

(b) The exhibition of recognition signals adopted by owners of aircraft ; provided these station and signal lights and recognition signals are approved and registered by the Minister.

SECTION III.—GENERAL RULES FOR AIR TRAFFIC.

*Right of Way.*

26. Subject to the provisions of paragraph 46 below, flying-machines shall always give way to gliders and to balloons, fixed or free, and to airships, and airships shall always give way to gliders and to balloons, whether fixed or free.

27. An airship, when not under its own control, shall, for the purposes of the provisions of this section of this Schedule, be classed as a free balloon.

28. Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing and angle of elevation of an approaching aircraft. If neither the bearing nor the angle of elevation appreciably change, such risk shall be deemed to exist.

29. The term "risk of collision" shall include all risk of accident due to undue proximity of other aircraft. Every aircraft that is required by these rules to give way to another to avoid collision shall keep a safe distance, having regard to the circumstances of the case.

*Motor-driven Aircraft.—Rules as to Manœuvre.*

30. While observing the rules regarding risk of collision contained in paragraph 28 of this Schedule, a mechanically-driven aircraft must always manœuvre according to the rules contained in the following paragraphs as soon as it is apparent that, if it pursued in its course, it would pass at a distance of less than 200 yards from any part of another aircraft.

*Mechanically-driven Aircraft.—Meeting one another, Crossing, &c.*

31. When two motor-driven aircraft are on courses which cross, the aircraft which has the other on its own right side shall keep out of the way of the other.

32. When two mechanically-driven aircraft are meeting end on, or nearly end on, each shall alter its course to the right.

*Aircraft overtaking another.*

33. (1) An aircraft overtaking another shall keep out of the way of the overtaken aircraft by altering its own course to the right, and must not pass by diving.

(2) Every aircraft coming up with another aircraft from any direction more than 110 degrees from ahead of the latter—*i.e.*, in such a position with reference to the aircraft which it is overtaking that at night it would be unable to see either of the aircraft's side lights, shall be deemed to be an overtaking aircraft, and no subsequent alteration of the bearing between the two aircraft shall make the overtaking aircraft a crossing aircraft within the meaning of these rules, or relieve it of the duty of keeping clear of the overtaken aircraft until it is finally passed and clear.

(3) As by day the overtaking aircraft cannot always know with certainty whether it is forward or abaft the direction mentioned above, it should, if in doubt, assume that it is an overtaking aircraft and keep out of the way.

*Action to be taken by other Aircraft.*

34. Where by any of these rules one of the two aircraft is to keep out of the way, the other shall keep its course and speed. When in consequence of thick weather or other causes, the aircraft having the right of way finds itself so close that collision cannot be avoided by the action of the giving-way aircraft alone, it shall take such action as will best aid to avert collision.

*Aircraft not to cross ahead of another.*

35. Every aircraft which is directed by these rules to keep out of the way of another aircraft shall, if the circumstances of the case permit, avoid crossing ahead of the other.

*Aircraft following Official Aerial Route.*

36. In order to obviate the increased risk of collision which exists on air-traffic routes, the following rules shall, so far as it is safe and practicable, be observed when flying on or in the vicinity of such routes :—

- (a) Every aircraft when flying by compass along the straight line (rhumb-line), joining two points on an air-traffic route in common use, shall keep such line at least 500 yards on its left ;
- (b) Every aircraft following an air-traffic route, which has been officially recognized, shall keep such route at least 300 yards on its left ;
- (c) Every aircraft which, in the vicinity of a route frequented by aircraft, is following a line of landmarks such as a road, railway, river, canal, or coast-line, &c., shall keep such line of landmarks at least 300 yards on its left ;
- (d) An aircraft shall not fly keeping any of the lines or routes above referred to on its right, except at a distance therefrom sufficient to avoid aircraft following such lines or routes in accordance with these rules ;
- (e) When crossing one of these lines or routes above referred to an aircraft shall cross it at right angles as rapidly as possible and as high as reasonably practicable.
- (f) In the case of flights in group formation the aircraft of the leader of the group shall be responsible for leading the flight in such a manner that every aircraft in the group can comply with the above rules of this paragraph.

*Aircraft taking off.*

37. All aircraft on land or sea about to ascend shall not attempt to take off until there is no risk of collision with alighting aircraft.