

## SECTION 1A.—RULES AS TO LIGHTS AND DAY MARKINGS.

*General.*

2. (1) The rules as to lights in this section of this Schedule shall be complied with by aircraft in all weathers during the period from sunset to sunrise, or, in the case of aircraft being on or over the territory of a State by the law of which any other period is substituted for the period aforesaid, during the period so substituted.

(2) Throughout the period during which the rules aforesaid are to be complied with no other lights shall be displayed which may be mistaken for the lights required to be displayed by those rules.

(3) The lights required to be displayed by the said rules shall not be dazzling.

3. (1) In the event of the failure of any light which is required by this section of this Schedule to be displayed by aircraft in flight, the aircraft concerned shall, if the light cannot be repaired or replaced in flight, land as soon as it can do so without danger.

(2) Where, owing to the difficulty of producing lamps to meet the requirements of this section of this Schedule as regards sector lights, an overlap of those lights is unavoidable, the overlap shall be as slight as possible; there shall be no sector in which no light is visible.

4. Nothing in this section of this Schedule shall interfere—

- (a) With the operation of any special rules made by any State with respect to the additional station or signal lights for military aircraft or for aircraft in group formation; or
- (b) With the exhibition of recognition signals adopted by owners of aircraft which have been authorized by their respective Governments and published.

*Flying-machines.*

5. (1) Every flying-machine in the air or on a land aerodrome shall display the following lights, that is to say—

(a) On the right side, a green light, fixed so as to show an unbroken light visible at a distance of at least five miles in a dihedral angle of  $110^\circ$  formed by two vertical planes, of which one is parallel to the plane of symmetry and directed dead ahead, and the other is directed to the right;

(b) On the left side, a red light, fixed so as to show an unbroken light visible at a distance of at least five miles in a dihedral angle of  $110^\circ$  formed by two vertical planes, of which one is parallel to the plane of symmetry and directed dead ahead, and the other is directed to the left;

(c) At the rear, a white light, fixed so as to show astern an unbroken light, visible at a distance of at least three miles in a dihedral angle of  $140^\circ$  formed by two vertical planes bisected by the plane of symmetry.

(2) In a case where, in order to comply with the foregoing provisions of this paragraph, a single light has to be replaced by several lights the field of visibility of each of those lights shall be so limited that only one can be seen at a time.

(3) In the case of a flying-machine with a maximum span of less than 65 ft. the lights required by this paragraph may be combined in one or more lamps, placed centrally, provided that the requirements of this paragraph as to colour and visibility are complied with.

6. Every flying-machine under way on the surface of the water shall display lights in accordance with the following provisions of this paragraph :—

(a) If it is under control and is not being towed, it shall display the lights required by paragraph 5 of this Schedule, and in addition, forward, a white light fixed so as to show forward an unbroken light visible at a distance of at least three miles in a dihedral angle of  $220^\circ$  formed by two vertical planes and bisected by the plane of symmetry;

(b) If it is being towed, it shall display the lights required by paragraph 5 of this Schedule;

(c) If it is not under control, it shall display two red lights placed where they can best be seen, one vertically over the other, not less than 3 ft. apart, and both being visible, so far as practicable, all round the horizon at a distance of at least two miles, and it shall also display—

(i) If making way, the lights required by paragraph 5 of this Schedule; or

(ii) If not making way, the light required by subparagraph (1) (c) of paragraph 5 of this Schedule.

7. Every flying-machine at anchor or moored on the surface of the water shall display lights in accordance with the following provisions of this paragraph :—

(a) In every case, it shall display forward centrally where it can best be seen, a red light 3 ft. vertically above a white light, both being visible all round the horizon at a distance of at least one mile;

(b) In a case where the length of the flying-machine is 150 ft. or upwards it shall display, in addition to any other light required by this paragraph, a white light at or near its stern at a lower height than the lights mentioned in subparagraph (a) of this paragraph, and visible all round the horizon at a distance of at least one mile;

(c) In a case where the maximum span of the flying-machine is 150 ft. or upwards it shall display, in addition to any other light required by this paragraph, a white light on each side placed in such a manner as to demarcate the maximum lateral dimension of the flying-machine and visible, so far as practicable, all round the horizon at a distance of at least one mile.

*Gliders, Balloons, and Kites.*

8. In all cases in which flying-machines are required by this section of this Schedule to display lights, a glider shall display a white light visible, so far as practicable, in all directions.