STATUTORY INSTRUMENTS

1963 No. 1966

CIVIL AVIATION

The Colonial Air Navigation (Amendment) Order 1963

Made - - - -	*4th December* 1963
Laid before Parliament	*10th December* 1963
Coming into Operation	*1st January* 1964

At the Court at Buckingham Palace, the 4th day of December 1963

Present,

The Queen's Most Excellent Majesty in Council

Her Majesty, in pursuance of the powers conferred upon Her by the Civil Aviation Act 1949(a) and the Colonial Civil Aviation (Application of Act) Order 1952(b), and of all other powers enabling Her in that behalf, is pleased, by and with the advice of Her Privy Council, to order, and it is hereby ordered, as follows:—

Citation, construction, application and commencement.

1.—(1) This Order may be cited as the Colonial Air Navigation (Amendment) Order 1963 and shall be construed as one with the Colonial Air Navigation Orders 1961 and 1962(c).

(2) The Colonial Air Navigation Orders 1961 and 1962 and this Order may be cited together as the Colonial Air Navigation Orders 1961 to 1963.

(3) This Order shall not apply to Jamaica, Trinidad and Tobago, Tanganyika, Uganda, Kenya or Zanzibar.

(4) This Order shall come into operation on 1st January 1964.

Amendment of certain Articles of the principal Order.

2. The Colonial Air Navigation Order 1961(d) (hereinafter referred to as "the principal Order") is amended as follows:—

(1) In Article 2—

(*a*) the words "of paragraphs (4) and (5)" are omitted from paragraph (2);

(*b*) immediately after paragraph (16) there is added the following paragraph—

"(17) Nothing in this Article shall require the Governor to cancel the registration of an aircraft if in his opinion it would be inexpedient in the public interest to do so.".

(2) For paragraph (5) of Article 6 there is substituted the following paragraph:—

"(5) On the termination of every flight by an aircraft registered in the Colony for any of the purposes specified in paragraph (1) of this Article, the commander of the aircraft shall enter in a technical log—

(*a*) the times at which the flight began and ended; and

(a) 12, 13 & 14 Geo. 6. c. 67. (b) S.I. 1952/868 (1952 I, p. 565).
(c) S.I. 1961/2316, 1962/2597 (1961 III, p. 4146; 1962 III, p. 3485).
(d) S.I. 1961/2316 (1961 III, p. 4146).

(*b*) particulars of any defect in any part of the aircraft or its equipment which is known to him, being a part to which a maintenance schedule relates, or, if no such defect is known to him, an entry to that effect,

and shall sign and date such entries:

Provided that in the case of a number of consecutive flights beginning and ending on the same day and with the same person as commander of the aircraft, the commander of an aircraft—

(i) flying for the purpose of public transport where each of the aforesaid consecutive flights begins at the same aerodrome and ends at that aerodrome, or

(ii) flying for the purpose of dropping or projecting any material for agricultural, public health or similar purposes,

may, except where he becomes aware of a defect during an earlier flight, make the entries as aforesaid in a technical log at the end of the last of such consecutive flights.".

(3) In Article 14—

(*a*) immediately after the words "to be flown, and" in paragraph (4) there are inserted the words "to pass";

(*b*) for paragraph (7) there is substituted the following paragraph:—

"(7) (*a*) When an aircraft registered in the Colony carries twenty or more passengers on a flight for the purpose of public transport, the crew of the aircraft shall include persons carried for the purpose of performing in the interest of the safety of passengers duties to be assigned by the operator or the person in command of the aircraft, but who shall not act as members of the flight crew. The number of such persons carried when the aircraft is carrying the number of passengers specified in column 1 of the table set out at the end of this sub-paragraph shall be not less than the number set opposite that number in column 2 of that table:—

TABLE

Column 1	*Column 2*
20 – 50 passengers	1 person
51–100 „	2 persons
101–150 „	3 persons
Over 150 „	4 persons.

(*b*) The Governor may give a direction to the operator of any aircraft registered in the Colony requiring him to include among the crew thereof whenever the aircraft is flying for the purpose of public transport at least one such person as aforesaid, notwithstanding that the aircraft may be carrying fewer than 20 passengers.".

(4) In paragraph (*d*) of the proviso to paragraph (1) of Article 15 for the words "for that purpose" there are substituted the words "for use on flights on which a flight radio-telephony operator acts in one of the capacities specified in paragraph (*a*) of this proviso".

(5) Immediately after paragraph (4) of Article 21 there is added the following paragraph—

"(5) If in the course of a flight on which the equipment specified in Scale O in paragraph 5 of the Fifth Schedule hereto

is required to be provided the said equipment becomes unserviceable, the aircraft shall be operated on the remainder of that flight in accordance with any relevant instructions in the Operations Manual.".

(6) For the heading to Article 23, there is substituted the following heading:—

"*Loading—public transport aircraft and suspended loads*".

(7) In Article 23(1) after the word "transport" there are inserted the words "or any load to be suspended therefrom".

(8) In Article 26(*b*) after the word "carried" where it first occurs, there are inserted the words "in the circumstances of the intended flight".

(9) In Article 28—

(*a*) the words "oxygen equipment" are inserted immediately after the words "safety harnesses" in paragraph (2)(*a*);

(*b*) there are substituted for the words "the person, if any," the words "any persons", for the words "is secured in a seat" the words "are secured in seats" and for the word "he" the word "they" in paragraph (2)(*d*);

(*c*) for sub-paragraph (*g*) (iii) of paragraph (2) there is substituted the following sub-paragraph:—

"(iii) during any time exceeding 30 minutes when the aircraft is flying at an altitude exceeding 10,000 feet but not exceeding 13,000 feet above mean sea level, and at all times when the aircraft is flying at an altitude exceeding 13,000 feet above mean sea level, oxygen is used by all the crew of the aircraft.".

(10) In Article 57(2) for the words "by reason of any area being used for purposes of national defence" there are substituted the words "for any of the reasons referred to in paragraph (1)(*c*) of this Article".

(11) Immediately after the word "level" in Article 58(1)(*a*) there are inserted the words "or within 200 feet of any vessel, vehicle or structure".

(12) In Article 69—

(*a*) the word "a" where it last appears in sub-paragraph (*c*) of paragraph (1) is omitted;

(*b*) the words "to make the flight" in paragraph (1) are omitted and the following is substituted therefor:—

"to make the particular flight or any other flight of such description as may be specified in the direction, until the direction has been revoked by the Governor or by an authorised person,".

(13) After the words "public transport" in Article 74(3) there are inserted the words "or aerial work".

(14) In paragraph (1) of Article 81—

(*a*) at the end of the definition of "aerodrome" there are added the words "(not being an area the use of which for those purposes has been abandoned)";

(*b*) in the definition of "Air traffic control unit" the words "instructions or advice or both" are substituted for the words "instructions and advice";

(*c*) in the definition of "Authorised person" for the words "a person authorised by the Governor" there are substituted the words "an authorised person";

(*d*) for the definition of "The Commonwealth" there is substituted the following definition—

"'The Commonwealth' means the United Kingdom, the Channel Islands, the Isle of Man, the countries for the time being mentioned in section 1(3) of the British Nationality Act 1948(**a**) and all other territories forming part of Her Majesty's dominions or in which for the time being Her Majesty has jurisdiction.";

(*e*) for the definition of "Governor" there is substituted the following definition—

"'Governor' means the officer for the time being administering the Government of the Colony, and in relation to Zanzibar means the person for the time being performing the functions of the British Resident, Zanzibar, and includes in relation to any purpose of this Order, other than the purposes of Article 77 thereof, any person authorised by the Governor for that purpose.".

(15) In Article 81(7)(a)(ii) after the words "of this Order", there are inserted the words "or the training, practice or tests referred to in paragraph (2) of Article 22 of this Order,"

and at the end of sub-paragraph (*a*) of the said paragraph a semi-colon is substituted for the full stop, and the following words are added:—

"and the expression 'public transport of passengers' shall be construed accordingly:

Provided that, notwithstanding that an aircraft may be flying for the purpose of public transport by reason of sub-paragraph (*a*)(iii) of this paragraph it shall not be deemed to be flying for the purpose of the public transport of passengers unless hire or reward is given for the carriage of those passengers.".

Amendment of the Second Schedule to the principal Order.

3. In the Second Schedule to the principal Order for Condition (6) of the B Conditions there is substituted the following:—

"(6) The aircraft shall not fly, except in accordance with procedures which have been approved by the Governor in relation to that flight, over any congested area of a city, town or settlement.".

Amendment of the Fifth Schedule to the principal Order.

4. The Fifth Schedule to the principal Order is amended as follows:—

(*a*) in paragraph 1, for the words "with the scales of equipment respectively indicated in that Table", there are substituted the words, "with adequate equipment, and for the purpose of this paragraph the expression 'adequate equipment' shall mean the scales of equipment, respectively, indicated in that Table.";

(*b*) the Table in paragraph 4 is amended by the addition of a column headed "O" and in that column the letter O shall be inserted

(**a**) 11 & 12 Geo. 6. c. 56.

opposite the following item, which item shall be inserted after item (2)(*i*) in the first column of the Table:

"(*ii*) On all flights by—

(i) flying machines powered by turbine jet engines, and of which the maximum total weight authorised exceeds 25,000 lb.,

(ii) flying machines powered by propeller turbine engines, and of which the maximum total weight authorised exceeds 100,000 lb.,

(iii) flying machines powered by propeller turbine engines and first registered whether in the Colony or elsewhere on or after 1st January 1962, of which the maximum total weight authorised exceeds 50,000 lb.,

(iv) any other flying machine, if the Governor so directs in a particular case,

with the exception of any flight on which the radar set specified in Scale O in paragraph 5 of this Schedule is unserviceable on take-off but the weather report or forecasts available to the commander of the aircraft at that time indicate that cumulo-nimbus clouds or other potentially hazardous weather conditions which can be detected by the set when in working order are unlikely to be encountered on the intended route or any planned diversion therefrom, or the commander of the aircraft has satisfied himself that any such weather conditions will be encountered in daylight and can be seen and avoided, and the aircraft is in either case operated throughout the flight in accordance with any relevant instructions given in the Operations Manual";

(*c*) in paragraph 5—

(i) there are inserted at the beginning of paragraph (iii) of Scale B the words "If the maximum total weight of the aircraft authorised is more than 6,000 lb.";

(ii) after Scale N there is inserted the following Scale:—

"*Scale O*

A radar set capable of giving warning to the pilot in command of the aircraft of the presence of cumulo-nimbus clouds and other potentially hazardous weather conditions.";

(iii) for Scale K there is substituted the following Scale:—

"*Scale K*

PART I

(i) In every flying machine which is provided with means for maintaining a pressure greater than 700 millibars throughout the flight in the control compartment and in the compartments in which passengers are carried—

(*a*) a supply of oxygen sufficient, in the event of failure to maintain such pressure, occurring in the circumstances specified in columns 1 and 2 of the Tables set out in Part II of this Scale, for continuous use, during the periods specified in column 3 of the said Table, by the persons for whom oxygen is to be provided in accordance with column 4 of that Table, and

(*b*) in addition, in every case where the flying machine flies at an altitude exceeding 35,000 feet above mean sea level, a supply of oxygen in a portable container sufficient for the simultaneous first aid treatment of two passengers,

together with suitable and sufficient apparatus to enable such persons to use the oxygen.

(ii) In any other flying machine—

(*a*) a supply of oxygen sufficient for continuous use by all the crew, and, if passengers are carried, by 10 per cent of the number of passengers, for any period exceeding 30 minutes during which the flying machine flies at an altitude exceeding 10,000 feet, but not exceeding 13,000 feet, above mean sea level; and

(*b*) a supply of oxygen sufficient for continuous use by all persons on board for the whole time during which the flying machine flies at an altitude exceeding 13,000 feet above mean sea level,

together with suitable and sufficient apparatus to enable such persons to use the oxygen.

(iii) The quantity of oxygen required for the purpose of complying with paragraphs (i) and (ii) of this Part of this Scale shall be computed in accordance with the information and instructions relating thereto specified in the operations manual relating to the aircraft pursuant to paragraph (VA) of Part A of the Tenth Schedule to this Order.

PART II

Column 1	*Column 2*	*Column 3*	*Column 4*
Altitude above mean sea level at which the flying machine flies	*Capability of flying machine to descend (where relevant)*	*Period of supply of oxygen*	*Persons for whom oxygen is to be provided*
Exceeding 10,000 feet	—	30 minutes or the period specified at A hereunder whichever is the greater	In addition to any passengers for whom oxygen is provided as specified below, all the crew
Exceeding 10,000 feet but not exceeding 30,000 feet	Flying machine is either flying at an altitude not exceeding 15,000 feet or is capable of descending and continuing to destination as specified at X hereunder	30 minutes or the period specified at A hereunder whichever is the greater	10 per cent. of number of passengers
	Flying machine is flying at an altitude exceeding 15,000 feet and is not so capable	30 minutes or the period specified at B hereunder whichever is the greater	All passengers
Exceeding 30,000 feet but not exceeding 35,000 feet	Flying machine is capable of descending and continuing to destination as specified at Y hereunder	30 minutes or the period specified at A hereunder whichever is the greater	15 per cent. of number of passengers
	Flying machine is not so capable	30 minutes or the period specified at B hereunder whichever is the greater	All passengers
Exceeding 35,000 feet	—	39 minutes or the period specified at B hereunder whichever is the greater	All passengers
		and in addition	
		30 minutes or the period specified at C hereunder whichever is the greater	15 per cent. of number of passengers

A. The whole period during which, after a failure to maintain a pressure greater than 700 millibars in the control compartment and in the compartments in which passengers are carried has occurred, the flying machine flies at an altitude exceeding 10,000 feet above mean sea level.

B. The whole period during which, after a failure to maintain such pressure has occurred, the flying machine flies at an altitude exceeding 15,000 feet above mean sea level.

C. The whole period during which, after a failure to maintain such pressure has occurred, the flying machine flies at an altitude exceeding 10,000 feet, but not exceeding 15,000 feet above mean sea level.

X. The flying machine is capable, at the time when a failure to maintain such pressure occurs, of descending in accordance with the emergency descent procedure specified in the relevant flight manual and without flying below the minimum altitudes for safe flight specified in the operations manual relating to the aircraft, from the altitude at which it is then flying to an altitude of 15,000 feet above mean sea level within 6 minutes, and of continuing at or below that altitude to its place of intended destination or any other place at which a safe landing can be made.

Y. The flying machine is capable, at the time when a failure to maintain such pressure occurs, of descending in accordance with the emergency descent procedure specified in the relevant flight manual and without flying below the minimum altitudes for safe flight specified in the operations manual relating to the aircraft, from the altitude at which it is then flying to an altitude of 15,000 feet above mean sea level within 4 minutes and of continuing at or below that altitude to its place of intended destination or any other place at which a safe landing can be made."

5. The Ninth Schedule to the principal Order is amended as follows:— Amendment of the Ninth Schedule to the principal Order.

(*a*) in paragraph 1 of Part A, under the sub-heading "Privileges", in paragraph (*c*), for the word "passenger" there is substituted the word "person";

(*b*) in paragraph 2 of Part A, for the sub-paragraphs under the headings "Commercial Pilot's Licence (Flying Machines)", "Senior Commercial Pilot's Licence (Flying Machines)" and "Airline Transport Pilot's Licence (Flying Machines)" there is substituted the following—

"*Commercial Pilot's Licence (Flying Machines)*

Minimum age—18 years

Maximum Period of Validity—6 months*

Privileges: In addition to the privileges given above for the Private Pilot's Licence the holder of the licence shall be entitled to fly as—

(i) pilot in command of any flying machine of which the maximum total weight authorised does not exceed 12,500 lb. and which is of a type specified in Part 1 of the aircraft rating included in the licence, when the flying machine is engaged in a flight for the purpose of public transport or aerial work:

Provided that—

(*a*) he shall not, unless his licence includes an instrument rating, fly such an aircraft on any scheduled journey;

(*b*) he shall not fly such an aircraft on a flight carrying passengers at night unless an instrument rating is included in his licence or he has within the immediately preceding 90 days carried out as pilot in command not less than 5 take-offs and 5 landings at a time when the depression of the centre of the sun is not less than 12 degrees below the horizon;

(ii) co-pilot of any flying machine of a type specified in Part 1 and Part 2 of such aircraft rating when the flying machine is engaged in a flight for the purpose of public transport or aerial work.

Senior Commercial Pilot's Licence (Flying Machines)

Minimum age—21 years

Maximum Period of Validity—6 months*

Privileges: In addition to the privileges given above for the Private Pilot's Licence the holder of the licence shall be entitled to fly as—

(i) pilot in command of any flying machine of which the maximum total weight authorised does not exceed 30,000 lb. and which is of a type specified in Part 1 of the aircraft rating included in the licence, when the flying machine is engaged in a flight for the purpose of public transport or aerial work:

* In respect of the privileges of a Private Pilot's Licence the maximum period of validity shall be as given for that Licence.

Provided that—

(*a*) he shall not, unless his licence includes an instrument rating, fly such an aircraft on any scheduled journey;

(*b*) he shall not fly such an aircraft on a flight carrying passengers at night unless an instrument rating is included in his licence or he has within the immediately preceding 90 days carried out as pilot in command not less than 5 take-offs and 5 landings at a time when the depression of the centre of the sun is not less than 12 degrees below the horizon;

(ii) co-pilot of any flying machine of a type specified in Part 1 or Part 2 of such aircraft rating when the flying machine is engaged in a flight for the purpose of public transport or aerial work.

Airline Transport Pilot's Licence (Flying Machines)

Minimum age—21 years

Maximum Period of Validity—6 months*

Privileges: In addition to the privileges given above for the Private Pilot's Licence the holder of the licence shall be entitled to fly as—

(i) pilot in command of any flying machine of a type specified in Part 1 of the aircraft rating included in the licence when the flying machine is engaged in a flight for the purpose of public transport or aerial work:

Provided that—

(*a*) he shall not, unless his licence includes an instrument rating, fly such an aircraft on any scheduled journey;

(*b*) he shall not fly such an aircraft on a flight carrying passengers at night unless an instrument rating is included in his licence or he has within the immediately preceding 90 days carried out as pilot in command not less than 5 take-offs and 5 landings at a time when the depression of the centre of the sun is not less that 12 degrees below the horizon;

(ii) co-pilot of any flying machine of a type specified in Part 1 or Part 2 of such aircraft rating when the flying machine is engaged in a flight for the purpose of public transport or aerial work.";

(*c*) in paragraph 1 of Part B, in the proviso under the heading "Instrument Rating (Flying Machines)", the words "conducted by that person" are omitted.

Amendment of the Tenth Schedule to the principal Order.

6. Part A of the Tenth Schedule to the principal Order is amended as follows:—

(*a*) in paragraph (ii), the words "including the method of supervision of flight operations" are omitted;

(*b*) in paragraph (iv), the words "(not being particulars contained in a flight manual forming part of the certificate of airworthiness)" are omitted;

* In respect of the privileges of a Private Pilot's Licence the maximum period of validity shall be as given for that Licence.

(*c*) after paragraph (v) there is inserted the following paragraph:—

"(vA) The manner in which the quantity, if any, of oxygen and oxygen equipment to be carried in the aircraft for the purpose of complying with Scale K in the Fifth Schedule to this Order is to be computed.";

(*d*) in paragraph (ix), the words "search and rescue facilities" are omitted;

(*e*) for paragraph (x) there is substituted the following paragraph:—

"(x) the reporting in flight to the notified authorities of meteorological observations";

(*f*) in paragraph (xiii), the words "procedures for the reporting to search and rescue agencies of particulars of emergency and survival equipment carried on board the aircraft" are omitted.

Amendment of the Eleventh Schedule to the principal Order.

7. The Eleventh Schedule to the principal Order is amended by the substitution for the definition of Document "F" of the following definition:—

"'F' means the technical log, if any, in which entries are required to be made under Article 6(5) of this Order."

Amendment of the Twelfth Schedule to the principal Order.

8. The Twelfth Schedule to the principal Order is amended as follows:—

(*a*) in Rule 1 for the definition of "Anti-collision light" there is substituted the following definition:—

"Anti-collision light" means a flashing red light showing in all directions for the purpose of enabling the aircraft to be more readily detected by the pilots of distant aircraft.";

(*b*) in Rule 5, immediately after paragraph (3), there is added the following paragraph:—

"(4) Nothing in this Rule shall apply to any captive balloon or kite.";

(*c*) for Rule 9(2) there is substituted the following paragraph—

"(2) A flying machine on a land aerodrome in the Colony at which aircraft normally land or take-off at night shall, unless it is stationary on a part of the aerodrome set aside for the embarkation or disembarkation of passengers, the loading or unloading of cargo or the maintenance or parking of aircraft, display by night either the lights which it would be required to display if it were flying, or the lights specified in Rule 11(2)(*a*) or 11(2)(*c*) of these Rules.";

(*d*) for Rule 11 there is substituted the following Rule—

"(1) A flying machine when flying at night shall display lights as follows:—

(*a*) in the case of a flying machine registered in the Colony having a maximum total weight authorised of more than 12,500 lb.—

(i) if it was first registered in any country before 1st July 1963, it shall display—

before 1st July 1965, either the system of lights specified in paragraph (2)(*b*) of this Rule or that specified in paragraph (2)(*d*), excluding sub-paragraph (ii);

after 30th June 1965, the system of lights specified in paragraph (2)(*b*);

(ii) if it was first registered in any country on or after 1st July 1963, the system of lights specified in paragraph (2)(*b*) of this Rule;

(*b*) in the case of a flying machine registered in the Colony having a maximum total weight authorised of 12,500 lb. or less, any one of the following systems of lights—

that specified in paragraph 2(*a*) of this Rule; or that specified in paragraph 2(*b*); or

that specified in paragraph (2)(*d*), excluding sub-paragraph (ii);

(*c*) in the case of any other flying machine one of the systems of lights specified in paragraph (2) of this Rule.

(2) The systems of lights referred to in paragraph (1) of this Rule are as follows:—

(*a*) (i) a green light of at least five candles showing to the starboard side through an angle of 110° from dead ahead in the horizontal plane;

(ii) a red light of at least five candles showing to the port side through an angle of 110° from dead ahead in the horizontal plane; and

(iii) a white light of at least three candles showing through angles of 70° from dead astern to each side in the horizontal plane,

all being steady lights;

(*b*) (i) the lights specified in sub-paragraph (*a*) of this paragraph; and

(ii) an anti-collision light;

(*c*) the lights specified in sub-paragraph (*a*) of this paragraph, but all being flashing lights flashing together;

(*d*) the lights specified in sub-paragraph (*a*) of this paragraph, but all being flashing lights flashing together in alternation with one or both of the following:—

(i) a flashing white light of at least twenty candles showing in all directions;

(ii) a flashing red light of at least twenty candles showing through angles of 70° from dead astern to each side in the horizontal plane.

(3) If the lamp showing either the red or the green light specified in paragraph (2)(*a*) of this Rule is fitted more than 6 feet from the wing tip, a lamp may, notwithstanding the provisions of Rule 9(1) of these Rules, be fitted at the wing tip to indicate its position, showing a steady light of the same colour through the same angle.";

(*e*) in Table B of Rule 44:—

(i) for the word "Straight" in the second column of paragraph (*b*) there is substituted the word "Move";

(ii) paragraphs (*m*), (*n*) and (*o*) are omitted.

9. The Fifteenth Schedule to the principal Order is amended by the insertion of the words " British Antarctic Territory " immediately after the word " Bermuda ". Amendment of the Fifteenth Schedule to the principal Order.

W. G. Agnew.

EXPLANATORY NOTE

(This Note is not part of the Order, but is intended to indicate its general purport.)

This Order amends the Colonial Air Navigation Order 1961, as previously amended. The principal changes made are as follows :—

(1) The commander of the aircraft will be required to sign and date the particulars which he enters in a technical log under Article 6(5). The proviso to that paragraph is also amended so as to require him to make entries of defects at the end of each flight in the case of certain consecutive flights.

(2) An increase is made in the number of persons required to be included in the crew of aircraft carrying more than fifty passengers, for the purpose of performing duties in the interest of the safety of passengers, and provision is made for such a person to be carried in aircraft with fewer than twenty passengers in exceptional cases. (Article 14(7).)

(3) Requirements previously relating only to the loading of aircraft for public transport are extended to loads suspended from aircraft (including helicopters) whether or not for public transport. (Article 23(1).)

(4) A requirement is included that captive balloons may not be flown within 200 feet of any vessel, vehicle or structure. (Article 58(1)(*a*).)

(5) Some minor changes are made in the definitions used in the Order. (Article 81(1).)

(6) The carriage of oxygen is required for the use of passengers in pressurised aircraft in certain cases. (Article 21(5); Article 28(2); Fifth Schedule, paragraph 5, Scale K; Tenth Schedule, Part A.)

(7) Certain aircraft are required to carry a storm warning radar set. (Fifth Schedule, paragraphs 4 and 5.)

(8) Flying machines on aerodromes in a Colony may display, instead of the lights required in flight, steady or flashing navigation lights only. (Rule 9.)

(9) Flying machines registered in a Colony, with a maximum total weight authorised of more than 12,500 lb., must, from 1st July 1963 if first registered on or after that date and from 30th June 1965 in the case of other aircraft, display steady navigation lights and a red anti-collision light. (Rule 11.)