

The convention has not yet been ratified, but its value as a guide, even if not ratified, is very great, indeed, since it goes into somewhat minute detail. It provides against any contracting State permitting the flight within its territories of an aircraft which is not registered, and confers upon each state the right to fly with its registered aircraft over the territory of all other contracting States. It lays down elaborate rules with regard to lights and signals, customs regulations, maps and meteorological reports, provides for the issue of certificates by each contracting State to some or all of the pilots, engineers and navigators engaging in an aerial traffic, and lays down a minimum standard for such certificates.

Carrying out the principles of the convention the English regulations require every pilot of an aircraft to obtain a Government certificate before he goes into the air except for training purposes, and distinguishes between certificates to pilots of private aircraft and pilots of freight and passenger aircraft. It is only for aircraft of the latter categories that certificates are required for navigators and engineers. The regulations further require certificates in the case of those ground engineers who must, on every day before the flight of a passenger or freight aircraft, go over it and certify to its fitness on that day for flying.