

had at least four years' air experience, during which at least 600 hours must have been spent in the air, not less than 100 hours of this being experience of navigation in the air and not less than 15 hours being air experience in night flying.

(4) In this paragraph the expression "air experience" means experience as an operative member of the crew of an aircraft.

*Sub-Schedule A.*

(i) Form of the earth; its divisions and their notation; mathematical calculation of the various elements by plane trigonometry to obtain course and distance.

(ii) Maps and charts; how to read and use them; practical properties of the common forms of projections.

(iii) Compasses; their construction and use and adjustment; elementary principles of earth's magnetism.

(iv) Flight by dead reckoning; with the use of instruments for the measurement and calculation of the elements of the triangle of velocities.

(v) Navigation by radiogoniometry; methods of fixing the position of the aircraft; with the application of the necessary corrections.

(vi) International air legislation; regulations for the prevention of collisions at sea; publications for the assistance of navigators.

(vii) Signalling—semaphore, flashing, and international code flags.

(viii) Meteorology; knowledge of meteorological elements and observations; arrangements for the issue of meteorological reports for aviation; principles of forecasting; construction and interpretation of synoptic charts; climatology.

*Sub-Schedule B.*

(i) Form of the earth, as in Sub-Schedule A (i), with the addition of mathematical calculation of various elements by spherical trigonometry (great circle courses and distances).

(ii) Maps and charts, as in Sub-Schedule A (ii), with the addition of the principles of construction of the common forms of projections.

(iii) Tides—elementary theory and prediction by the aid of tables.

(iv) Compasses, as in Sub-Schedule A (iii); more advanced knowledge.

(v) Flight by dead reckoning, as in Sub-Schedule A (iv).

(vi) Navigation by radiogoniometry, as in Sub-Schedule A (v).

(vii) International air legislation, &c., as in Sub-Schedule A (vi).

(viii) Signalling, as in Sub-Schedule A (vii), with the addition of general knowledge of radio-electric communication.

(ix) Astronomical navigation; various methods of fixing the position of an aircraft, with the use and care of tables, diagrams, and instruments for the solution of this problem; knowledge of the mathematics involved.

(x) Meteorology as in Sub-Schedule A (viii); more advanced knowledge.

(xi) Internal-combustion engines; general handling.

NOTE.—The arrangement of subjects in Sub-Schedules A and B is not necessarily that adopted in the examination, where two or more subjects may be grouped into one paper.

OTHER PERSONS.

30. Persons applying for a licence in any other capacity than those above specified must comply with such conditions as may be directed by the Minister.

VALIDATION OF FOREIGN LICENCES.

31. When a licence has been granted by the duly competent authority in any foreign State, and is for the time being in force, the Minister may, subject to such conditions and limitations and for such period as he shall think fit, confer on such licence the same validity for the purpose of flying New Zealand aircraft as if it had been granted under these regulations.

VALIDITY OF LICENCES ISSUED IN HIS MAJESTY'S DOMINIONS.

32. A licence granted by the duly competent authority of any place within His Majesty's dominions to a pilot, navigator, or engineer shall, for the purpose of these regulations, have the same validity and effect and may be cancelled or suspended so far as relates to its validity within New Zealand in like manner and circumstances as if it had been granted under these regulations.

FURTHER MEDICAL EXAMINATIONS.

33. Holders of licences may be required from time to time to undergo further medical examinations carried out under arrangements approved by the Minister.

34. In this Schedule the expression "licence" includes a certificate of competency.

35. The holder of a licence who applies for the renewal thereof may be required to satisfy all or any of the requirements which are for the time being applicable to the issue of a licence of the same class.

SCHEDULE VI.—FEES.

A.—REGISTRATION.

*Fees in respect of Licence.*

1. THE fee chargeable on the issue of a certificate of registration of an aircraft shall be £1 1s.

Provided that, where the aircraft has been previously registered in New Zealand, and the certificate of registration last issued in respect of the aircraft lapsed by reason of the sale of the aircraft by the registered owner, the fee chargeable for the issue of the certificate shall be five shillings.