

9. The following paragraph shall be substituted for paragraph 10 of Schedule VI to the principal Order:—

“ 10. The fees chargeable in respect of journey log books shall be as follows:—

For the issue of a journey log book	3s. 6d.
For the issue of a refill for any such log book	2s. 0d.

10. This Order may be cited as the Air Navigation (Amendment) Order, 1934.

M. P. A. Hankey.

SCHEDULE.

AMENDMENTS OF SCHEDULE IV TO THE PRINCIPAL ORDER.

1. At the end of paragraph 14 the following paragraph shall be inserted:—

“(c) where a flying machine or glider has alighted at night on a water aerodrome having a “control,” permission to proceed to the normal arrival point will be given by the same two-letter sign made with a white light and followed by intermittent signals of the same colour.”

2. The following paragraph shall be inserted after paragraph 33:—

“34. To facilitate compliance with the foregoing rules of this section, the pilot of a flying machine shall, save in exceptional circumstances, be placed either in the plane of symmetry of the flying machine or on the left hand side of the plane of symmetry.”

3. The following paragraph shall be substituted for paragraph 36:—

“36. If a flying machine or glider starting from, or about to land at, an aerodrome makes a circuit or partial circuit, the turning—

(a) in the case of a land aerodrome, must be made clear of the landing area and must be left-handed (anti-clockwise) so that during the circuit the landing area shall always be on its left; and

(b) in the case of a water aerodrome, must be left-handed (anti-clockwise).”

4. In paragraphs 37 and 38, after the words “6,000 feet” there shall be inserted the words “in the case of a land aerodrome, or 2,000 feet in the case of a water aerodrome.”

5. The following paragraph shall be substituted for paragraph 40:—

“40.—(1) By day at every aerodrome the direction of the wind at the landing area shall be clearly indicated by a landing T, wind sleeve, smoke producing wind indicator or other recognised method.

(2) Where a landing T is used, it shall be placed so that the shaft of the T lies along the direction of the wind and the cross arm lies across the windward end of the shaft.

(3) If there is no wind, the landing T, if used, shall be fixed in the direction in which landings are to be made.

(4) The fact that there is no wind and that the landing T is fixed as aforesaid may be indicated by a red square panel having in its centre a yellow square panel the sides

of which are parallel to those of the red panel, each side measuring at least three feet.

(5) If the bad state of the landing area at any land aerodrome requires precautions to be observed in landing, that fact may be indicated by a red square panel partly covered by yellow triangular panels so as to show a red isosceles triangle no side of which measures less than ten feet.

(6) If an aerodrome is temporarily closed to aircraft owing to special circumstances, that fact may be indicated by a red square panel with the diagonals thereof covered by yellow rectangular panels arranged in the form of an X.

(7) Where a red panel is used for the purpose of this paragraph—

(a) it shall be placed horizontally and as near as practicable to the landing T or wind sleeve; and

(b) each side of the panel shall measure at least ten feet.”

6. In paragraph 45 before the word “aerodromes” wherever that word occurs there shall be inserted the word “land”.

7. After paragraph 45 the following paragraph shall be inserted:—

“45A. At every water aerodrome the following requirements shall be complied with:—

(1) A flying machine or glider which has landed shall give way to a flying machine or glider landing or about to take off:

(2) Every flying machine and glider when landing or taking off shall do so in conformity with the provisions of paragraph 41 of this Schedule, leaving clear on its left any flying machine or glider which has already landed and leaving as much space as possible on its right for another flying machine or glider to land or take off:

(3) A flying machine or glider which has landed shall, before proceeding towards the normal arrival point, slow down to a speed at which it can easily be manoeuvred on the water:

Provided that if the aerodrome has a “control”, a flying machine or glider which has landed at night shall come to rest and await the signal referred to in paragraph 14 (c) of this Schedule before proceeding towards the normal arrival point:

(4) In proceeding towards the normal arrival point, a flying machine or glider shall turn to the left and approach that point without crossing the landing area.”

8. After paragraph 46 the following paragraph shall be inserted:—

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

(1) The aerodrome shall be defined and lighted in the manner most appropriate to local conditions:

(2) If possible the direction of the wind at the landing area shall be clearly indicated by one of the recognised methods.”