

SCHEDULE 1

SECTION 4

LIGHTS TO BE DISPLAYED BY AIRCRAFT

Stationary helicopters on offshore or renewable energy installations

14. Notwithstanding SERA.3215 a helicopter may, when stationary on an offshore or renewable energy installation, switch off the red anti-collision light as long as that is done in accordance with a procedure contained in the operations manual of the helicopter operator as a signal to ground personnel that it is safe to approach the helicopter for the purpose of embarkation or disembarkation of passengers or the loading or unloading of cargo.

Failure of anti-collision and navigation lights

15.—(1) If any light required to be displayed by SERA.3215 fails during flight at night and cannot be immediately repaired or replaced, the aircraft must land as soon as it can safely do so, unless authorised by the appropriate air traffic control unit to continue its flight.

(2) An aircraft may continue to fly during the day in the event of a failure of an anti-collision light provided the light is repaired at the earliest practicable opportunity.

Airships by day

16.—(1) An airship flying during the day in any of the circumstances referred to in paragraph (2) must display two black balls suspended below the control car so that one is at least 4 metres above the other and at least 8 metres below the control car.

(2) The circumstances are that—

- (a) the airship is not under command;
- (b) the airship has voluntarily stopped its engines; or
- (c) the airship is being towed.

(3) For the purposes of this rule an airship is not under command when it is unable to execute a manoeuvre which it may be required to execute by these Rules.