

(3) Such requirements as may be prescribed in respect of the weather conditions required for take-off, approach to landing and landing shall be complied with in respect of every aircraft to which Article 21 of this Order applies.

(4) A flying machine registered in the Colony when flying over water for the purpose of public transport shall fly, except as may be necessary for the purpose of take-off or landing, at such an altitude as would enable the aircraft—

(a) if it has one engine only, in the event of the failure of that engine.

(b) if it has more than one engine, in the event of the failure of one of those engines and with the remaining engine or engines operating within the maximum continuous power conditions specified in the certificate of airworthiness relating to the aircraft, to reach a place at which it can safely land at a height sufficient to enable it to do so.

(5) Without prejudice to the provisions of paragraph (4) of this Article, an aeroplane in respect of which there is in force under this Order a certificate of airworthiness designating the aeroplane as being of performance group X shall not fly over water for the purpose of public transport so as to be more than 60 minutes flying time from the nearest shore, unless the aeroplane has more than two power units. For the purposes of this paragraph, flying time shall be calculated at normal cruising speed with one power unit inoperative.

*Aircraft not registered in the Colony—weather conditions*

25.—(1) An aircraft registered in a country other than the Colony shall not fly for the purpose of public transport unless the operator thereof shall have furnished to the Governor such particulars as he may from time to time have required relating to the weather conditions specified by the operator in relation to aerodromes in the Colony for the purpose of limiting their use by the aircraft for take-off or landing, including any instructions given by the operator in relation to such weather conditions.

(2) The aircraft shall not begin or end a flight at an aerodrome in the Colony in weather conditions less favourable than those so specified in relation to that aerodrome, or in contravention of the instructions referred to in paragraph (1) of this Article.

*Pre-flight action by commander of aircraft*

26. The commander of an aircraft registered in the Colony shall satisfy himself before the aircraft takes off—

(a) that the flight can safely be made, taking into account the latest information available as to the route and aerodromes to be used, the weather reports and forecasts available, and any alternative course of action which can be adopted in case the flight cannot be completed as planned;

(b) that the equipment (including radio apparatus) required by or under this Order to be carried is carried and is in a fit condition for use;

(c) that the aircraft is in every way fit for the intended flight, and that where certificates of maintenance are required by paragraph (1) of Article 6 of this Order to be in force, they are in force and will not cease to be in force during the intended flight;