

“ running along the ground in the zone reserved for departures and landings, shall do so in the direction of landing: Provided that, on aerodromes approved by the Secretary of State for the purpose, flying machines running along the ground may be authorised to cross the part reserved for departures and landings subject to regulations approved by the Secretary of State.

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

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

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

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

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

“ (2) The direction of landing shall as far as possible be indicated by a luminous T, or failing this by three white lights forming an isosceles triangle, the base of which shall be about 200 yards long, and the height of which shall be at least twice as long as the base;

“ (3) The white lights aforesaid shall be so placed that a flying machine will land in the direction leading from the middle of the base line to the apex of the triangle;

“ (4) The base line shall indicate the place where a flying machine should come into contact with the ground, and the apex shall indicate the point

“ before reaching which it should come to rest ”;

(13) For paragraph 48 of Section V, there shall be substituted the following paragraph:—

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

(14) In paragraph 49 of Section VI, for the words “ shall carry ” there shall be substituted the words “ shall only carry.”

5. In paragraph 1 of the Fifth Schedule to the principal Order, at the beginning there shall be inserted the words “ Save as provided by Article 3 and Article 4 of this Order.”

6. This Order may be cited as the Air Navigation (Amendment) Order, 1927.

M. P. A. Hankey.

At the Court at *Buckingham Palace*, the 22nd day of *March*, 1927.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS by the Consular Salaries and Fees Act, 1891 (54 & 55 Vict. c. 36), His Majesty the King is authorised by Order in Council to fix the fees to be taken in respect of any matter or thing done by a Consular Officer in the execution of his office, and to vary such fees by way of increase or decrease, and to abolish fees, and to create new fees:

And whereas by certain Orders in Council fees to be taken by Consular Officers have been fixed:

And whereas it is expedient to make alterations in certain fees and to create certain new fees:

Now, therefore, His Majesty, in pursuance of the before-mentioned Act, is pleased, by and with the advice of His Privy Council, to order, and it is hereby ordered, as follows:—

I. This Order may be cited as the Consular Fees (Amendment) Order in Council, 1927.

II. Fee No. 14 is hereby abolished and the following fee substituted therefor:

£ s. d.

For receiving a return of the birth or death of any person on board a ship, and for endorsing the ship's agreement with respect thereto ... .. 0 3 0

III. The following fee is hereby created:

“ 28A. For ordinary periodical survey of a cargo or passenger vessel:—

(a) cargo vessels not exceeding 5,000 net register tons, per net register ton ... .. 0 0 3

Do. exceeding 5,000 net register tons, for every 1,000 tons or part thereof above 5,000 tons, in addition to the above amount ... .. 5 0 0