

Such modifications may be notified in a general notice to aircraft owners and aircraft maintenance engineers or in a special notice to the owner of a particular aircraft.

(2) If modifications (including changes of equipment or its installation) which affect the safety of the flying machine are carried out in a flying machine in respect of which a certificate of airworthiness is in force, then, until the modifications have been approved by the Central Government, the flying machine shall not fly except in so far as under these rules it might fly if it had no certificate of airworthiness.

(3) Any such modifications shall be carried out by methods approved by the Central Government and shall be inspected by the appropriate person licensed under rule 61, who shall certify the modification in the form and manner laid down in Section E of Schedule III.

59. Maintenance standards and accessories.—The Central Government may in respect of any aircraft or class of aircraft which is certified as airworthy under these rules and in respect of any technical accessories or equipment used in connection with the operation of such aircraft, prescribe conditions for the technical operation, maintenance and use of such aircraft, accessories or equipment.

60. Daily inspection.—(1) A public transport flying machine effecting public transport shall not commence any flight unless it has, within the preceding 24 hours, been inspected and certified as safe for flight in accordance with these rules by the appropriate person licensed under rule 61:

Provided that if any such flying machine not carrying passengers for remuneration on a regular scheduled air service is absent from its usual station, whether by reason of delay or otherwise, for a longer period than 24 hours, it may proceed on its journey if, at the time of commencement of a flight, it has not performed more than 12 hours' flying and a period of more than four days has not intervened, since it was last so inspected and certified:

Provided further that no such flying machine shall commence any flight if, since such inspection, it has suffered any damage or revealed any defect which would render the machine unsafe for flight and which could not, in accordance with ordinary aeronautical practice, be remedied by the pilot or crew.

(2) The certificate required by sub-rule (1) shall be given in the form and manner specified in Section D of Schedule III.

(3) The pilot or commander of every flying machine shall before commencing any flight satisfy himself that—

(a) having regard to the performance of the aircraft, the extent to which it is loaded, and the prevailing conditions, sufficient length of run is available to effect a safe take-off and the line of flight in the take-off direction is not obstructed, and that

(b) the flying machine is safe for flight according to the circumstances of the flight as laid down in Section D of Schedule III.