

placed horizontally, each side of which measures at least ten feet and the diagonals of which are covered by yellow strips at least two feet in width, arranged in the form of an X as shown in figure 5 in Schedule IV.

(6) When the bad state of the landing area or any other reason calls for the observance of certain precautions in landing, use may be made of a red square panel, placed horizontally, each side of which measures at least ten feet and one of the diagonals of which is covered by a yellow strip at least two feet in width as shown in figure 6 in Schedule IV.

(7) When a landing by means of a radio-electric guide is taking place the fact may be signalled by hoisting on a mast a yellow triangular equilateral pyramid, each side of which measures at least six feet as shown in figure 7 in Schedule IV.

(8) The signals referred to in the foregoing sub-rule shall, whenever possible, be displayed in a special part of the aerodrome selected as a signal area; by way of exception, the wind indicators and the landing T referred to in sub-rule (1) of this rule may be located elsewhere.

(9) During periods of poor visibility, the lights existing for night lighting shall be operated by day, whenever possible and in so far as necessary.

106. Ground lights.—(1) At every aerodrome open to public use and used for night flying, the following provisions shall apply during the working hours of the night service, namely:—

(a) *Dangerous lights.*—No lights shall be exhibited at or in the neighbourhood of an aerodrome which may endanger the safety of aircraft, whether by reason of glare, or by causing confusion with or preventing clear visual reception of the lights or signals prescribed in these rules.

(b) *Aerodrome beacon.*—The position of the aerodrome may be indicated by a luminous beacon.

(2) At every land aerodrome open to public use and used for night flying, the following provisions shall apply during the working hours of the night service, namely:—

(a) *Lighting of obstructions.*—Fixed red lights shall be exhibited—

(i) on all obstructions within the landing area which constitute a danger to aircraft in motion on the landing area;

(ii) as far as possible, on all obstructions within 1,000 yards of the boundary of the landing area and constituting a danger to aircraft approaching or leaving the aerodrome in a normal manner. In case it should be impossible to exhibit fixed red lights on such obstructions, their horizontal projection and the central of the obstructions shall, as far as possible, be clearly indicated by synchronized red flashing or occulting lights, placed on a level with or near to the ground.