

Height of Marks.

9. (1) In the case of flying-machines, the height of the marks shall be—
 - (a) On the main planes and tail planes, equal to four-fifths of the chord;
 - (b) On the rudder, as large as possible; and
 - (c) On the fuselage or nacelle, equal to four-fifths of the greatest depth of the narrowest part of that portion of the fuselage or nacelle on which the marks are painted.
- (2) In the case of airships—
 - (a) The height of the nationality mark painted on the tail plane shall be equal to four-fifths of the chord of the tail plane;
 - (b) The height of the nationality mark painted on the rudder shall be as large as possible; and
 - (c) The height of the other marks shall be equal to at least one-twelfth of the circumference of the maximum transverse cross-section of the airship.
- (3) In the case of balloons—
 - (a) The height of the nationality mark painted on the basket shall be four-fifths of the height of the basket; and
 - (b) The height of the other marks shall be equal to at least one-fifteenth of the maximum horizontal circumference of a spherical balloon, and for a non-spherical balloon equal to at least one-twelfth of the circumference at the maximum cross-section.
- (4) Notwithstanding anything contained in any of the last three preceding subparagraphs, the nationality and registration marks on any aircraft need not exceed 8 ft. in height.

Width and Thickness of Letters in Marks, &c.

10. (1) The width of letters in a mark shall be two-thirds of their height, and the thickness shall be one-sixth of their height.
- (2) Letters in a mark shall be painted in plain block type, and shall be uniform in shape and size.
- (3) A space equal to half the width of the letters shall be left between each letter.
- (4) Where the nationality and registration marks appear together a hyphen of a length equal to the width of one of the letters shall be painted between the nationality mark and the registration mark.
- (5) The nationality and registration marks shall be displayed to the best possible advantage having regard to the constructional features of the aircraft. The marks must always be kept clean and visible.

SCHEDULE II.

SECTION I, paragraphs 1-12	.. Certificates of Airworthiness.
Section II, paragraphs 13-19	.. Periodical Overhauls and Examinations.
Section III, paragraphs 20-23	.. Classification of Aircraft.
Section IV, paragraphs 24-35	.. Licensing of Ground Engineers.
Section V, paragraphs 36-37	.. Inspection before Flight.
Section VI, paragraph 38	.. Overhauls, Repairs, &c.
Section VII, paragraphs 39-40	.. Instruments and Equipment.

SECTION I.—ISSUE OF CERTIFICATES OF AIRWORTHINESS.

1. Subject to paragraph 3 the Minister may issue to a constructor of aircraft a certificate of airworthiness in respect of one aircraft of any type (in this Schedule referred to as a "type aircraft").
2. Upon the issue of a certificate under the last preceding paragraph, any other aircraft of that type constructed by the constructor shall be inspected under arrangements approved by the Minister, and if the aircraft conforms in all essential respects with the type aircraft and is of satisfactory workmanship and materials, the Minister may issue a certificate of airworthiness in respect of the aircraft.
3. A certificate of airworthiness shall not be issued unless—
 - (a) The design of the aircraft in regard to safety conforms to certain minimum requirements approved by the Minister.
 - (b) A satisfactory demonstration is made in flying trials of the actual flying qualities of the type of aircraft examined provided that machines subsequently manufactured need not be subject to such trials. The trials shall conform to certain minimum requirements approved by the Minister.
 - (c) The construction of every aircraft with regard to workmanship and materials is approved by the Minister. The control of the construction and of the tests shall be in accordance with certain minimum requirements.
4. An application for a certificate of airworthiness should be made at a very early stage in the design of an aircraft, addressed to the Controller of Civil Aviation, Defence, Wellington.

Validation and Renewal of Certificates of Airworthiness.

5. Applications for the validation and renewal of certificates of airworthiness should be made to the Controller of Civil Aviation, Defence, Wellington, by whom application forms will be supplied on demand.
6. Except in the case of aircraft designed and constructed in New Zealand when an aircraft registered in New Zealand in respect of which a certificate of airworthiness has been granted by the duly competent authority in Great Britain or in any other part of His Majesty's dominions or in any contracting State, and provided such certificate is in force at or immediately prior to the time of registration of the aircraft in New Zealand, the Minister may, subject to considerations of public safety, and for a reasonable period, confer on such certificate the same validity as if it had been granted under these regulations.