

existing on a landing area shall be clearly marked. In case part of the marked landing area should become unfit for use, this part shall be delimited by clearly visible markings or flags, and may, in addition, be indicated by one or more clearly visible crosses.

105. Ground Signals.—(1) At every aerodrome open to public use—

(a) the direction of the wind at the landing area shall be clearly indicated by one or more of the recognized methods, *e.g.*, conical streamers, smudge fire, etc.;

(b) if there is a landing T, it shall be used to indicate the compulsory direction for landing and taking off, even should such direction not correspond to the direction of the wind. Normally, the T shall be so placed that the long arm lies along the direction of the wind, with the cross arm set at that end of the long arm from which the wind is blowing. In the event of there being no wind or a light irregular wind, the T shall be fixed in the direction in which the landing or departure is to be made, and the fact that it is fixed shall be signalled by the presence of a ball, mounted on a mast on the signal area and clearly visible both to aircraft in flight and to those manœuvring on the landing area.

(2) When, by way of exception, at certain aerodromes, the landing area is regarded as divided into two approximately equal zones, one for departure and the other for landing, as provided for in rule 126, this special arrangement must be indicated by a full star of five points (constituted by a regular non-convex pentagon which could be inscribed in a circle of not less than 45 feet diameter) as shown in figure 2 in Schedule IV.

(3) When under rule 118 the special rules for air traffic prescribed in Section V are temporarily suspended, wholly or partially, in respect of a specified aerodrome such suspension shall be indicated by a red square panel, each side of which measures at least ten feet, placed horizontally as shown in figure 3 in Schedule IV.

(4) If an order issued under rule 118 prescribes among other things that circuits outside the landing area and those for taking off and landing, which are referred to in clause (b) of rule 120 and rule 124 are to be right-handed, the red square panel, prescribed in sub-rule (3) of this rule, shall, along two of its sides, be bordered by a red rectangular panel by at least three feet in width, separated from the central panel by at least three feet. At the extremity of one of the rectangular panels shall be placed a red triangle so as to indicate that the direction of the circuit is right-handed as shown in figure 4 in Schedule IV. If, however, the only object of the order is that circuits should be right-handed, the red square panel shall not be displayed.

(5) When special circumstances call for a prohibition to land liable to be prolonged, use shall be made of a red square panel.