

There is a wireless station on the aerodrome with a wireless mast in the S.E. corner. (See "Wireless," para. 3, *post*).

Obstacle lights are fixed on all high obstacles.

VALENCIENNES (Lat. 50° 20' 0" N., Long. 3° 31' 0" E.) is an emergency landing ground, situated about 1½ miles south of the town of Valenciennes.

An aerial lighthouse, showing a white light, is established on the aerodrome at the N.E. corner of the ground, and is in operation every evening from sunset to one hour after sunset. Its characteristic signal is the letter "V" of the Morse Code every 10 seconds, thus:—

White light	0·5 sec.
Eclipse	0·5 sec.
White light	0·5 sec.
Eclipse	0·5 sec.
White light	0·5 sec.
Eclipse	0·5 sec.
White light	3·0 secs.
Eclipse	4·0 secs.

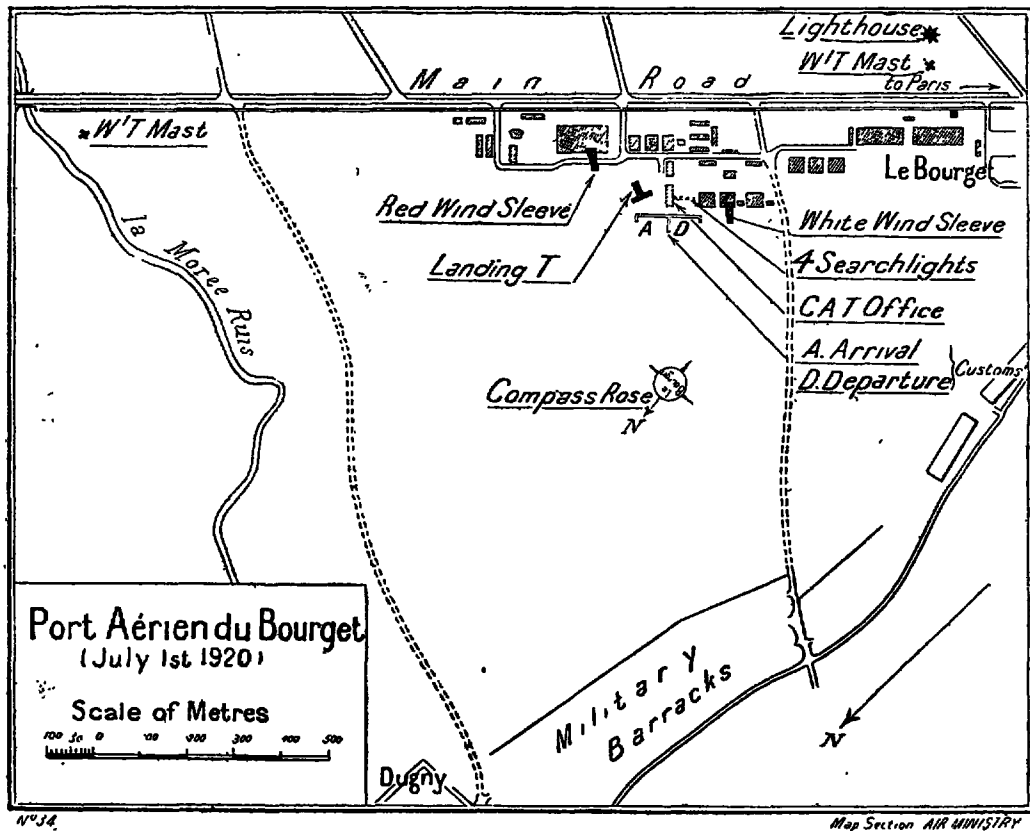
granted permission to British civil pilots to land on the following French military aerodromes:—

<i>Avord.</i>	<i>Lyons.</i>
<i>Cazaux.</i>	<i>Malzeville.</i>
<i>Châteauroux.</i>	<i>Pau.</i>
<i>Dijon.</i>	<i>Romilly.</i>
<i>Etamps.</i>	<i>Thionville.</i>
<i>Istres.</i>	<i>Tours.</i>
<i>Luxeuil.</i>	<i>Hussein Day (Algeria).</i>

Permission has also been given for civil pilots to land on the military manœuvre ground at *Beauvais* until further notice. The position of the ground is about 1½ miles south of *Beauvais*. This ground is used by troops, and in order to avoid accidents it is essential that pilots should not land direct, but should first fly round the ground at a height between 600 and 1,200 ft., or fire a signal from the machine, so that troops may have time to clear the ground.

## 2. AERIAL CUSTOMS STATIONS.

Article XI (Clause 1) of the "Provisional Agreement relating to Air Navigation between



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NIMES (Lat. 42° 52' 0" N., Long. 4° 25' 0" E.) is a Civil Aerodrome situated about three miles N.E. of the town of Nimes.

There is a landing "T" in the centre of the ground, and a wind sleeve in the north corner of the ground.

Four white "L's" indicate the area of ground in a good state for landing. There is a wireless station on the aerodrome, with a wireless mast in the north corner. (See "Wireless," para. 3 *post*.)

A petrol and oil store has been established on the aerodrome.

MILITARY STATIONS.—In addition to the above, the French Minister for War has

France and Great Britain" appoints Customs aerodromes as follows:—

"All aircraft entering France must land at, and any aircraft leaving France for England must depart from, one of the following aerodromes, viz.:—St. Inglevert or Le Bourget."

Seaplanes flying between England and France must alight at one of the following ports for the purposes of Customs examination:—

Dunkirk.	Havre.
Calais.	Caen.
Boulogne.	Cherbourg.
Le Tréport.	St. Malo.
Dieppe.	

The French Customs Administration enforce the same regulations for a seaplane alighting at a port as for a ship entering.