbour Jetty.
 Fort Cumberland.
 Spithead: namely, the space between a line from Lee-on-Solent Pier to Wootton Point and a line from Southsea Castle to Seaview Pier.
 Portsmouth Dockyard.
 Cosham Railway Station.
 Fareham Railway Station.
 Culver Cliff, Naval Signal Station.
 Needles Lighthouse.
 Southampton Docks.
 Marchwood Park.
 Hurst Castle.
 Osmington Church.
 Weymouth Pier.
 Portland Convict Prison.
 Turnchapel Railway Station.
 Plymstock Railway Station.
 Keyham Dockyard.
 Devonport Dockyard.
 Saltash Railway Bridge.
 Penlee Point.
 Thorn Island (Milford Haven)
 Pembroke Wireless Station.
 Old Milford Railway Station.
 St. Ann's Head.
 Barrow-in-Furness Town Hall.
 Stevenston Railway Station.
 Greenock Pier.
 So much of Loch Long as lies north of a line drawn due east from Knap Point.
 Carrickfergus Railway Station.
 Grey Point.
 Spike Island.
 Haulbowline Dockyard.

2. The prohibited areas are more particularly shown in a map issued for the purpose by the Secretary of State.

3. The officer to give the signals and take the action mentioned in section 2 of the Aerial Navigation Act, 1913, shall be a commissioned officer in His Majesty's Naval, Military, or Air Forces.

4. The signals which may be given when an aircraft flies, or attempts to fly, over any of the prohibited areas shall be as follows:—

By day: three discharges, at intervals of not less than ten seconds, of a projectile showing smoke on bursting.

By night: three discharges, at intervals of not less than ten seconds, of a projectile showing red stars or red lights.

5. On such signal being given, the aircraft shall immediately land at the nearest practicable spot; provided that, if it be approaching or flying over any prohibited area, it shall not, in descending, advance further towards or into the area.

6. If an aircraft is unable to land immediately in response to the signal, owing to stress of weather or other unavoidable cause, it shall make the following signal:—

By day: show, from the place where they can be most clearly seen from below, a red triangular flag, together with two black balls superimposed vertically one above the other;

By night: wave a white light, at the same time extinguishing the side lights; and shall, as soon as possible, land at the nearest practicable spot in the United Kingdom.

SCHEDULE VII.

RULES AS TO LIGHTS AND SIGNALS AND RULES OF THE AIR.

INTERPRETATION OF RULES.

In these rules—

The word "aircraft" comprises all balloons, whether fixed or free, kites, airships, and flying machines;

The word "balloon," either fixed or free, shall mean an aircraft lighter than air, and having no means of propulsion;

The word "airship" shall mean an aircraft lighter than air, and having means of propulsion;

The word "flying machine" shall mean all aeroplanes, seaplanes, flying boats, or other flying machines heavier than air, and having means of propulsion.

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

An airship is "under way" within the meaning of these rules when it is not made fast to the ground or any object on land or water.

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

1.—RULES AS TO LIGHTS AND SIGNALS.

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

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

(a) Forward, a white light, visible in a dihedral angle of two hundred and twenty degrees bisected by a vertical plane through the line of flight, and of such a character as to be visible at a distance of at least five miles;

(b) On the starboard side, a green light, so constructed and fixed as to show an unbroken light between two vertical planes, whose dihedral angle is one hundred and ten degrees when measured to the right from dead ahead, and of such a character as to be visible at a distance of at least three miles;

(c) On the port side, a red light, so constructed and fixed as to show an unbroken light between two vertical planes whose dihedral angle is one hundred and ten degrees when measured to the left from dead ahead, and of such a character as to be visible at a distance of at least three miles;

(d) The said green and red sidelights shall be fitted so that the green light shall not be seen from the port side, nor the red light from the starboard side;

(e) At the rear, and as far aft as possible, a white light shining rearwards, and visible in a dihedral angle of one hundred and forty degrees bisected by a vertical plane through the line of flight;

(f) In the case where, in order to fulfil conditions (a) to (e) above, the single light has to be replaced by several lights, the

field of visibility of each of these lights should be so limited that in no case can more than one be seen at a time.

3. The rules as to the lighting of flying machines shall apply to airships, subject to the following modifications:—

(a) All lights shall be doubled, the forward and aft lights vertically, and the side lights horizontally;

(b) Both lights of each pair forward and aft shall be visible at the same time.

The distance between each light comprising a pair shall not be less than six feet.

4. An airship, when being towed, shall carry the lights referred to in rule 3, and in addition those specified in rule 6 for airships not under control.

5. A flying machine, when on the surface of the water and when not under control, that is to say, not able to manœuvre as required by the regulations for preventing collisions at sea, shall carry two red lights not less than six feet apart in a vertical line one over the other, and of such a character as to be visible all round the horizon at a distance of at least two miles. In addition the side lights must be shown if the flying machine is under way.

6. An airship, which from any cause is not under control, or which has voluntarily stopped her engines, shall, in addition to the other specified lights, display conspicuously two red lights, one over the other approximately in a vertical line, not less than six feet apart and constructed to show a light in all directions and of such a character as to be visible at a distance of at least two miles.

By day an airship, when being towed, or which from any cause is not under control, shall display conspicuously two black balls or shapes, each two feet in diameter, placed one over the other and approximately in a vertical line.

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

7. A free balloon shall carry one bright white light below the car at a distance of not less than twenty feet, and so constructed as to show an unbroken light in all directions and of such a character as to be visible at a distance of at least two miles.

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

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

By day the mooring cable shall carry in the same positions as the groups of lights mentioned in the preceding paragraph, and in lieu thereof, tubular streamers, not less than eight inches in diameter and six feet long, and marked with alternate bands of white and red eighteen inches in width.

9. An airship, when moored near the ground, shall carry the lights referred to in rules 2 (a) and (e) and 3.

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

Sea anchors or drogues used by airships for mooring purposes at sea are exempt from this rule.

10. A flying machine stationary on land or water, but not anchored or moored, shall carry the lights specified in rule 2.

11. In order to prevent collisions with surface craft—

(a) A flying machine when at anchor or moored on the water shall carry forward where it can best be seen a white light so constructed as to show an unbroken light visible all round the horizon at a distance of at least one mile.

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

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

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

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

12. In the event of the failure of any of the lights specified under these rules to be carried by aircraft flying at night, such aircraft shall land at the first reasonably safe opportunity.

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

14.—(a) Aircraft proposing to land at night on aerodromes having a ground control shall before landing—

Fire a green Very's light or flash a green lamp, and in addition shall make by international Morse code the letter group forming its call sign.

(b) Permission to land will be given by the repetition of the same call sign from the ground, followed by—

A green Very's light, or flashing a green lamp.

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

16. An aircraft compelled to land at night shall, before landing, fire a red Very's light, or make a series of short flashes with the navigation lights.

17. When an aircraft is in distress and requires assistance, the following signals shall

be used or displayed, either together or separately:—

- (1) The international signal, S.O.S., by means of visual or wireless signals;
 - (2) The international code flag signal of distress, indicated by NC;
 - (3) The distant signal, consisting of a square flag, having either above or below it a ball, or anything resembling a ball;
 - (4) A continuous sounding with any sound apparatus;
 - (5) A signal, consisting of a succession of white Very's lights, fired at short intervals.
18. In fog, mist, falling snow, or heavy rainstorm, whether by day or night, an aircraft on the water shall make the following sound signals with any sound apparatus:—

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

(b) if at anchor or moored a sound at intervals of not more than one minute, consisting of one blast of about five seconds duration.

II.—RULES OF THE AIR.

(a)

General Rules of the Air.

19. Flying machines shall always give way to balloons, fixed or free, and to airships. Airships shall always give way to balloons, whether fixed or free.

20. An airship when not under its own control shall, for the purposes of the rules of the air, be classed as a free balloon.

21. A motor-driven aircraft must always manœuvre according to these rules as soon as it is apparent that, if it pursued its course, it would pass at a distance of less than 200 yards from any part of another aircraft.

22. Two motor-driven aircraft are meeting end on, or nearly end on, each shall alter its course to starboard.

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

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

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

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

25. Where by any of these rules one of the two aircraft is to keep out of the way, the other shall keep its course and speed. When

in consequence of thick weather or other causes, such aircraft finds itself so close that collision cannot be avoided by the action of the giving-way aircraft alone, it shall take such action as will best aid to avert collision.

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

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

28. Aircraft on land or water about to ascend shall not attempt to "take off" until there is no risk of collision with alighting aircraft.

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

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

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

(b)

Regulations for Air Traffic on and in the vicinity of licensed Aerodromes.

32. At every licensed aerodrome there shall be a flag hoisted in a prominent position which shall indicate that if an aeroplane about to land finds it necessary to make a circuit or partial circuit such circuit shall be left-handed (anti-clockwise) or right-handed (clockwise) according to the colour of the flag. A blue flag shall indicate a right-handed circuit, *i.e.*, that the flag is kept to the starboard side or side which carries the green light of the aircraft, and a red flag shall indicate a left-handed circuit, *i.e.*, that the red flag is kept to the port side or side which carries the red light of the aeroplane.

Similarly aeroplanes leaving a licensed aerodrome shall conform to the circuit as indicated by the flag.

33. When an aeroplane starts from a licensed aerodrome it shall not turn until five hundred yards distance from the nearest point of the aerodrome, and the turning then made must conform with the circuit regulation.

34. All aeroplanes flying between five hundred and one thousand yards distance from the nearest point of a licensed aerodrome shall conform to the circuit law, unless such aeroplanes are flying at a greater height than six thousand five hundred feet.

35. Side-slip and trick landings are prohibited at licensed aerodromes. Aircraft are prohibited from indulging in trick flying within a distance in any direction of at least two thousand yards from the nearest point of such aerodromes.

36. At every licensed aerodrome the direction of the wind shall be clearly indicated by one or more of the recognised methods, *e.g.*, landing tee, conical streamer, smudge fire, &c.

37. Every aeroplane, when taking off or alighting on a licensed aerodrome, shall do so up-wind, except when the natural conditions of the aerodrome do not permit.

38. In the case of aeroplanes approaching licensed aerodromes for the purpose of landing, the aeroplane flying at the greater height shall be responsible for avoiding the aeroplane at the lower height, and shall, as regards landing, observe rule 24 as to passing.

39. Aeroplanes showing signals of distress shall be given free way in attempting to make a landing on a licensed aerodrome.

40. Every licensed aerodrome shall be considered to consist of three zones when looking up-wind. The right-hand zone shall be the taking-off zone and the left-hand shall be the landing zone. Between these two there shall be a neutral zone. An aeroplane when landing should attempt to land as near as possible to the neutral zone, but in any case on the left of any aeroplanes which have already landed. After slowing up or coming to a stop at the end of its landing run, an aeroplane will immediately taxi into the neutral zone. Similarly an aeroplane when taking off shall keep as far as possible towards the right of the taking-off zone, but shall keep clear to the left of any aeroplanes which are taking off or about to take off.

41. No aeroplane shall commence to take off until the preceding aeroplane is clear of the aerodrome.

42. The above rules shall apply equally to night landings on licensed aerodromes, when the signals shall be as follows:—

(a) A red light shall indicate a left-hand circuit and a green light shall indicate a right-hand circuit. The right-hand zone will be marked by white lights placed in the position of an "L," and the left-hand zone will be similarly marked. The "L's" shall be back to back, that is to say that the long sides of the "L's" will indicate the borders of the neutral zone. The direction of landing shall invariably be along the long arm of the "L" and towards the short arm. The lights of the "L's" should be so placed that the lights indicating the top extremity of the long arm shall be the nearest point on the aerodrome upon which an aeroplane can safely touch ground. The lights indicating the limit of safe landing ground for the aeroplanes, that is, that the aeroplane should not over-run the short arm. (See sketch below.)

(b) Where it is desired to save lights and personnel, the following system may be used:—

Two lights shall be placed on the windward side of the aerodrome to mark the limits of the neutral zone mentioned in rule 40, the line joining the lights being at right angles to the direction of the wind; two more lights shall be placed as follows: one on the leeward side of the aerodrome on the line drawn parallel to the direction of the wind and passing midway between the two lights on the windward side, for showing the extent of the aerodrome and the direction of the wind, and the other shall be placed midway between the two lights marking the limits of the neutral zone.

Additional lights may be symmetrically put along the boundary lines of the neutral zone and on the ends of the taking-

off and landing zones, on the line through the three lights on the windward side. (See sketch below.)

43. No fixed balloon, kite or moored airship shall be elevated in the vicinity of any aerodrome without a special authorisation.

44. All licensed aerodromes must be protected on land within a zone of five hundred yards by means of suitable markings on obstacles dangerous to flying.

(c.)

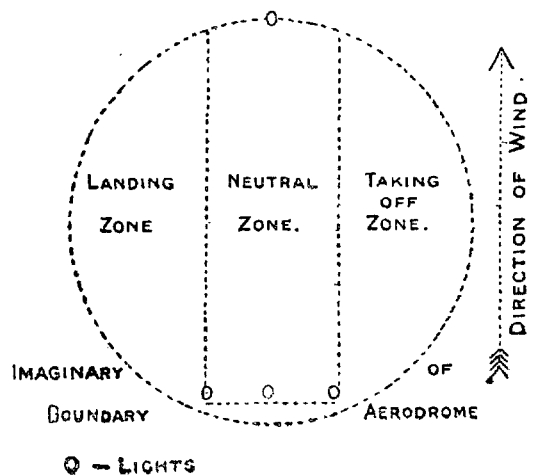
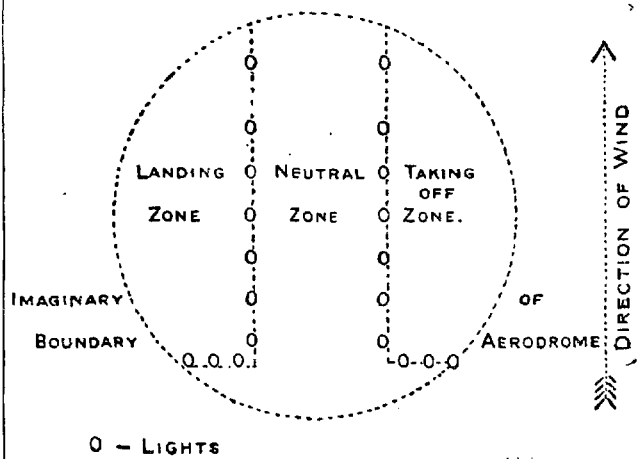
Miscellaneous.

45. Every aircraft manoeuvring under its own power on the water shall conform to the regulations for preventing collisions at sea, and for the purposes of those regulations shall be deemed to be a steam vessel, but shall carry the lights specified in these rules, and not those specified for steam vessels in those regulations. The sound signals specified in those regulations shall not be used by or apply to such aircraft, except as specified in rules 17 and 18 above.

46. Nothing in these rules shall exonerate any aircraft, or the owner or personnel thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of the air, or by the special circumstances of the case.

47. Nothing in these rules shall interfere with the operation of any special rule or rules duly made and published relative to navigation of aircraft in the immediate vicinity of any aerodrome or other place, and it shall be obligatory on all owners and personnel of aircraft to obey such rules.

Sketches to illustrate rule 42.



SCHEDULE VIII.

RULES AS TO AIRCRAFT ARRIVING IN OR DEPARTING FROM THE UNITED KINGDOM.

Preliminary.

1.—(1) For the purposes of the rules in this schedule the following aerodromes are appointed aerodromes, that is to say:—

NEW HOLLAND, Lincolnshire;
HADLEIGH, Suffolk;
LYMPNE, Kent;
HOUNSLOW, Middlesex.

Provided that the Secretary of State may by directions add any aerodrome to the list of appointed aerodromes or remove any aerodrome from that list.

(2) For the purposes of the rules in this schedule—

“Importer” has the same meaning as in the Customs Consolidation Act, 1876;

“Commissioners” means Commissioners of Customs and Excise;

“Examination station” means a space at an appointed aerodrome approved by the Commissioners as an examination station;

“Pilot” includes person in charge.

Other expressions have the same meaning as in the general provisions of these regulations.

Arrival at and Departure from Appointed Aerodromes.

2. No aircraft entering the United Kingdom from abroad shall land for the first time in the United Kingdom except at an appointed aerodrome: Provided that this rule shall not apply where an aircraft is compelled to land before arriving at an appointed aerodrome, owing to accident, stress of weather, or unavoidable cause, in which event the procedure laid down in rule 21 (hereafter) will be followed.

3. No aircraft shall fly to a place outside the United Kingdom unless it has departed from an appointed aerodrome.

4.—(1) No person in any aircraft entering the United Kingdom shall carry or allow to be carried in the aircraft—

(a) any goods the importation of which is prohibited by the laws relating to Customs;

(b) any mails, except with the permission in writing of the Postmaster-General.

(2) No person in any aircraft entering the United Kingdom shall break or alter any seal placed upon any part of the aircraft or upon any goods therein by a Customs officer at the aerodrome at which he departed for the United Kingdom.

5. No aircraft shall enter or leave the United Kingdom, having any secret or disguised place adapted for concealing goods.

6. The pilot of any aircraft arriving at an appointed aerodrome from a place outside the United Kingdom shall, on landing, forthwith take his aircraft to the examination station at that aerodrome; provided that a pilot shall not be deemed to have contravened or failed to comply with this rule if he proves that circumstances over which he had no control prevented him from taking his aircraft to the examination station, and that, after the re-

port required by rule 7 (hereunder) had been duly made by him, all goods carried in the said aircraft were removed to the examination station in the presence of an officer of Customs and Excise or some person duly authorised by the Secretary of State.

7. Within twenty-four hours after the landing at any appointed aerodrome of an aircraft from a place outside the United Kingdom the pilot shall—

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

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

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

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

8. If at any aerodrome or other place within the United Kingdom goods or passengers are loaded for conveyance by air to an appointed aerodrome, the pilot shall obtain from the proprietor of the aerodrome of departure a certificate of departure in the form prescribed by the Secretary of State and the Commissioners, and on arriving at the appointed aerodrome the aircraft, and all goods and passengers carried therein, shall, on production of such certificate, be exempt from inspection by an officer of Customs and Excise, unless such officer has reason to suspect that the aircraft has, since the issue of such certificate, called at a place outside the United Kingdom.

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

10.—(1) Every pilot of an aircraft carrying goods to any place outside the United Kingdom shall deliver to the proper officer of Customs and Excise at an appointed aerodrome, together with any log books belonging to the aircraft, an application for clearance from that aerodrome in the form prescribed by the Commissioners, in duplicate, and also, if the aircraft carries any goods, a manifest and declaration in the form prescribed by the Commissioners, declaring the goods and stores on such aircraft, and shall truly state therein the particulars required by such forms respectively; and such forms, when signed by such officer, shall be the clearance and authority for the aircraft to proceed to its foreign destination.

(2) No pilot shall depart in any such aircraft from the United Kingdom until he has obtained such authority, or shall, after obtaining such authority, call at any other place in the United Kingdom before proceeding to his foreign destination. Any pilot intending to land at one or more appointed aerodromes

before proceeding to his foreign destination shall apply for the said clearance and authority at the last appointed aerodrome at which he lands.

Importation, Entry, and Unloading of Goods.

11. No person importing goods in an aircraft shall bring the goods into any place in the United Kingdom other than an appointed aerodrome, or shall unload the goods from any aircraft except at an examination station (unless such goods are unloaded in the presence of an officer of the Customs and Excise under the provisions of rule 6 above) and shall not unload the goods except between such hours as the Commissioners prescribe, or remove the goods from an examination station unless the goods have first been duly entered in manner provided by these rules and produced to the proper officer of Customs and Excise and duly cleared by him.

12. No person shall remove from any aircraft any goods imported therein until the report required by rule 7 (above) has been made, and the authority of the proper officer of Customs and Excise has been obtained.

13. The importer of any goods imported in aircraft shall deliver to the collector of Customs and Excise in whose district the aerodrome of importation is situated an entry of such goods in accordance with the provisions of the Customs Acts, and shall truly furnish thereon the several particulars required by the form of entry, and shall pay to such collector all duties chargeable thereon at the times and in the manner prescribed by the said Acts; provided that no entry shall be required in respect of diamonds or bullion or the baggage of passengers.

14. All goods imported into an appointed aerodrome in any aircraft shall be duly entered and unladen within seven days from the time of the arrival of such aircraft at that aerodrome or within such further period as the Commissioners may allow.

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

Exportation of Goods.

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

(2) No person shall export goods on such aircraft until such authority has been given by the proper officer of Customs and Excise.

17. No person shall without the consent of the proper officer of Customs and Excise unload from any aircraft any goods loaded thereon for exportation which have been cleared under rule 16 above, or open, alter, or break any lock or mark or seal placed by any officer of Customs

and Excise on any goods in any aircraft about to depart from the United Kingdom.

General Provisions.

18. No person shall make any signal to or from an aircraft entering or leaving the United Kingdom except such signals as are authorised by these regulations; provided that no offence shall be deemed to be committed under this rule if the person making such signal proves that the signal was not given for the purpose of evading or of assisting any person in evading these rules.

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

20. No dutiable goods shall be removed in aircraft from the Isle of Man to Great Britain or Ireland except from an appointed aerodrome and with the consent of the proper officer of Customs and Excise.

21. If any aircraft arriving from a place outside the United Kingdom shall land in any place other than an appointed aerodrome, the pilot shall forthwith report to an officer of Customs and Excise or police constable, and shall, on demand, produce to such officer or police constable the log books belonging to the aircraft, and shall not allow any goods to be unloaded therefrom without the consent of an officer of Customs and Excise, and no passenger thereof shall leave the immediate vicinity without the consent of an officer of Customs and Excise or police constable. If such place of landing shall be an aerodrome the pilot shall forthwith report the arrival of the aircraft and the place whence it came to the proprietor of the aerodrome, and the proprietor of the aerodrome shall forthwith report the arrival of the aircraft to an officer of Customs and Excise, and shall not allow any goods to be unloaded therefrom or any passenger thereof to leave the aerodrome without the consent of such officer.

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

(2) The pilot of any aircraft shall permit any officer of Customs and Excise at any time to board and inspect his aircraft and any goods laden thereon.

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

23. Any provisions for the time being in force of the Aliens Restriction Order or of the Defence of the Realm Regulations with respect to persons arriving in or departing from the United Kingdom by sea, shall apply to persons arriving or departing by air as if the same were herein set out, with such modifications as are necessary for adapting them to such purpose, and in particular with the substitution of appointed aerodrome for the approved ports specified in the Aliens Restriction Order.

24. All persons importing or exporting or

concerned in importing or exporting goods, mails, or passengers, into or from the United Kingdom in aircraft and all pilots of aircraft arriving in or departing from the United Kingdom shall observe and comply with the provisions of sections 53, 76, 102, 104, and 118 of the Customs Consolidation Act, 1876, as if any references in such provisions to ships

or vessels and the masters or captains thereof, and to the loading or unloading of goods thereon or therefrom, included references to aircraft and the pilots thereof, and to the loading or unloading of goods thereon or therefrom, and as if references in such provisions to a quay included a reference to an examination station.

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