

*Fixed Balloons, &c., not to be elevated in the Vicinity of Aerodromes.*

49. No fixed balloon, kite, or moored airship shall be elevated in the vicinity of any aerodrome without the special authorization of the Minister, except in cases provided for in paragraph 24 of this Schedule.

*Marking of Dangerous Obstacles.*

50. Suitable signals shall be placed on all obstacles on aerodromes, and also as far as possible on fixed obstacles dangerous to flying within a zone of 500 yards of all aerodromes.

*Marking of Aerodromes for Night Landings.*

51. At every land aerodrome while night landings thereat are expected, the following requirements shall be complied with:—

- (1) The aerodrome shall be defined as accurately as possible by red lights placed on the perimeter and on any obstacles on the aerodrome;
- (2) The direction of landing shall, as far as possible, be indicated by a luminous T, or, failing this, by three white lights forming an isosceles triangle, the base of which shall be about 200 yards long, and the height of which shall be at least twice as long as the base;
- (3) The white lights aforesaid shall be so placed that a flying-machine will land in the direction leading from the middle of the base line to the apex of the triangle;
- (4) The base line shall indicate the place where a flying-machine should come into contact with the ground, and the apex shall indicate the point before reaching which it should come to rest.

52. The Minister may, by directions, temporarily suspend the application of all or any of the rules contained in this section with reference to any aerodrome in New Zealand which is open to public use.

## SECTION V.—GENERAL.

*Aircraft manœuvring on Water.*

53. Every aircraft manœuvring under its own power on the water shall conform to the Regulations for Preventing Collisions at Sea, and for the purpose of these regulations shall be deemed to be a steam-vessel, but shall only carry the lights specified in the preceding rules, and not those specified for steam-vessels in the Regulations for Preventing Collisions at Sea, and shall not use, except as specified in paragraphs 17 and 24 of this Schedule, or be deemed to hear the sound signals specified in the above-mentioned rules.

*Rules not to prevent Legal Consequences of Neglect.*

54. Nothing in the above rules shall exonerate any aircraft, or the owner, pilot, or crew thereof, from the consequences of any neglect in the use of lights or signals, or of any neglect to keep a proper look-out or of the neglect of any precaution which may be required by the ordinary practice of the air, or by the special circumstances of the case.

55. In conforming with the rules laid down in Section III and Section IV of this Schedule—

- (a) Due regard shall be had to all dangers of navigation and collision and to any special circumstances which may render a departure from those rules necessary in order to avoid immediate danger; and
- (b) In particular it shall be borne in mind that steam-vessels in narrow channels are not able to manœuvre so as to avoid collision with aircraft.

56. Nothing in the above rules shall interfere with the operation of any special rule or rules approved by the Minister and published relative to navigation of aircraft in the immediate vicinity of any aerodromes or other place, and it shall be obligatory on all owners, pilots, or crews of aircraft to obey such rules.

## SECTION VI.—RADIO APPARATUS.

57. With reference to clause 19 of the regulations, every New Zealand aircraft registered in New Zealand and capable of carrying ten or more persons, including the crew, shall, when carrying passengers or goods for hire or reward, carry apparatus for radio communication capable of sending either Morse or spoken messages.

58. (1) The type of apparatus, the installation (including bonding and screening) and the qualifications of operators carried in aircraft shall be in accordance with the requirements laid down by the Minister after consultation with the Postmaster-General.

(2) Nothing in these regulations shall be construed as exempting any aircraft radio station from the provisions of the Radio Convention or the New Zealand Radio Regulations issued under the provisions of the Post and Telegraph Act, 1928 (including inspection and the obligation to be licensed), and such convention and regulations shall be read in conjunction herewith.

59. Notwithstanding the provisions of section 8 of Article 5 of the Radio Convention Regulations and clauses 26 and 27 of the Radio Regulations issued under the provisions of the Post and Telegraph Act, 1928, the installation and use at radio telegraphy stations of spark waves (types B of the General Regulations annexed to the Radio Convention) is prohibited on board aircraft.

60. The Minister may, at his discretion, grant in writing exemption to any individual aircraft or classes of aircraft from all or any of the obligations imposed by this section, and upon such conditions and for such period as appear to him necessary or desirable; and the Minister may at any time revoke such exemption by notice in writing accordingly.

61. In this section references to the number of persons which an aircraft is capable of carrying relate to the number of persons for whom seating accommodation is normally provided in the aircraft as shown in its certificate of airworthiness.

“Certified operator” means a person duly authorized by the Postmaster-General to operate an aircraft radio station.