

SCHEDULE 1

SECTION 8

LIGHTS AND OTHER SIGNALS TO BE SHOWN OR MADE BY AIRCRAFT

General

46.—(1) For the purposes of this Section the horizontal plane of a light shown by an aircraft means the plane which would be the horizontal plane passing through the source of that light if the aircraft were in level flight.

(2) If it is necessary to fit more than one lamp in order to show a light required by this Section because of the physical construction of an aircraft, the lamps shall be so fitted and constructed that, so far as is reasonably practicable, not more than one such lamp is visible from any one point outside the aircraft.

(3) If a light is required by this Section to show through specified angles in the horizontal plane, the lamps giving such light shall be so constructed and fitted that the light is visible—

- (a) from any point in any vertical plane within those angles throughout angles of 90° above and below the horizontal plane; but
- (b) so far as is reasonably practicable, through no greater angle, either in the horizontal plane or the vertical plane.

(4) If a light is required by this Section to show in all directions, the lamps giving such light shall be so constructed and fitted that, so far as is reasonably practicable, the light is visible from any point in the horizontal plane and on any vertical plane passing through the source of that light.

(5) Notwithstanding the provisions of this Section the commander of an aircraft may switch off or reduce the intensity of any flashing light fitted to the aircraft if such a light does or is likely to—

- (a) adversely affect the performance of the duties of any member of the flight crew; or
- (b) subject an outside observer to unreasonable dazzle.

Display of lights by aircraft

47.—(1) During the night an aircraft shall—

- (a) display such of the lights specified in this Section as it is required by this Section; and
- (b) subject to rule 49(6), not display any other lights which might obscure or otherwise impair the visibility of, or be mistaken for, such lights.

(2) Subject to rule 48(4) an aircraft fitted with an anti-collision light shall display that light in flight during the day.

(3) A flying machine on a United Kingdom aerodrome shall—

- (a) during the night display either the lights which it would be required to display when flying or the lights specified in rule 49(5)(c) unless it is stationary on the apron or on that part of the aerodrome provided for the maintenance of aircraft; and
- (b) during the day and night and subject to paragraph (4), display a red anti-collision light, if it is fitted with one, when it is stationary on the apron with engines running.

(4) A helicopter to which article 38 applies may, when stationary on an offshore installation, switch off the anti-collision light required to be shown by paragraph (3)(b) as long as that is done in accordance with a procedure contained in the operations manual of the helicopter 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 navigation and anti-collision lights

48.—(1) Paragraphs (2), (3) and (4) shall apply to aircraft in the United Kingdom.

(2) An aircraft shall not depart from an aerodrome if there is a failure of any light which these Rules require to be displayed at night and the light cannot be immediately repaired or replaced.

(3) Subject to paragraph (4), if the aircraft is in flight and any such light as is referred to in paragraph (2) fails and cannot be immediately repaired or replaced, the aircraft shall land as soon as it can safely do so, unless authorised by the appropriate air traffic control unit to continue its flight.

(4) 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.

Flying machines at night

49.—(1) Subject to paragraph (6), a flying machine flying at night shall display lights in accordance with paragraphs (2), (3) or (4).

(2) In the case of—

- (a) a flying machine registered in the United Kingdom which has a maximum total weight authorised of more than 5,700 kg; or
- (b) any other flying machine registered in the United Kingdom which conforms to a type first issued with a type certificate on or after 1st April 1988,

the flying machine shall display the system of lights specified in paragraph 5(b).

(3) A flying machine registered in the United Kingdom which—

- (a) conforms to a type first issued with a type certificate before 1st April 1988; and
 - (b) has a maximum total weight authorised of 5,700 kg or less,
- shall display the system of lights specified in—

- (i) paragraph 5(a); or
- (ii) paragraph 5(b); or
- (iii) paragraph 5(d), but excluding sub-paragraph (ii) of that paragraph.

(4) In the case of any other flying machine, one of the systems of lights specified in paragraph (5) shall be displayed.

(5) The systems of lights referred to in paragraphs (2), (3) and (4) are as follows—

- (a) A steady green light of at least five candela showing to the starboard side through an angle of 110° from dead ahead in the horizontal plane, a steady red light of at least five candela showing to the port side through an angle of 110° from dead ahead in the horizontal plane; and a steady white light of at least three candela showing through angles of 70° from dead astern to each side in the horizontal plane;
- (b) the lights specified in sub-paragraph (a) and an anti-collision light;
- (c) the lights specified in sub-paragraph (a), but all being flashing lights (rather than steady lights) flashing together;
- (d) the lights specified in sub-paragraph (a), but all being flashing lights (rather than steady lights) flashing together in alternation with one or both of the following—
 - (i) a flashing white light of at least twenty candela showing in all directions;
 - (ii) a flashing red light of at least twenty candela showing through angles of 70° from dead astern to each side in the horizontal plane.

(6) If the lamp showing either the red or the green light specified in paragraph (5)(a) is fitted more than 2 metres from the wing tip, another lamp may be fitted at the wing tip to indicate its position showing a steady light of the same colour through the same angle.

Gliders at night

50. A glider flying at night shall display either a steady red light of at least five candela, showing in all directions, or lights in accordance with rule 49(5) and (6).

Free balloons at night

51. A free balloon flying at night shall display a steady red light of at least five candela showing in all directions, suspended not less than 5 metres and not more than 10 metres below the basket, or if there is no basket, below the lowest part of the balloon.

Captive balloons and kites at night

52.—(1) A captive balloon or kite flying at night at a height exceeding 60 metres above the surface shall display lights in accordance with paragraphs (2), (3) and (4).

(2) A group of two steady lights shall be displayed consisting of a white light placed 4 metres above a red light, both being of at least five candela and showing in all directions, the white light being placed not less than 5 metres nor more than 10 metres below the basket or, if there is no basket, below the lowest part of the balloon or kite.

(3) On the mooring cable of the balloon or kite, at intervals of not more than 300 metres measured from the group of lights specified in paragraph (2), there shall be displayed—

- (a) groups of two lights of the colour and power and in the relative positions specified in paragraph (2); and
- (b) if the lowest group of lights is obscured by cloud, an additional group of such lights below the cloud base.

(4) On the surface of the ground there shall be displayed a group of three flashing lights arranged—

- (a) in a horizontal plane at the apexes of a triangle, approximately equilateral, each side of which measures at least 25 metres;
- (b) so that one side of the triangle shall be approximately at right angles to the horizontal projection of the cable and shall be delimited by two red lights; and
- (c) so that the third light shall be a green light, placed so that the triangle encloses the object on the surface to which the balloon or kite is moored.

Captive balloons and kites by day

53.—(1) A captive balloon flying by day at a height exceeding 60 metres above the surface shall have attached to its mooring cable tubular streamers which are—

- (a) not less than 40 centimetres in diameter and 2 metres in length; and
- (b) marked with alternate bands of red and white 50 centimetres wide at intervals of not more than 200 metres measured from the basket or, if there is no basket, from the lowest part of the balloon.

(2) A kite flying by day at a height exceeding 60 metres above the surface shall have attached to its mooring cable either:

- (a) tubular streamers as specified in paragraph (1); or

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- (b) at intervals of not more than 100 metres measured from the lowest part of the kite, streamers not less than 80 centimetres long and 30 centimetres wide at their widest point, marked with alternate bands of red and white 10 centimetres wide.

Airships at night

54.—(1) Except as provided in paragraph (2), an airship flying at night shall display the following lights—

- (a) a steady white light of at least five candela showing through angles of 110° from dead ahead to each side in the horizontal plane;
- (b) a steady green light of at least five candela showing to the starboard side through an angle of 110° from dead ahead in the horizontal plane;
- (c) a steady red light of at least five candela showing to the port side through an angle of 110° from dead ahead in the horizontal plane;
- (d) a steady white light of at least five candela showing through angles of 70° from dead astern to each side in the horizontal plane; and
- (e) an anti-collision light.

(2) Subject to paragraph (5), an airship flying at night in any of the circumstances referred to in paragraph (3) shall display the lights specified in paragraph (4).

(3) The circumstances are as follows—

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

(4) The lights specified are the following lights—

- (a) the white lights specified in paragraph (1)(a) and (d);
- (b) two steady, red lights, each of at least five candela, showing in all directions, 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; and
- (c) if the airship is making way but not otherwise, the green and red lights specified in paragraph (1)(b) and (c).

(5) An airship picking up its moorings at night shall display the lights specified in paragraph (1).

(6) An airship moored to a mooring mast within the United Kingdom at night shall display, at or near the rear of the airship, a steady, white light of at least five candela showing in all directions.

(7) An airship moored otherwise than to a mooring mast within the United Kingdom at night shall display—

- (a) a white light of at least five candela showing through angles of 110° from dead ahead to each side in the horizontal plane; and
- (b) a white light of at least five candela showing through angles of 70° from dead astern to each side in the horizontal plane.

Airships by day

55.—(1) An airship flying during the day in any of the circumstances referred to in paragraph (2) shall 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 as follows—

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- (a) if the airship is not under command;
 - (b) if it has voluntarily stopped its engines; or
 - (c) if it is being towed.
- (3) For the purposes of this rule and rule 54—
- (a) an airship shall be deemed not to be under command when it is unable to execute a manoeuvre which it may be required to execute by these Rules; and
 - (b) an airship shall be deemed to be making way when it is not moored and is in motion.