

8. Journey log-books shall be kept so as to furnish all the information and particulars for which they provide, and the Instructions for Use set out therein shall be complied with: Provided, however, that—

- (i) The sections of the log-book headed "Navigation" need not be fully entered up except where a navigator is carried on the aircraft; in all cases, however, sufficient details shall be entered in the column headed "Geographical Route" to enable the route followed by the aircraft to be clearly identified; and
- (ii) When an aircraft is engaged in a number of flights upon the same day on all of which the aircraft returns to the point of departure after a flight of less than thirty minutes, entries in respect of the whole of such flights may, notwithstanding paragraph 6 of the Instructions for Use, be included on a single right-hand page of the journey log-book. In that event the actual number of flights so included shall be shown together with the total duration of the flights, the total time the engines have been run on the ground, and the total number of passengers carried.

9. Entries in aircraft and engine log-books, other than the original entries:—

- (a) In the case of a certificate under paragraph 37 of Schedule II, shall be made and signed in accordance with that paragraph;
- (b) In other cases shall be made and signed by a licensed ground engineer, except that, as regards matters which could not have come to the notice of a licensed ground engineer, the entries shall be made and signed by the pilot.

10. (1) Aircraft log-books, engine log-books, and pilots' log-books shall be kept so as to furnish all the information and particulars provided for in the authorized patterns referred to in paragraph 6, and the Instructions for Use set out in such authorized patterns shall be complied with, subject to these regulations.

The term "repairs" in the authorized patterns shall be deemed to include all overhauls, replacements, repairs, and work of a like nature.

(2) When repairs to an aircraft or engine have been required in consequence either of damage caused by a forced landing or of defects which have occasioned a forced landing, the entry of such repairs made in the aircraft or engine log-book shall state that they have been so required and shall identify the forced landing in question by referring to the entry thereof contained in the journey log-book.

11. Entries in the journey log-books and the pilot's log-book shall be made at latest within twenty-four hours after the events to which they relate, and the relevant particulars in the journey log-book shall be entered in the aircraft or engine log-book at latest within twenty-four hours after the return of the aircraft to its station.

SCHEDULE IV.—RULES AS TO LIGHTS AND SIGNALS AND RULES FOR AIR TRAFFIC.

SECTION I.—INTERPRETATION.

1. For the purpose of this Schedule:—

- (a) An aircraft shall be deemed to be on the surface of the water when any part of the aircraft is in contact with the water;
- (b) An aircraft, being in the air or on the surface of the water, shall be deemed to be under way when it is not moored to the ground or to any fixed object on the land or in the water;
- (c) An aircraft under way in the air or on the surface of the water shall be deemed to be making way when it has a velocity relative to the air or water respectively;
- (d) An aircraft shall be deemed not to be under control when it is unable to execute a manoeuvre required in respect of it by the rules laid down in this Schedule or by the Regulations for Preventing Collisions at Sea;
- (e) The expression "landing area" means that part of an aerodrome which is reserved for departures and landing of aircraft;
- (f) The expression "visible," when used in relation to lights, means visible on a dark night with a clear atmosphere;
- (g) The expression "plane of symmetry" in relation to an aircraft, means the plane of symmetry passing through the longitudinal axis of the aircraft;
- (h) The angular limits for lights laid down in the rules in section IA of this Schedule shall be determined when the aircraft is in its normal attitude for flying on a rectilinear horizontal course, as illustrated in the following sketch plan:—

