

No. 330.

THE COLONIAL AIR NAVIGATION ORDERS, 1949 TO 1952.

REGULATIONS MADE UNDER ARTICLE 64.

A. B. WRIGHT,
Governor.

In exercise of the powers vested in me by Article 64 of the Colonial Air Navigation Orders, 1949 to 1952, I, the Governor, do hereby make the following regulations:—

1. These regulations may be cited as the Air Navigation (General) Regulations, 1952.

SECTION I.

INTERPRETATION.

2. In these regulations unless the context otherwise requires—

“Aeroplane” means a flying machine supported in flight by fixed wings;

“Air Transport Licensing Authority” means the Licensing Authority constituted by regulation 5 of the Air Transport (Licensing of Air Services) Regulations, 1948 and 1950;

“Approved” means approved by the Governor, or, in relation to such of his administrative functions as are delegated to the Air Transport Licensing Authority, approved by the said Authority;

“Director of Medical and Health Services” means the Director of Medical and Health Services to the Government;

“Night” means the hours of darkness between sunset and sunrise;

“Private aircraft” means any aircraft other than a public transport or aerial work aircraft, and any reference to a private aircraft of any class shall be construed accordingly;

“Second pilot” means a pilot duly licensed under the provisions of the Order and performing piloting duties under the direction of the pilot in charge of the aircraft;

“The Order” means the Colonial Air Navigation Orders, 1949 to 1952, and any Order amending or substituted for the same;

“Type” in relation to aircraft or engines means any design which in the opinion of the Governor constitutes a type.

3. In these regulations references to:—

Passengers carried “for hire or reward” do not include references to any person when being carried within the Colony in an aircraft owned by a member of any of Her Majesty’s Forces or Civil Service where no payment is made to the owner in respect of such carriage otherwise than by way of an allowance payable under Regulations applicable to him as such member, but include references to persons carried in aircraft for the purposes of instruction in flying for which payment is made except when the aircraft is a glider belonging to or being flown under arrangements made by a gliding club of which both the person giving and the person receiving the instruction are members.

4. Other expressions in these regulations have the same respective meanings as in the Order,

SECTION II.

REGISTRATION OF AIRCRAFT.

5. With reference to Article 3 of the Order, application for the registration of an aircraft in the Colony should be made in writing to the Secretary, Air Transport Licensing Authority, Nicosia, Cyprus.

6. The register of aircraft registered in Cyprus shall be kept so as to show in relation to each aircraft registered in that register, in addition to the registered owner, the following particulars:—

- (a) the number of the certificate of registration;
- (b) the nationality and registration marks;
- (c) the make of the aircraft;
- (d) the serial number of the aircraft;
- (e) the address of the registered owner;
- (f) the date on which the entry was made in the register.

SECTION III.

CERTIFICATES OF AIRWORTHINESS AND VALIDATIONS.

General.

7. With reference to paragraphs (5) and (6) of Article 11 of the Order, application for the validation or for the renewal of a validation of a certificate of airworthiness should be made in writing to the Secretary, Air Transport Licensing Authority, Nicosia, Cyprus.

8. In this Section, unless the context otherwise requires—

Reference to an aircraft shall be construed as including its engines, components, accessories, instruments, equipment and apparatus, and their installations.

Classification of aircraft.

9. With reference to Article 11 (7) of the Order, on the validation of a certificate of airworthiness the aircraft to which the validation relates shall be classified in accordance with the scheme of classification specified in regulation 10, and the validation will be endorsed accordingly.

10.—(1) Every flying machine or glider will be classified as belonging to one or more of the following sub-divisions:—

(i) Normal Category—

- Sub-division (a); public transport for passengers.
- Sub-division (b); public transport for mails.
- Sub-division (c); public transport for goods.
- Sub-division (d); private.
- Sub-division (e); aerial work.
- Sub-division (h); demonstration.
- Sub-division (i); crew familiarisation.

(ii) Semi-Aerobatic Category—

Sub-divisions (a) to (e) and (h) and (i) as in the Normal Category.

(iii) Aerobatic Category—

Sub-divisions (a) to (e) and (h) and (i) as in the Normal Category.

(iv) Special Category—

- Sub-division (f); racing or record.
- Sub-division (g); research or experimental.
- Sub-divisions (h) and (i) as in the Normal Category.

(2)—(a) The categories and sub-divisions proposed for an aircraft should be stated in the application for validation. Where it is desired to have the aircraft classified in sub-division (e), (f), (g), (h) or (i) the application should also indicate the particular purposes for which it is proposed to use the aircraft.

(b) An application for the re-classification of an aircraft should be made in writing and forwarded to the Secretary, Air Transport Licensing Authority, Nicosia, Cyprus. The aircraft may be re-classified if the aircraft conforms to the requirements applicable to the proposed re-classification.

SECTION IV.

LICENSING OF AIRCRAFT MAINTENANCE ENGINEERS.

11. With reference to Article 14 (5) of the Order, application for validation or renewal of validation of an aircraft maintenance Engineer's licence in the Colony shall be made in writing to the Secretary, Air Transport Licensing Authority, Nicosia, Cyprus.

The validation or renewal of validation shall be for a period not exceeding twelve months or for any shorter period as the Governor may think fit.

SECTION V.

CERTIFICATES OF SAFETY AND SAFETY PRECAUTIONS TO BE OBSERVED FOR FLIGHTS.

Certificates of safety.

12.—(i) With reference to Article 15 of the Order, the operator of a public transport aircraft registered in the Colony shall obtain the approval in writing of the Air Transport Licensing Authority to maintenance schedules in respect of the aircraft and shall incorporate therein any amendments which may from time to time be required by the Air Transport Licensing Authority.

(2) The following provisions shall apply to the maintenance and inspection of any such aircraft carried out in connection with the issue of a certificate of safety:—

- (a) Prior to the issue of a certificate of safety the operator of the aircraft shall furnish such information as may be necessary to enable the aircraft maintenance engineers who are to sign the certificate to be satisfied that up to the date of issue of such certificate all maintenance and inspection required to be carried out in accordance with the approved maintenance schedules for the aircraft have been so carried out;
- (b) The aircraft (including its instruments and equipment but excluding its engines and engine installation and all instruments relating thereto) shall, subject to the provisions of sub-paragraph (d) of this paragraph, be certified in the form and manner shown in Regulation 13 by the holder of an aircraft maintenance engineer's licence which empowers him to make such certification in respect of such aircraft;
- (c) In the case of a flying machine, the engines and engine installations and the instruments relating thereto shall, subject to the provisions of sub-paragraph (d) of this paragraph, be certified in the form and manner shown in Regulation 13 by the holder of an aircraft maintenance engineer's licence which empowers him to make such certification in respect of such enquiries;
- (d) The aircraft and engines may be certified by the same aircraft maintenance engineer if he is the holder of an aircraft maintenance engineer's licence which empowers him to make such certification in respect of both such aircraft and engines;

Provided that the magnetic compasses may be adjusted and compensated by the holder of an airline transport pilot's licence, a senior commercial

pilot's licence or a flight navigator's licence, who shall certify to that effect on the deviation cards. In such case the next subsequent certificate of safety issued may be altered by inserting after the word "equipment" the words "other than magnetic compasses". Such alteration to a certificate of safety shall be initialled by the aircraft maintenance engineer who issues the certificate.

13. The certificate of safety issued in accordance with the provisions of Article 15 of the Order shall, according to the class of the aircraft concerned, be in one of the following forms, or in such other form as may be approved as suitable for the purpose :—

In the case of a flying machine :—

CERTIFICATE OF SAFETY*

Flying Machine Type.....
Nationality and Registration Marks.....

I hereby certify that I am satisfied that the above aircraft (including its instruments and equipment, but excluding the engines and engine installations and all instruments relating thereto) is safe in every way for flight, provided that the conditions of loading specified in the certificate of airworthiness are complied with, and I hereby certify that all maintenance and inspection in accordance with the approved maintenance schedules have been carried out and that adjustments and rectifications found necessary have been made and inspected to my satisfaction.

(Signed).....

Aircraft Maintenance Engineer : Licence No.....

Time of Issue.....

Dated at....., this.....day of....., 19....

I hereby certify that I am satisfied that the engines and engine installations (including the instruments relating thereto) of the above aircraft are safe in every way for flight, and I hereby certify that all maintenance and inspection in accordance with the approved maintenance schedules have been carried out and that adjustments and rectifications found necessary have been made and inspected to my satisfaction.

(Signed).....

Aircraft Maintenance Engineer : Licence No.....

Time of Issue.....

Dated at..... this.....day of....., 19....

* NOTE: This certificate includes the attachment of the radio apparatus to the aircraft structure, and the condition of the earth system of the aircraft, including the bonding and screening to ensure suppression of high frequency electrical interference. It does not include the radio apparatus.

14. Certificates of safety required by Article 15 of the Order shall be prepared in ink or indelible pencil.

Requirements as to weight and performance of public transport or aerial work aeroplanes.

15. With reference to Article 16 of the Order, the requirements specified in Regulation 16 shall apply to public transport or aerial work aeroplanes registered in the Colony, except public transport aeroplanes which are being used solely for the purpose of training any persons carried therein, in addition to the personnel thereof, to perform duties in an aeroplane.

16. Subject to the exception in Regulation 15, a public transport or aerial work aeroplane shall not fly or attempt to fly unless :—

- (1) the weight of the aeroplane immediately before the commencement of the proposed flight is such that one of the following conditions is complied with :—
 - (a) the wing loading of the aeroplane does not exceed 20 lb. per square foot ; or
 - (b) the stalling speed of the aeroplane in the landing configuration does not exceed 60 knots ; or
 - (c) the aeroplane, with any one of its engines inoperative and the remaining engines developing maximum continuous power, has a positive rate of climb at an altitude of 5,000 ft. above sea level in conditions of standard atmosphere ;
- (2) the person in command of the aeroplane has satisfied himself that the distance estimated to be required for the take-off under the meteorological conditions prevailing at that time does not exceed the length of the landing strip to be used or the extent of the landing area measured in the direction in which the take-off will be made and that the aeroplane will be able to clear by a safe margin all obstructions in the flight path which the aeroplane will follow immediately after take-off ;
- (3) having regard to the best information available to him at the time of the start of the proposed flight as to the meteorological conditions likely to prevail at the aerodrome of destination when the aeroplane arrives there, the person in command of the aeroplane has satisfied himself that the aeroplane will be able, when landing, to clear by a safe margin all obstructions in the vicinity of the aerodrome of destination and that the distance estimated to be required for the landing, under those conditions, does not exceed 70 per cent. of the length of the appropriate landing strip or the extent of the landing area measured in the direction in which the landing is expected to be made : Provided that when a visual approach and landing is expected to be made such estimated distance may be increased to 80 per cent. of the length of the landing strip or the extent of the landing area ; and
- (4) the person in command of the aeroplane has satisfied himself that, in the event of the engine or any one of the engines becoming inoperative at any stage of the proposed flight subsequent to the take-off and initial climb :—

(a) *in the case of an aeroplane unable to comply with condition (c) in paragraph (1) of this Regulation—*

The aeroplane could, having regard to the nature of the route of the proposed flight and to the meteorological conditions forecast as likely to prevail along the route, be flown at such heights as would enable the person in command to have sufficient time to select a safe landing place and make a landing thereat.

(b) *in the case of an aeroplane unable to comply with one of the conditions (a) or (b) specified in paragraph (1) of this Regulation—*

The weight of the aeroplane does not exceed the weight at which, having regard to the meteorological conditions to be expected on the route of the proposed flight, the aeroplane would be capable of maintaining a safe height until a landing could be made by a safe margin at an aerodrome either along the route (including the aerodrome of departure) or along a divergence from that route planned in advance to provide for such a contingency.

17. The several distances and lengths referred to in paragraphs (2) and (3) of Regulation 16 shall be computed as follows :—

- (a) the take-off distance shall be measured along the ground (or water) in the direction of take-off from the point at which the aeroplane is to start its run for that purpose to the point above which the aeroplane, after taking off, would attain a height of 50 feet above the ground (or water) and be flying at a safe speed ;
- (b) the landing distance shall be measured along the ground (or water) in the direction of landing from the point above which the aeroplane when descending in preparation for landing, would be at a height of 50 feet above the ground (or water) and flying at a safe speed, to the point at which, on completion of its landing, it would first come to rest, or, in the case of a seaplane, first be under full control on the water ;
- (c) the length of the landing strip for take-off shall be that part of the surface of the aerodrome of departure which is available for the purpose and is free from obstructions measured in the direction in which the take-off is to be made from the point at which the aeroplane is to commence its run for that purpose to the limit of the available aerodrome surface ; and
- (d) the length of the landing strip for landing shall be that part of the surface of the aerodrome of destination which is available for the purpose and is free from obstructions, measured in the direction in which the landing is expected to be made.

Flights over water.

18. Subject to the provisions of paragraph (2) of this Regulation, a public transport aeroplane shall not carry out or attempt to carry out a flight over water in the course of which the aeroplane may at any time be more than thirty minutes flying distance in still air from the nearest shore (i.e. calculated at the most economical cruising speed of the aeroplane at sea level, according to the best information available) unless the person in command has satisfied himself :—

- (a) that the weight and performance of the aeroplane is such that the condition specified in paragraph (1) (c) of Regulation 16 can be complied with ; and
- (b) that the quantity of fuel carried by the aeroplane is sufficient to ensure that, in the event of failure of one of its engines during the period of the flight over water, the aeroplane could safely reach the nearest landing ground.

Load sheets.

19. With reference to paragraph (5) of Article 16 of the Order, the requirements specified therein relating to the completion of load sheets shall be complied with in respect of every flight to be made by a public transport aeroplane, except a public transport aeroplane of which the maximum total weight authorized does not exceed 2,500 lb. :

Provided that the said requirements shall not apply in respect of a flight to be made by a public transport aeroplane :—

- (a) solely for the purpose of training any persons carried therein, in addition to the personnel thereof, to perform duties in an aeroplane ;
or
- (b) as a local pleasure flight of short duration commencing from and finishing at one and the same aerodrome with no intermediate landing.

20.—(1) Every load sheet required in accordance with the provisions of Regulation 19 shall contain :—

- (a) particulars of the nationality and registration marks of the aeroplane ;
- (b) sufficient data to enable the particular flight to be readily identified ;
- (c) particulars of the several weights (e.g. weight empty, removable equipment, fuel and oil, passengers, goods, etc.) from which the total weight of the aeroplane as loaded has been computed ; and
- (d) a certificate by the person superintending the loading of the aeroplane that the load has been distributed in accordance with the written loading instructions submitted to the Governor and approved by him in respect of the aeroplane.

(2) Except as provided in paragraph (3) of this Regulation, the weight of the crew and passengers of an aeroplane entered in the load sheet shall be computed from the actual weight of each person as ascertained by individual weighings.

(3) In respect of an aeroplane having a total seating capacity of twelve persons or more, the person superintending the loading of the aeroplane may, if so instructed by the person in command of the aeroplane, compute the weight of the crew and passengers to be entered in the load sheet in accordance with the following table of average weights instead of from the actual weight of each person as ascertained by individual weighings :—

For adult males, including crew	165 lb.
For adult females, including crew	143 lb.
For children of either sex, two years of age, or more, but less than twelve years	85 lb.
For infants under two years of age	17 lb.

The person in command of an aeroplane shall, however, have regard to any undue preponderance among the persons to be carried of persons appearing to be above the average weights as set out in the above table and shall, if he considers it necessary, require the actual weights of such persons to be ascertained by individual weighings.

Whenever the weights of persons entered in a load sheet are average weights computed in accordance with the foregoing table the load sheet shall be endorsed to show that the said method of computation has been used.

SECTION VI.

OVERHAULS, REPAIRS, REPLACEMENTS AND MODIFICATIONS TO AIRCRAFT CERTIFIED AS AIRWORTHY.

General.

21. In this Section, unless the context otherwise requires—

References to an aircraft shall be construed as including its engines, components, accessories, instruments, equipment and apparatus, and their installations.

References to the overhaul, repair, replacement or modification of an aircraft include references to the overhaul, repair, replacement of parts, or modification of its engines, components, accessories, instruments, equipment, or apparatus, or the installation thereof, and in the case of modifications include references to changes in the type of engines, components, accessories, instruments, equipment or apparatus from those previously fitted.

Approval of modifications not previously the subject of investigation.

22. With reference to Article 13 of the Order—

- (1) The modifications of an aircraft for which approval in writing is required to be obtained are all those modifications which have not

been previously so approved and which, in the opinion of the Air Transport Licensing Authority, affect the safety of the aircraft :

Provided that if a modification has already been approved in relation to one aircraft of any type it shall not be necessary to obtain approval for the same modification when incorporated in another aircraft of the same type, subject, however, to compliance with the requirements of Regulations 23 and 24.

- (2) Application for the approval of modifications under paragraph (1) of this Regulation should be made in writing to the Secretary, Air Transport Licensing Authority, Nicosia, Cyprus.

Requirements relating generally to overhauls, repairs, replacements and approved modifications.

23. The following requirements shall apply to overhauls, repairs, replacements and to approved modifications carried out to an aircraft in respect of which a certificate of airworthiness or a validation issued under the provisions of the Order is, or has been, in force :—

- (i) The work shall be carried out in all essential respects in accordance with the approved design in conformity with which the aircraft was constructed including such modifications as have been approved for embodiment therein, or, alternatively, shall be undertaken in accordance with a repair scheme approved in writing.
- (ii) All materials used shall be as approved for the design in conformity with which the aircraft was constructed, or as otherwise approved.
- (iii) All work shall be inspected, to the extent necessary in the circumstances of the case, in accordance with the requirements of the Air Transport Licensing Authority.
- (iv) A certificate in accordance with the terms of Regulation 24 shall be given, and, if the Air Transport Licensing Authority so require, the certificate of airworthiness of the aircraft shall be forwarded forthwith to the Governor in order that it may be amended :

Provided that in emergency if it is not reasonably practicable to comply with the above requirements a temporary repair of the part or parts affected may be made for the sole purpose of enabling the aircraft to proceed to the nearest place at which a repair complying with the above requirements can be carried out, and, if the person in command of the aircraft is satisfied that, having regard to the circumstances and exigencies of the case, such repair is adequate for the purpose, the aircraft may then proceed to fly to such place without having such temporary repair certified in accordance with the foregoing requirements.

Certification of overhauls, repairs, replacements and modifications.

24. The following provisions shall apply to or in relation to every certificate required under Regulations 22 and 23 :—

- (1) The certificate shall be appended to particulars of the overhaul, repair, replacement or modification to which it relates and shall be in the following form :—

I hereby certify that, in carrying out the

{	overhaul
	repair
	replacement
	modification

specified above, all the conditions and requirements of the Air Navigation Regulations for the time being in force which are applicable thereto have been complied with.

Signed

Date

- (2) The certificates shall be signed by an aircraft maintenance engineer qualified under the terms and conditions of his licence to certify the overhaul, repair, replacement or modification to which the certificate relates, or by the authorized representative of a firm or company approved for the purpose of giving such certificates or by some other person so approved.
- (3) The certificates shall, when relating to the aircraft exclusive of the engines, be written in the aircraft log book; when relating to the engines, be written in the appropriate engine log book; and when relating to a variable-pitch propeller, be written in the appropriate propeller log book:

Provided that—

- (i) if the details of any overhaul, repair, replacement or modification are so voluminous as to render it inconvenient to enter them in the space provided in the log book, such details shall be entered in a separate maintenance record which shall be numbered for identification purposes, certified in like manner to that required for the relevant entry in the log book and retained in safe custody in order that it may be produced on such occasions as it may be required for inspection. The number of such record and particulars of the place where it may be inspected shall be inserted in the log book together with a brief description of the overhaul, repair, replacement or modification to which the record relates;
- (ii) if the appropriate log book is not at the place where the overhaul, repair, replacement or modification is carried out, the certificate may be given separately from the log book, in which case it shall be posted in the log book as soon as reasonably practicable; and
- (iii) in the case of an aircraft in respect of which aircraft or engine log books are not required by the Order to be kept the certificate shall, in either instance, be entered in a suitable book which shall be produced on demand for the inspection of the Governor.

SECTION VII.

LICENSING OF MEMBERS OF OPERATING CREW.

General.

25. With reference to Articles 20 and 21 of the Order, application for the grant, renewal, extension or validation of a licence to act as a member of the operating crew of aircraft registered in Cyprus should be made to the Secretary, Air Transport Licensing Authority, Nicosia, Cyprus, on a form which will be supplied by him on request.

STUDENT PILOT'S LICENCE (FLYING MACHINES).

Age of Applicant and Period of Licence.

26.—(1) An applicant for the grant of a licence must be not less than 17 years of age.

(2) The period for which a licence may (subject as provided by paragraph (d) in Regulation 28) remain in force, following either the grant or any renewal thereof, shall not exceed—

- (a) twenty-four months if the applicant is less than 35 years of age; or
- (b) twelve months if the applicant is 35 years of age or more.

Medical Requirements.

27.—(1) An applicant for the grant or renewal of a licence shall be required to—

- (a) satisfy the requirements as to mental and physical fitness specified in Section VIII of these Regulations for the grant of a private pilot's licence (flying machines); and

- (b) furnish to the medical examiner a declaration, signed by him, stating whether he has previously undergone such medical examination, and, if so, where, when and with what result. A false declaration may entail the cancellation of any licence granted or renewed as a result of the examination.
- (2) The holder of a licence shall comply with the requirements specified in Regulations 43 and 44.

Conditions of Licence.

28. A licence—

- (a) shall entitle the holder thereof, subject to the provisions of subparagraphs (c) and (d) in paragraph (1) of Regulation 29, to carry out flights as pilot in charge of a flying machine only for the purpose of becoming qualified for the grant or renewal of a flying machine pilot's licence ;
- (b) shall be valid only for flights within the Colony ;
- (c) shall be subject to such further conditions as may be attached to or endorsed on the licence ; and
- (d) shall lapse upon the grant to the holder of a flying machine pilot's licence.

29. With reference to Article 18 (5) of the Order, a person who is not the holder of a pilot's licence to fly flying machines may fly within the Colony as pilot in charge of a flying machine, for the purpose of becoming qualified for the grant or renewal of such a licence, subject to the conditions specified hereunder :—

- (a) he shall, if required to do so by Article 22 of the Order, be the holder of a student pilot's licence granted under the Order ;
- (b) he must be not less than 17 years of age ;
- (c) no other person, except a person required under the Order or these Regulations to be carried as a member of the operating crew, shall be carried in the flying machine ; and
- (d) each flight shall be carried out in accordance with instructions given by a person entitled by virtue of a rating included in his pilot's licence to give instruction in flying flying machines and shall terminate at the aerodrome of departure. Intermediate practice landings may, however, in accordance with such instructions, be made elsewhere than at the aerodrome of departure.

PRIVATE PILOT'S LICENCE (FLYING MACHINES).

Age of Applicant and Period of Licence.

- 30.—(1) An applicant for the grant of a private pilot's licence (flying machines) must be not less than 17 years of age.
- (2) The period for which a licence may remain in force, following either the grant or any renewal thereof, shall not exceed—
- (a) twenty-four months if the applicant is less than 35 years of age ; or
- (b) twelve months if the applicant is 35 years of age or more.

Privileges attaching to Licence.

31. The holder of the licence shall be entitled to fly—

- (a) as pilot in charge of any private flying machine of a type described or specified in the aircraft rating of the licence ; and
- (b) as second pilot of any private flying machine of the same class as a flying machine described or specified in the aircraft rating of the licence.

Particulars of Aircraft Rating.

32. The aircraft rating included in a licence to fly aeroplanes may include one or more of the following groups or types of aeroplanes: Provided that each group shall be restricted to the class of aeroplanes in respect of which the applicant qualifies for the grant of a licence:—

Group A.—All single-engined types of aeroplanes of which the maximum total weight authorized does not exceed 12,500 lb.

Group B.—All types of aeroplanes having two or more engines of which the maximum total weight authorized does not exceed 12,500 lb.

Group C.—Particular types of aeroplanes of which the maximum total weight authorized exceeds 12,500 lb.

*Technical Requirements for Grant of Licence.**Flying Experience.*

33. An applicant for the grant of a licence shall be required to produce satisfactory evidence that he has had not less than 40 hours' experience as a pilot of flying machines, comprising—

- (i) flying training under a competent instructor in a dual-controlled flying machine; and
- (ii) at least 15 hours' flying as pilot in charge, not less than 3 hours of which must have been cross-country flying carried out within the six months immediately preceding the date of the application, and must have included one flight on a triangular course during which the flying machine landed and came to rest at two intermediate places:

Provided that in the case of an applicant who has passed an approved course of flying training the said requirement of 40 hours' flying may be reduced to 30 hours.

Practical Flying Tests.

34. The applicant shall, subject to the provisions of Regulation 36, be required to demonstrate in the course of general flying tests his competence to carry out normal and emergency manoeuvres on the class or type of flying machine to which the application relates.

Technical examination.

35. The applicant shall, subject to the provisions of Regulation 36, be required to undergo an examination as to his knowledge of the following subjects:—

- (a) aviation law;
- (b) elementary meteorology;
- (c) map reading and use of compass;
- (d) method of operation and functioning of flying machines, with particular relation to the class or type of flying machine for which the licence is desired.

Exemptions.

36. An applicant may, at the discretion of the Governor and according to the applicant's qualifications and experience, be exempted from all or any part of the flying tests and technical examination if he:—

- (i) has at any time held a flying machine pilot's licence; or
- (ii) holds a Royal Aero Club Aviator's Certificate in respect of the class or type of flying machine to which the application relates issued within the period of one year immediately preceding the date of the application for the licence.

Syllabuses of Practical Flying Tests and Technical Examination.

37. The details of the practical flying tests, including the conditions applicable thereto, and the technical examination referred to in Regulations 34 and 35 may be obtained on application to the Secretary, Air Transport Licensing Authority, Nicosia, Cyprus.

Night Rating.

38.—(1) A night rating may be included in a licence and shall entitle the holder, subject to the privileges attaching to the licence, to act as pilot in charge of flying machines carrying passengers on flights made by night :

Provided that the holder of a licence which includes a night rating shall not (except in a case where the licence also includes a rating entitling him to act as instructor or as assistant instructor in the flying of flying machines and he is flying for the purpose of so acting) exercise the privileges of such night rating unless he has, within the immediately preceding six months, carried out as pilot in charge of a flying machine not less than five take-offs and five landings by night.

(2) An applicant for a night rating shall be required to produce satisfactory evidence that he has carried out in an aeroplane not less than 50 hours' flying as pilot, comprising:—

- (a) flying training under a competent instructor in a dual-controlled aeroplane ;
- (b) at least 25 hours' flying as pilot in charge of the aeroplane ;
- (c) at least 5 hours' instruction in instrument flying ; and
- (d) at least 5 hours' night flying, including not less than five flights as pilot in charge, carried out to the satisfaction of a competent instructor within the six months immediately preceding the date of the application :

Provided that a maximum of two and a half hours' instrument flying training carried out on the ground in approved devices may be accepted in part satisfaction of the requirement specified at (c) in this paragraph.

(3) The evidence normally required with respect to the flying experience specified at (c) in paragraph (2) of this Regulation shall consist of a certificate issued by a person who holds a flying machine pilot's licence including an instructor's rating.

Flying Experience for Renewal of Licence.

39. An applicant for the renewal of a licence shall be required to produce satisfactory evidence that he has had, during the twelve months immediately preceding the date of the application, not less than 5 hours' flying experience as pilot in charge on each class of flying machine for which the renewal is desired. In default of such evidence the applicant may be required to undergo all or any part of the practical flying tests and the technical examination specified for the grant of a licence, as the Governor may consider appropriate in the circumstances of the case.

Extension of Licence.

40. An applicant for the extension of the aircraft rating in a licence to include an additional class or type of flying machine will normally be required to carry out practical flying tests in accordance with Regulation 34 and to undergo a technical examination in the method of operation and functioning of flying machines of the class or type to which the application relates :

Provided that an applicant may, at the discretion of the Governor and according to the applicant's qualifications and experience, be exempted from all or any part of the said tests and examination if he holds a Royal Aero Club Aviator's Certificate in respect of the class or type of flying machine to which the application relates issued within the period of two years immediately preceding the date of the application.

SECTION VIII.

MEDICAL REQUIREMENTS.

41. A person applying for the grant of a Student Pilot's licence or the grant or renewal of a Private Pilot's licence shall be required to undergo a medical examination to ascertain whether his physical condition conforms with the standard of fitness, i.e. physical, visual, colour perception and hearing as specified in Regulations 46 to 50. The examination shall be carried out by a duly qualified Medical practitioner appointed by the Governor.

42. Every applicant who presents himself for medical examination for the grant or renewal of a licence shall be required to furnish to the medical examiner a declaration signed by him stating whether he has previously undergone such medical examination and, if so, where, when and with what result. A false declaration may entail the cancellation of any licence granted or renewed as a result of the examination.

43. If the holder of a licence is aware, or has reasonable grounds to suspect, that his physical, aural or eye condition has deteriorated in any respect, even if only temporarily as the result of a common minor ailment, so that it may be below the standard of medical fitness required for the grant of such a licence, he shall not act in any capacity for which he is so licensed until he is satisfied that his condition has been restored to the required standard.

44.—(1) If the holder of a licence :—

- (a) suffers any personal injury as the result of an accident occurring while he is acting in any capacity for which he is licensed ;
- (b) suffers any personal injury involving incapacity for work as the result of an accident occurring otherwise than while he is acting in any capacity for which he is licensed ;
- (c) suffers from any illness involving incapacity for work during twenty days or more ;

he shall send notification of the occurrence, in writing, to the Secretary, Air Transport Licensing Authority, Nicosia, Cyprus, as soon as possible in the case of accident and, in the case of illness, as soon as the period of twenty days has elapsed.

(2) The holder of a licence may, after suffering any such personal injury or illness, be required to undergo a full or partial medical examination. He shall not, therefore, resume acting in any capacity for which he is licensed until he has arranged for a medical report, detailing the nature of the injury or illness, the treatment received, the progress made whilst under treatment and his present condition, to be forwarded to the Director of Medical and Health Services and has, in the light of such report, either been examined and pronounced fit or has been informed by the Director of Medical and Health Services that an examination is not required.

(3) Pregnancy shall be regarded as incapacitating the holder of a licence from carrying out flying duties. As soon as the condition has been diagnosed the holder of a licence shall cease flying and shall not again fly until she has, in due course, been examined and pronounced fit.

(4) Whenever the holder of a licence has performed a total of 125 hours' flying in the capacity of a member of the operating crew of flying machines within any period of thirty consecutive days since his last medical examination under these Regulations, he shall not continue to act in that capacity until he has been re-examined and pronounced fit :

Provided that, in exceptional circumstances, relaxations of the requirements of this sub-paragraph may be made at the discretion of the Governor.

45. The medical examinations required for the purpose of Regulation 44 shall conform with the same conditions and standards as for the grant or renewal of a licence.

Standards of Fitness (Student Pilot's Flying machines—Private Pilot's Flying machines).

46. The medical examination and assessment will be based on the following requirements of mental and physical fitness:—

- (a) The applicant shall be required to be free from any congenital or acquired disability causing such degree of functional incapacity as is considered by the medical examiner likely to interfere with the safe handling of an aircraft under ordinary conditions or, in the case of persons other than pilots, with the efficient performance of the duties to be carried out when exercising the privileges of the licence.
- (b) The medical examination will include a full enquiry into the family and personal history of the applicant. The information obtained shall be given in a statement made and signed by him and will be taken into consideration by the medical examiner.
- (c) *Examination of the nervous system.*—The applicant shall have no history of significant mental or nervous trouble. He shall be required to be free from any disability of the nervous system considered by the medical examiner to be of sufficient degree as likely to interfere with efficient function.
- (d) *General surgical examination.*—The applicant shall neither suffer from any wound or injury, nor have undergone any operation, nor possess any abnormality, congenital or acquired, which is considered by the medical examiner likely to interfere with the efficient performance of the duties to be carried out when exercising the privileges of the licence.

An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract, except for appendicitis, which has involved a total or partial excision or a diversion of any of these organs, will be assessed as unfit unless a period of one year has elapsed since the surgical operation and the effects of the operation are not considered liable to cause sudden incapacity, provided that this period of one year may be shortened on the production of an attestation made by a surgeon, having knowledge of the nature of the disease which necessitated the operation, certifying that no immediate or future after-effects are to be feared.

- (e) *General medical examination.*—The applicant shall not suffer from any disease or disability which renders him liable suddenly to become incompetent in the performance of the duties to be carried out when exercising the privileges of the licence.

There shall be no significant cardiovascular abnormality. The systolic and diastolic blood pressures shall be within normal limits.

There shall be no acute disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleura.

Cases showing significant impairment of function of the liver, the biliary passages, or the pancreas will be assessed as unfit. Cases of diabetes will also be assessed as unfit.

The applicant shall be required to be free from disease of the urogenital tract.

An applicant for the first grant of a licence who has a personal history of syphilis shall be required to furnish evidence, satisfactory to the medical examiner, that he has undergone adequate treatment; this evidence shall include the result of an examination of the blood

and of the cerebrospinal fluid. An applicant showing any clinical signs of active syphilis will be assessed as temporarily unfit for a period of not less than three months from the date of the medical examination. At the end of the three months' period, provided the applicant furnishes proof, satisfactory to the medical examiner, that he has undergone adequate treatment in the interim and that the serological reaction for syphilis is negative, he may be assessed as fit but, where a licence is granted or renewed in these circumstances, it will be made valid only for a period of three months in the first instance. Thereafter, provided serological reactions for syphilis continue to be negative at the end of each three months' period, the validity of the licence will be restricted to consecutive periods of three months. When the applicant has been under observation under this scheme for a total period of at least three years and the serological reactions have continued to be negative, the restriction on the period of validity of the licence may be removed. In cases where the serological reaction for syphilis remains persistently positive, examinations of the cerebro-spinal fluid at the end of each period of six months with negative results may be accepted in lieu of negative serological reactions at the end of each period of three months. Any evidence of syphilis of the central nervous system will be confirmed by the result of an examination of the cerebro-spinal fluid.

The cases of applicants of the female sex who have undergone gynaecological or other surgical operations will be considered individually. In the event of presumed pregnancy the applicant will be assessed as temporarily unfit, until, at least, after the pregnancy has been terminated; after confinement or miscarriage the applicant will not be permitted to exercise the privileges of her licence until she has undergone a new medical examination and been assessed as fit.

(f) *Eye examination.*—There shall be no active pathological condition, acute or chronic, of either eye or adnexae which is considered likely by the medical examiner to interfere with its proper function. (Note.—The details of the Visual Requirements are specified in Regulation 44 and those for Colour Perception in Regulation 49.)

(g) *Ear examination.*—There shall be :—

- (i) No active pathological process, acute or chronic, of the internal ear or middle ear cleft ;
- (ii) No obstruction of the Eustachian tubes ;
- (iii) No disturbances of the vestibular apparatus.

(Note.—The details of the Hearing Requirements are specified in Regulation 50.)

(h) *Nose, throat and mouth examination.*—There shall be free nasal air entry on both sides. There shall be no serious malformation, nor serious, acute or chronic, affection of the buccal cavity or upper respiratory tract.

VISUAL REQUIREMENTS.

47. The measurement of visual acuity will be made by means of a series of optotypes of Landholt, or similar optotypes, illuminated at not less than twelve lux and not more than twenty lux, and placed at a distance of twenty feet from the applicant.

48. *Visual Standard.*—The applicant shall be required to have :—

- (a) a visual acuity of at least 6/12 (20/40) in each eye separately, without correction : provided that if the vision in either or both eyes is less than 6/12 (20/40) but not less than 6/60 (20/200) and can be brought up to 6/9 (20/30) or better in each eye by glasses, the applicant may be assessed as fit upon condition that correcting glasses are worn while exercising the privileges of the licence ;
- (b) satisfactory ocular muscle balance ;
- (c) normal fields of vision, due allowance being made, where errors of refraction exist, for those areas not covered by the correcting lenses.

49. *Colour Perception Standard.*—The applicant shall be required to be able to distinguish easily signal red, signal green, and white.

50. *Hearing Standard.*—The applicant shall be required to be able to hear a conversational voice, using both ears and standing with his back towards the examiner, at a distance of ten feet from the examiner.

—
 Made this 28th day of July, 1952.

(M.P. 1015/49.)

No. 331.

**THE WATER SUPPLY (MUNICIPAL AND OTHER AREAS)
 LAW, 1951.**

NOTIFICATION UNDER SECTION 18 (4).

A. B. WRIGHT,
Governor.

Whereas the Water Board of Nicosia (hereinafter referred to as “the Board”) have, by a unanimous resolution, passed under section 18 (1) of the Water Supply (Municipal and Other Areas) Law, 1951, decided that certain immovable property specified therein should be acquired for the purpose of improving the water supply of Nicosia ;

And whereas the Commissioner of Nicosia and Kyrenia, as Chairman of the Board, by notice published under Notification No. 237 in Supplement No. 3 to the *Gazette* of the 11th June, 1952, and posted at a conspicuous place within the area concerned on the 28th May, 1952, gave under section 18 (2) of the aforesaid Law particulars of the immovable property required (hereinafter referred to as “the immovable property”);

And whereas at the expiration of the period set out in the said notice the Chairman of the Board forwarded to the Governor all the documents required under section 18 (1) of the aforesaid Law together with two objections made against the proposed acquisition ;

And whereas I, the Governor, have approved the plan submitted and have considered it expedient, having regard to all the circumstances of the case, that the Board should be permitted to acquire the immovable property :

Now, therefore, in exercise of the powers vested in me by section 18 (4) of the Water Supply (Municipal and Other Areas) Law, 1951, I, the Governor, do hereby sanction the acquisition of the immovable property under the provisions of the aforesaid Law.

—
 Made this 27th day of July, 1952.

(M.P. 1420/52.)