EXPLANATORY NOTE

(This Note is not part of the Order but is intended to indicate its general purport.)

This Order amends the Air Navigation Order, 1949.

Under Article 16, an operator is no longer required to obtain the approval of the Minister of Civil Aviation for his written loading instructions, but the matter which the instructions are to cover is specified in the Article.

Article 17 is replaced by a new Article 17 and two additional Articles (17A and 17B), the principal changes being as follows :—

(*a*) Article 17 now deals exclusively with training etc. of operating crews and with the provision of Operations Manuals. The Minister of Civil Aviation is to be furnished with copies of such parts of every Operations Manual as he may require ; aircraft used solely for local pleasure flights and aircraft whose maximum authorised weight does not exceed 5,000 lb. are, if flying under the visual flight rules, exempted from the requirement of having an Operations Manual.

(*b*) Article 17A relates to the establishment of minimum weather conditions for take-off and landing of foreign registered public transport aircraft by their operators and the compliance with such conditions.

(*c*) Article 17B contains new requirements as to the establishment of and compliance with minimum weather conditions for take-off and landing of public transport aircraft, registered in the United Kingdom, by their operators and persons-in-command.

1952 No. 2032

The Air Navigation (Fourth Amendment) Order, 1952

Made - - - -	*25th November*, 1952
Laid before Parliament	*26th November*, 1952
Coming into Operation	*15th December*, 1952

At the Court at Buckingham Palace, the 25th day of November, 1952

Present

The Queen's Most Excellent Majesty in Council

Her Majesty, in pursuance of the powers conferred upon Her by the Civil Aviation Act, 1949(**a**), and of all other powers enabling Her in that behalf, is pleased, by and with the advice of Her Privy Council, to order, and it is hereby ordered as follows :—

1. The Air Navigation Order, 1949(**b**), shall be amended in accordance with the following provisions :—

For Article 34 there shall be substituted the following Article—

" 34.—(1) Subject as hereinafter in this paragraph provided, no person shall carry in an aircraft any dangerous goods to which this Article applies except with the special permission in writing of the Minister or, in a case

(**a**) 12, 13 & 14 Geo. 6. c. 67.
(**b**) S.I. 1949/349; 1949 I, p. 165 as amended by S.I. 1950/563; 1951/319; 1952/1858: 1950 I, p. 302; 1951 I, p. 202; 1952 I, p. 90.

where the aircraft is registered outside the United Kingdom and there is in force an agreement between the Minister and the duly competent authority in the country in which the aircraft is registered relating to the carriage of such goods in aircraft, with the special permission in writing of that authority, and subject to any conditions imposed by any such special permission:

Provided that no such special permission shall be required for the carriage of any article of equipment of the aircraft or of any article required for the purposes of the operation, navigation or safety of the aircraft or for the safety or well-being of any person or persons on board.

(2) Subject as hereinafter in this paragraph provided, every person consigning for carriage by any aircraft any dangerous goods—

(i) shall mark the nature of such goods on a label which shall be attached or affixed to the outside of the package or container; and

(ii) shall give the carrier an air consignment note stating the nature of such goods:

Provided that this paragraph shall not apply to the carriage of equipment or other articles in accordance with the proviso to paragraph (1) of this Article.

(3) In cases to which paragraph (2) of this Article applies the carrier shall inform the person in command of the aircraft of the nature, weight and quantity of the goods at or before the time of sending such goods to be carried or taken on board the aircraft.

(4) In this Article the expression "dangerous goods" means any explosive substance and any other goods (whether explosive or not) which by reason of their nature are liable to endanger the safety of the aircraft or persons on board the aircraft.

(5) The provisions of this Article shall be in addition to and not in derogation of the provisions of the last foregoing Article."

2.—(1) This Order may be cited as the Air Navigation (Fourth Amendment) Order, 1952.

(2) This Order shall come into operation on the fifteenth day of December, 1952.

F. J. Fernau.

EXPLANATORY NOTE

(This note is not part of the Order but is intended to indicate its general purport.)

This Order, made under Section 8 of the Civil Aviation Act, 1949, amends Article 34 of the Air Navigation Order, 1949, as amended by the Air Navigation (Amendment) Order 1950, dealing with restrictions as to the carriage of dangerous goods in aircraft. It removes the requirement that a written permit for such carriage must be attached to the air consignment note, and makes certain minor changes in procedure relating to the carriage of safety cartridges and articles required for the purpose of operating the aircraft, the labelling and marking of packages and the particulars to be furnished on the air consignment note.