(*b*) in paragraph (2) for the words and figures " in relation to paragraph 11 of Schedule VIII to this Order includes any officer of Customs and Excise and any police officer " there shall be substituted the words and figures " includes (i) in relation to Article 25A of this Order any police officer and (ii) in relation to paragraph 11 of Schedule VIII to this Order any officer of Customs and Excise and any police officer ".

2. After Article 25 of the principal Order there shall be inserted the following Article—

" 25A. An aircraft registered in any State other than Great Britain and Northern Ireland if engaged in the carriage of passengers or goods for hire or reward shall not take on board or discharge passengers or goods at any place within Great Britain and Northern Ireland except in accordance with the terms of any agreement for the time being in force between His Majesty's Government in the United Kingdom and the Government of the State in which the aircraft is registered or in accordance with the special permission of the Minister of Civil Aviation and subject to any conditions or limitations which he may specify ".

3.—(1) This Order may be cited as the Air Navigation (Amendment) (No. 2) Order, 1948.

(2) This Order shall come into operation on 15th September, 1948.

E. C. E. Leadbitter.

EXPLANATORY NOTE

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

This Order amends the Air Navigation (Consolidation) Order, 1923, by providing that aircraft registered in any State other than Great Britain and Northern Ireland shall not take on board or disembark at any place within Great Britain and Northern Ireland passengers or goods carried for hire or reward, except in accordance with the terms of any agreement for the time being in force between His Majesty's Government in the United Kingdom and the Government of the State in which the aircraft is registered, or in accordance with the special permission of the Minister of Civil Aviation.

The Air Navigation Regulations, 1948

1948 No. 1404

Made - - - - 24*th June*, 1948
Coming into Operation 24*th June*, 1948
except the requirements in paragraph 1

(*a*) *relating to the carriage of wireless telegraphy apparatus by an aircraft if it is undertaking a flight in circumstances which require it to communicate with air traffic control* 1*st August*, 1948

(*b*) *relating to the carriage of wireless telegraphy apparatus by an aircraft if it is undertaking a flight over the sea beyond gliding distance from any coast* 1*st January*, 1949

In pursuance of the powers conferred upon him by the Air Navigation (Consolidation) Order, 1923(a), (hereinafter referred to as " the Order ") as

(a) S.R. & O. 1923 (No. 1508) p. 13.

authorised by the Air Navigation Acts, 1920 to 1947, and all other powers enabling him in that behalf, the Minister of Civil Aviation makes the following Regulations, amending the Air Navigation Directions, 1936 (A.N.D.13), as amended by the Air Navigation Directions, 1936 (A.N.D.13A), the Air Navigation Regulations, 1937, the Air Navigation (No. 2) Regulations, 1937, the Air Navigation Regulations, 1938, the Air Navigation (No. 2) Regulations, 1938, the Air Navigation (No. 3) Regulations, 1938, the Air Navigation Regulations, 1939, the Air Navigation Regulations, 1940, the Air Navigation Regulations, 1941, the Air Navigation (No. 2) Regulations, 1941, the Air Navigation Regulations, 1943, and the Air Navigation Regulations, 1946, which first-mentioned Directions as so amended are hereinafter referred to as " the said Directions ".

1. The following paragraph shall be substituted for paragraph 66 of the said Directions:—

" 66. With reference to Article 14A of the Order, every British aircraft registered in Great Britain and Northern Ireland shall

(1) if it is carrying passengers or goods for hire or reward and is capable of carrying ten or more persons including the crew; or

(2) if it is carrying passengers or goods for hire or reward, irrespective of the number of persons it is capable of carrying, and is undertaking a flight over the sea beyond gliding distance from any coast; or

(3) irrespective of the number of persons it is capable of carrying, if it is undertaking a flight in circumstances which require the aircraft to communicate with air traffic control in accordance with the provisions of Schedule IV to the Order;

carry wireless telegraphy apparatus, which shall be in good working order, shall be of a type approved by the Minister and the installation of which (including bonding and screening) is in accordance with requirements laid down by him. In the circumstances mentioned in sub-paragraph (3) of this paragraph the apparatus so carried shall be suitable for maintaining two-way communication with the appropriate air traffic control and shall include also apparatus for navigational purposes appropriate to the route to be flown.

For the purposes of this paragraph, the expression " gliding distance from any coast " means the furthest point over the sea from which, in the prevailing weather conditions, the aircraft could glide to land without the use of engine power."

2. After Section XV of the said Directions the following section shall be inserted:—

" SECTION XVA—NOISE AND VIBRATION CAUSED BY AIRCRAFT ON AERODROMES

125A. With reference to Article 7C of the Order, the conditions under which noise and vibration may be caused by any aircraft (including military aircraft) on any licensed aerodrome or Government aerodrome shall, subject to any special conditions which may be prescribed with respect to a particular aerodrome, be as follows:—

(*a*) that the aircraft is taking-off or landing; or

(*b*) that the aircraft is moving on the ground or on water; or

(*c*) that the engines of the aircraft are being operated—

(i) for the purpose of ensuring their satisfactory performance; or

(ii) for the purpose of bringing them to a proper temperature in preparation for, or at the end of, a flight; or

(iii) for the purpose of ensuring that the instruments, accessories or other components of the aircraft are in a satisfactory condition."

3. These Regulations may be cited as the Air Navigation Regulations, 1948.

4. These Regulations shall come into force forthwith, except the requirements in paragraph 1,

(*a*) relating to the carriage of wireless telegraphy apparatus by an aircraft if it is undertaking a flight in circumstances which require it to communicate with air traffic control, which shall come into force on 1st August, 1948; and

(*b*) relating to the carriage of wireless telegraphy apparatus by an aircraft if it is undertaking a flight over the sea beyond gliding distance from any coast, which shall come into force on 1st January, 1949.

Signed by order of the Minister of Civil Aviation this 24th day of June, 1948.

A. E. Overton,
Secretary of the Ministry of Civil Aviation.

EXPLANATORY NOTE

(*This Note is not part of the Regulations, but is intended to indicate their general purport.*)

These Regulations amend the Air Navigation Directions, 1936 (A.N.D.13), by (*a*), extending the requirements relating to the carriage by aircraft of wireless telegraphy apparatus, and (*b*), specifying conditions under which noise and vibration may be caused by aircraft on licensed and Government aerodromes.

2. CARRIAGE BY AIR (PARTIES TO CONVENTION)

The Carriage by Air (Parties to Convention) Order, 1948

1948 No. 1336

Made - - - - 22nd June, 1948

At the Court at Buckingham Palace, the 22nd day of June, 1948

Present,

The King's Most Excellent Majesty in Council

Whereas a Convention for the unification of certain rules relating to international carriage by air was on the twelfth day of October, nineteen hundred and twenty-nine, signed at Warsaw on behalf of His Majesty;

And Whereas provision is made by the Carriage by Air Act, 1932(**a**), for giving effect to the said Convention:

(**a**) 22 & 23 Geo. 5. c. 36.