

Provided that, in the case of a number of consecutive flights beginning and ending on the same day and at the same aerodrome and with the same person as commander of the aircraft, the commander of the aircraft may enter the particulars as aforesaid in a technical log at the end of the last of such flights.

(6) Upon the rectification of any defect which has been entered in a technical log in accordance with paragraph (5) of this Article, a copy of the certificate of compliance required by Article 7 of this Order in respect of the work done for the rectification of the defect shall be entered in the technical log in such a position or manner as to be readily identifiable with the entry of the defect to which it relates.

(7) The technical log referred to in paragraphs (5) and (6) of this Article shall be carried in the aircraft when Article 51 of this Order so requires and copies of the entries referred to in those paragraphs shall be kept on the ground.

(8) Subject to the provisions of Article 53 of this Order every certificate of maintenance shall be preserved by the operator of the aircraft for a period of two years following the expiry of the period of validity of the certificate and for such further period as the Governor may require in any particular case.

Inspection, overhaul, repair, replacement and modification

7.—(1) An aircraft registered in the Colony, being an aircraft in respect of which a certificate of airworthiness issued or rendered valid under this Order is in force, shall not fly if any part of the aircraft or of such of its equipment as is necessary for the airworthiness of the aircraft, has been overhauled, repaired, replaced or modified, or has been inspected as provided in paragraph (7)(b) of Article 5 of this Order, unless there is in force a certificate of compliance issued in accordance with this Article and relating to the overhaul, repair, replacement, modification or inspection, as the case may be:

Provided that if a repair or replacement of a part of an aircraft or its equipment is carried out when the aircraft is at such a place that it is not reasonably practicable—

(a) for the repair or replacement to be carried out in such a manner that a certificate of compliance can be issued under this Article in respect thereof, or

(b) for such a certificate to be issued while the aircraft is at that place,
the aircraft may fly to a place at which such a certificate can be issued, being the nearest place—

(i) to which the aircraft can, in the reasonable opinion of the commander thereof, safely fly by a route for which it is properly equipped, and

(ii) to which it is reasonable to fly having regard to any hazards to the liberty or health of any person on board,
and in such case the commander of the aircraft shall cause written particulars of the flight, and the reasons for making it, to be given to the Governor within ten days thereafter.

(2) Neither—

(a) equipment provided in compliance with the Fifth Schedule to this Order (except paragraph (3) thereof), nor

(b) in the case of a public transport aircraft, radio apparatus provided for use therein or in any survival craft carried therein,