

Aircraft registered in the Belgian Congo which make flights abroad may be reimported without entry fees under conditions determined by the Governor General.

CHAPTER VIII. FLIGHT RULES

SECTION 1. AIRSPACE

Art. 76. The airspace above the territory of the colony includes:

- 1) Controlled airspace, including control regions and areas as defined and delineated in Annexes 2 and 4⁵ to this ordinance.
- 2) Uncontrolled airspace.

SECTION 2. MINIMUM SAFE ALTITUDE

Art. 77. Except for purposes of take-off or landing or when there is authorization from the Governor General or his delegate, it shall be prohibited to fly an aircraft:

- 1) over towns or villages or open air meeting at an altitude which does not permit, in an emergency, to land without danger to persons and property on the ground. Such altitude shall never be less than 300 metres above the highest obstacle located within a radius of 600 metres around the aircraft;
- 2) elsewhere, at an altitude of less than 150 metres above the ground or water.

SECTION 3. CONTRIVANCES CAPABLE OF INTERFERING WITH FLIGHT OF AIRCRAFT

Art. 78. There shall be subject to authorization from the Governor General or his delegate:

- 1) The rise of free or captive balloons;
 - 2) The flight of contrivances capable of endangering an aircraft in flight, such as uncontrolled and teleguided contrivances.
- The authorization shall specify the conditions for such rise or flight.

SECTION 4. PREVENTION OF COLLISIONS AND PRIORITY TO PASS

Art. 79. It shall be prohibited to fly an aircraft at such distance from another aircraft that there is danger of a collision.

Formation flights are permitted only under conditions specified for the intended flight and subject to a prior understanding by the flight commanders.

Art. 80. Practice and test flights under simulated instrument flight conditions may take place only when:

- 1) the aircraft is equipped with dual controls in perfect working order;
- 2) a safety pilot handles the second controls so that he may intervene as auxiliary pilot;
- 3) when such pilot does not have a satisfactory forward field of vision and to each side of the aircraft, an observer in communication with him shall sit where he has a complete field of vision.

⁵ Omitted here.