

India, or of such other certificate of proficiency as a wireless operator as may be accepted by the Director-General of Posts and Telegraphs, India, in lieu thereof.

(b) *Second Class Licence*—

Flying Experience and Medical Examination.—As laid down in Section F of Schedule II.

Technical qualifications.—The candidate must be the holder of a second class certificate of competency as a wireless operator issued by the Director-General of Posts and Telegraphs, India, or of such other certificate of proficiency as a wireless operator as may be accepted by the Director-General of Posts and Telegraphs, India, in lieu thereof.

(c) *Radio Telephone Operator's Licence*—

Flying Experience and Medical Examination.—As laid down in Section F of Schedule II.

Technical qualifications.—The candidate must be the holder of a certificate of proficiency as radio-telephone operator issued by the Director-General of Posts and Telegraphs, India, which has been specially endorsed for air operations or of such other certificate of proficiency as a radio-telephone operator as may be accepted by the Director-General of Posts and Telegraphs, India, in lieu thereof:

Provided that a candidate for a radio-telegraph operator's licence who has not had the required air experience may be granted a provisional licence for a period not exceeding one year in order to enable him to acquire the necessary air experience.

42. Periods of validity of licences.—(1) The licences may be granted, and on each occasion of renewal may be renewed, for any period not exceeding the periods shown below—

(a) Pilot's "A" Licence.—Twelve months.

(b) Pilot's "A-1" Licence.

(c) Pilot's "B" Licence.

(d) Pilot Instructor's Licence.

(e) Navigator's Licence.—Twelve months.

(f) Radio-Telegraph Operator's Licence.—Twenty-four months.

(2) The holder of a licence shall, in any one of the following circumstances, be required to undergo a fresh medical examination, wholly or in part, and to produce a certificate of medical fitness as a condition of the licence remaining valid, namely—

(i) in the event of sickness involving incapacity for a period of twenty days or more for the work for which he is licensed; or

(ii) in the event of an accident occurring otherwise than during the performance of such work and involving the same incapacity; or

(iii) in the event of an accident occurring during the performance of such work and involving injury.

42A. Pilot not to fly for more than 125 hours during any period of 30 consecutive days.—No pilot of a flying machine shall, in his capacity as such pilot, fly for more than 125 hours during any period of 30 consecutive days: