

*Aircraft in Cloud, Fog, &c.*

38. (1) Every aircraft in a cloud, fog, mist, or other conditions of bad visibility shall proceed with caution, having careful regard to the existing circumstances.

(2) Every aircraft when flying beneath clouds shall always do so, so far as it is safe and practicable, at such a distance below the clouds as will enable it readily to see and be seen.

## SECTION IV.—SPECIAL RULES FOR AIR TRAFFIC ON AND IN THE VICINITY OF AERODROMES OPEN TO PUBLIC USE.

*Circuit of Aerodromes.*

39. If a flying-machine or glider starting from, or about to land at, an aerodrome makes a circuit or a partial circuit, the turning must be made clear of the landing area and must be left-handed (anti-clockwise), so that during the circuit the landing area shall always be on its left.

*Flying in Vicinity of Aerodromes.*

40. Subject to the provisions of any special rules in force with respect to any particular aerodrome, no flying-machine or glider shall fly over the landing area of an aerodrome at a lower height than 6,000 ft., except when departing therefrom or landing thereat.

41. Every flying-machine and glider flying outside the landing area of an aerodrome at a distance of less than three miles from the nearest point of that area shall, unless it is flying at a greater height than 6,000 ft., keep the landing area on its left.

*Aerial Acrobatics.*

42. Acrobatic landings are prohibited at aerodromes. Flying-machines and gliders are prohibited from engaging in aerial acrobatics in the vicinity of aerodromes at a distance of less than three miles from the nearest point of the perimeter of the aerodrome unless they are flying at a greater height than 6,000 ft.

*Direction of Wind.*

43. At every licensed aerodrome the direction of the wind shall be clearly indicated by one or more of the recognized methods—*e.g.*, landing T, conical streamer, or smudge fire, &c. In the event of there being no wind, a ball, easily visible, shall be hoisted on a mast, and if there is a landing T it shall be fixed.

*Flying-machines to take off up-wind.*

44. Every flying-machine and glider when taking off from or alighting on an aerodrome shall do so up-wind, except when the natural conditions of the aerodrome do not permit, or in the event of there being no wind. In the latter case, every flying-machine and glider when taking off or landing shall do so in the direction indicated by an appropriate signal, or, if there is a landing T, in the direction indicated by that T.

*Two or more Flying-machines landing at Aerodromes.*

45. In the case of two flying-machines or two gliders approaching an aerodrome for the purpose of landing, the flying-machine or glider flying at the greater height shall be responsible for avoiding the flying-machine or glider at the lower height, and shall, as regards landing, observe the rules of paragraph 32 of this Schedule for passing.

46. Aircraft about to land on an aerodrome shall be given free way.

*Flying-machines taking off from Aerodromes.*

47. (1) At every land aerodrome, along the perimeter and at the approaches to the hangars, a neutral zone shall be set apart for aircraft manoeuvring on the ground.

(2) The landing area shall be as large as possible.

(3) Every flying-machine and glider when landing or taking off shall do so in conformity with the provisions of paragraph 44 of this Schedule, and shall leave clear on its left any flying-machine which has already landed or which is at rest on the ground.

(4) Every flying-machine and glider moving on the ground in the landing area shall do so in the direction of landing: Provided that, on aerodromes approved by the Minister for the purpose, flying-machines and gliders moving on the ground may be authorized to cross the landing area subject to regulations approved by the Minister.

48. (1) By way of exception to the general rule laid down in subparagraph (3) of paragraph 47 of this Schedule, at aerodromes to which this paragraph applies, the landing area may be regarded as divided into two approximately equal zones, by a vertical plane bearing in the direction of landing described in paragraph 44 of this Schedule. For an observer facing in the direction of landing, the zone on the right shall be reserved for landings, and the zone on the left for departures.

(2) The aerodromes to which this paragraph applies shall be indicated by a full white star of five points, placed flat on the ground in the centre of the landing area. The lines joining the points of the star shall form a regular pentagon of such a size that it may be inscribed in a circle the diameter of which is not less than 15 yards.

(3) At aerodromes to which this paragraph applies a flying-machine or glider when landing shall do so in conformity with paragraph 44 of this Schedule, in the left part of the zone reserved for that purpose, but leaving clear on its left any other flying-machine or glider which has already landed, and a flying-machine or glider when taking off shall do so in conformity with paragraph 44 of this Schedule, in the left part of the zone reserved for that purpose, but leaving clear on its left any other flying-machines or gliders which are at rest on the ground.