

in relation thereto, as may be necessary for the purpose of causing the aircraft to be inspected by authorized representatives of the Minister, and may, upon the result of such inspection, cause the aircraft to be detained until the execution of such alterations or repairs as he may consider necessary to render the aircraft fit for flight.

*Responsibility of Pilot.*

18. The pilot of every New Zealand aircraft shall satisfy himself before commencing any flight that—

- (a) The aircraft is equipped with the prescribed instruments and equipment ;
- (b) The aircraft and the instruments and equipment are fit in every way for the proposed flight ;
- (c) The aircraft is satisfactorily loaded for safety in flight ;
- (d) The view of the pilot for the purpose of navigating the aircraft is not interfered with by any obstruction not forming part of the structure of the aircraft ;
- (e) Sufficient fuel, oil, and water are carried for the proposed flight ; and
- (f) In the case of an aircraft carrying passengers or goods for hire or reward, the examination certificate referred to in paragraph 15 of this Schedule has been completed.

19. Of the copies of any such certificate as is mentioned in paragraph 15 of this Schedule, one copy shall, if the certificate was issued by a person in the employment of the owner of the aircraft, be retained by the owner, and if not issued by such person be sent by the pilot to the owner and shall in either case be kept by the owner for six months from the date of the certificate, and the duplicate copy shall be carried in the journey log-book of the aircraft until a fresh certificate under the said paragraph is issued and then sent by the pilot to the owner to be kept by him till the expiration of the said period of six months.

SECTION III.—CLASSIFICATION OF AIRCRAFT.

“ A.”—*Flying-machines.*

20. *Principles of Classification.*—Every flying-machine for which a certificate of airworthiness is granted will be classified on such certificate as belonging to one of the following categories, and to one or more of the subdivisions :—

(1) *Normal Category* :—

Subdivision (a)—Public transport machines for passengers.

Subdivision (b)—Public transport machines for mails.

Subdivision (c)—Public transport machines for goods.

“ Public transport machines ” are defined as those which may be used for flight with passengers, mails, or goods for remuneration.

Subdivision (d)—Private machines.

“ Private machines ” are defined as those which may be used for purposes, other than either the carriage of passengers, mails, or goods for remuneration or any other industrial purposes.

Subdivision (e)—Aerial work machines.

“ Aerial work machines ” are defined as those which may be used for industrial purposes not included in the definition of public transport machines.

(These purposes, which may depend on the incorporation of special structural features of equipment, may be limited by the certificate of airworthiness.)

(2) “ *Special* ” *Category*—

Subdivision (f)—Racing or record machines.

“ Racing or record machines ” are defined as those which are specially intended or arranged for the purpose of sporting or technical performances, to the exclusion of any other use.

Subdivision (g)—Research or experimental machines.

“ Research or experimental machines ” are defined as those which are specially intended or arranged for the purpose of experimenting in flight with regard to new apparatus and checking the results thereof, to the exclusion of any other use.

(3) *Acrobatic Category*—

Subdivisions (a) to (g) in the two preceding categories.

NOTES.—(i) All machines in the Normal and Special Categories are limited to straight flying—*i.e.*, are precluded from any evolution which might cause abrupt variations in the height or attitude of the machine.

(ii) The flight of machines in the special category may be limited, as a precautionary measure, to certain areas and to certain periods.

(iii) Machines in the Acrobatic Category are not restricted to straight flying.

*Classification of Individual Machines.*

21. (1) The category in which a machine may be given a certificate of airworthiness will depend mainly upon its load factors.

(2) The subdivisions, which are the means of further classification of machines according to the purposes for which they may be used, are defined above.

These definitions are not, however, to be understood as necessarily restricting a machine to use for the purpose of only one subdivision, for, as indicated in paragraph 22 (2) below, it may be used for the purpose of more than one subdivision provided that (except in the case mentioned in (3) (1) of this paragraph) the subdivisions concerned are specified on its certificate of airworthiness.

(3) (i) A public transport machine for passengers may be used for the carriage of passengers without remuneration.

(ii) The classification of a machine only under subdivision (d) does not enable it to be used for the purposes of public transport.

(iii) A machine will be classified as an aerial work machine under subdivision (3) for the special purposes for which its structural features and/or equipment are accepted as satisfactory.