The Colonial Air Navigation (Amendment) Order, 1950

1950 No. 1188

Made - - - -	21*st July*, 1950
Laid before Parliament	22*nd July*, 1950
Coming into Operation	1*st October*, 1950

At the Court at Buckingham Palace, the 21st day of July, 1950

Present,

The King's Most Excellent Majesty in Council

Whereas in pursuance of the powers conferred upon Him by the Air Navigation Acts, 1920(**a**) to 1947(**b**) and of all other powers enabling Him in that behalf, His Majesty in Council was pleased to make the Colonial Air Navigation Order, 1949(**c**) (hereinafter referred to as " the principal Order "):

And Whereas the principal Order now has effect as if made under the Civil Aviation Act, 1949(**d**):

And Whereas it is expedient that the principal Order should be amended in manner hereinafter appearing:

Now, therefore, His Majesty in pursuance of the powers conferred upon Him by the Civil Aviation Act, 1949, and of all other powers enabling Him in that behalf, is pleased, by and with the advice of His Privy Council, to order, and it is hereby ordered, as follows: —

1. The principal Order shall be amended in accordance with the following provisions: —

(1) In Article 11—

(*a*) in the proviso to paragraph (1) after the word " prototype " in both places where that word occurs there shall be inserted the words " or prototype (modified) ":

(*b*) in paragraph (2) for the words " consider to be " there shall be substituted the words " approve as ".

(2) In sub-paragraph (v) of paragraph (2) of Article 16 after the word " oil " there shall be inserted the words " and engine cooling fluid (when required) ".

(3) For Article 17 and the heading thereof there shall be substituted the following Article, with the heading " Training etc. of Operating Crew, Operations Manual and Aerodrome Meteorological Minima,"—

" 17.—(1) The following provisions of this Article shall have effect in relation to every public transport aircraft registered in the Colony other than an aircraft which is being used solely for the purpose of training any persons carried therein, in addition to the personnel thereof, to perform duties in an aircraft.

(**a**) 10 & 11 Geo. 5. c. 80.
(**b**) 10 & 11 Geo. 6. c. 18.
(**c**) S.I. 1949 (No. 2000) I, p. 359.
(**d**) 12, 13 & 14 Geo. 6. c. 67.

(2) The operator of the aircraft (hereinafter in this Article called " the operator ") shall ensure that every member of the operating crew thereof (hereinafter in this Article called " the operating crew ") is fully instructed as to the duties and responsibilities to be discharged by him in the capacity in which he is acting as such member and as to the relationship of such duties and responsibilities to the operations system on any air route over which he may be called upon to discharge the same and that he has adequate knowledge of every such air route.

(3) The operator shall ensure that every member of the operating crew has training, practice and periodical tests in accordance with such requirements as may be prescribed with respect to those matters.

(4) The operator shall provide for the use and guidance of the members of the operating crew an Operations Manual containing such particulars as may be prescribed, such further information as to the conduct of flying operations as will enable them to become fully acquainted with the nature of such operations and clearly outlining the duties and responsibilities of each of them, and the particulars referred to in paragraph (7) of this Article.

(5) The following provisions of this paragraph shall have effect with respect to the said Manual—

(*a*) the operator shall cause the Manual to be revised from time to time as may be necessary in consequence of any change affecting the operation of the aircraft or the equipment thereof or as may otherwise appear to the operator to be necessary or as may be required by the Governor ;

(*b*) the operator shall cause copies of the Manual and of any revised portion thereof to be furnished to the members of the operating crew and to such other persons as appear to the operator to be persons to whom it is necessary or expedient that such copies should be supplied or as may be designated by the Governor ;

(*c*) the operator shall ensure that all copies of the Manual in the hands of members of the operating crew are kept so revised as to show at any time any variation which may then have been made in the requirements with respect to the matters to which the Manual relates.

(6) The operator shall maintain current records of the flight times of every member of the operating crew and shall establish limitations on those flight times such as to ensure that the safety of the aircraft is not endangered by reason of fatigue of any such member attributable to the length or frequency of his flight times.

(7) (*a*) As to any flight to be made by the aircraft on a scheduled journey, the operator shall establish aerodrome meteorological minima for each aerodrome of intended destination and any alternate aerodrome on the route of such a flight and shall specify such minima in the said Manual:

Provided that no such minima for any particular aerodrome shall be lower than the aerodrome meteorological minima, if any, for that aerodrome established by the appropriate authority, unless such minima have been specifically approved by or on behalf of that authority.

(*b*) As to any flight to be made by the aircraft otherwise than on a scheduled journey, the operator shall specify in the said Manual the method by which the aerodrome meteorological minima for each aerodrome of intended destination and any alternate aerodrome on the route of such a flight shall be determined:

Provided that, if any such aerodrome will frequently be used, the operator shall establish such minima for that aerodrome and shall specify such minima in the said Manual.

(8) When a flight is planned in circumstances where the meteorological information obtained by the person in command of the aircraft which will be engaged therein indicates that Instrument Flight Rules will be in force at the aerodrome of first intended landing, he shall select an alternate aerodrome unless no such aerodrome suitable for use in the circumstances of the case is available.

(9) Prior to commencing a flight, the person in command of the aircraft which will be engaged therein shall satisfy himself as to the aerodrome meteorological minima for take-off at the aerodrome of departure and for landing at the aerodrome of first intended landing, and, if the last foregoing paragraph is applicable with respect to the flight, for landing at any alternate aerodrome selected by him, as specified in the said Manual, or, in a case where such minima are not so specified, as determined by him in accordance with the method specified in the said Manual:

Provided that, if such minima for any such aerodrome are so determined, they shall not be lower than the aerodrome meteorological minima, if any, for that aerodrome established by the appropriate authority, unless such minima have been specifically approved by or on behalf of that authority.

(10) The aircraft shall not commence a flight unless the meteorological information obtained by the person in command thereof indicates that weather conditions at the aerodrome of first landing or, if paragraph (8) of this Article is applicable with respect to the flight, at any alternate aerodrome selected by him will at the estimated time of arrival at that aerodrome be at or above the aerodrome meteorological minima for landing at that aerodrome as specified in the said Manual or, as the case may be, as determined by him in accordance with the provisions of the last foregoing paragraph.

(11) The aircraft shall not, unless compelled by accident or other unavoidable cause, continue its approach to landing at any aerodrome beyond a point at which the limits of the aerodrome meteorological minima for landing at that aerodrome as specified in the said Manual or, as the case may be, as determined by the person in command thereof in accordance with the provisions of paragraph (9) of this Article would be infringed.

(12) The Governor may take such measures as he may consider necessary to satisfy himself that the provisions of paragraphs (2) to (7) of this Article are being complied with by the operator.

(13) In this Article the expression—

"flight time" means any period in the course of the time from the moment at which an aircraft first moves under its own power for the purpose of taking off for a flight until the moment at which it comes to rest at the end of that flight during which a

member of the operating crew of the aircraft is engaged in discharging or remains liable to discharge his duties and responsibilities in the capacity in which he is acting as such member;

"aerodrome meteorological minima" means minimum heights of cloud base and minimum values of visibility defined for the purpose of determining the usability of an aerodrome either for take off or landing;

and the expressions "alternate aerodrome", "appropriate authority", and "Instrument Flight Rules", have the meanings respectively assigned to them in Section I of Schedule II to this Order.

(14) In relation to aircraft employed otherwise than on a scheduled journey the provisions of paragraphs (4), (5), (7), (9), (10) and (11) of this Article shall not have effect until such date as the Governor may by order appoint.

(4) In paragraph (1) of Article 20 after the words "General flight radiotelephony operator's licence (Temporary)" there shall be inserted the words "Flight radiotelephony operator's restricted licence."

(5) In Article 29 after paragraph (3) there shall be added the following two paragraphs—

"(4) No person other than a person entitled as the holder of a licence to act in any capacity for the purposes of any provision of this Order or any regulation made thereunder or authorised so to act in accordance with the terms of any such provision or regulation shall do anything purporting to be done by him as being so entitled or authorised.

(5) No person who is the holder of a licence granted or rendered valid under this Order entitling him to act in the capacity of an aircraft maintenance engineer or an aircraft radio maintenance engineer or who is authorised in accordance with the terms of any provision of this Order or any regulation made thereunder to certify anything for the purposes thereof shall in acting as being so entitled or authorised certify anything which he is not qualified under the terms and conditions of his licence to certify, or which he is not so authorised to certify, as the case may be, or wilfully or negligently certify anything which he has not ascertained to be correct."

(6) In paragraph (6) of Article 31 for the words and figures "under Article 20 of" there shall be submitted the words "or rendered valid under".

(7) In paragraph (1) of Article 35 for the words and figures "in—(i) any aircraft in or over the Colony; or (ii) an aircraft registered in the Colony when carrying passengers for hire or reward outside the Colony—" there shall be substituted the words "in an aircraft":

(8) In paragraph (1) of Article 42 after the word "anything" where that word first occurs there shall be inserted the words in brackets "(other than a glider or a flying machine)".

(9) In paragraph (1) of Article 44 for condition (i) in sub-paragraph (*b*) there shall be substituted the following condition:—

"(i) the person in sole control of the glider is exercising such control in accordance with arrangements for the supervision of that person made by a gliding club of which he is a member;":

(10) After Article 51 there shall be inserted the following Article—

"51A.—(1) An aerodrome may be notified as not available for use as a place of landing or departure by aircraft during any period notified and, if an aerodrome has been so notified, no aircraft shall during such period use that aerodrome as a place of landing or departure unless it is compelled by accident, stress of weather or other unavoidable cause to make an emergency landing thereon.

(2) An aerodrome may be notified as available for use as a place of landing or departure only by aircraft of such class, type or description during such period and subject to such conditions or limitations with respect to the use thereof as may be notified and, if an aerodrome has been so notified,—

(*a*) every aircraft of such class, type or description shall in making use of that aerodrome during such period do so in accordance with any such conditions or limitations ; and

(*b*) no aircraft other than such an aircraft as aforesaid shall during such period use that aerodrome as a place of landing or departure unless it is compelled by accident, stress of weather or other unavoidable cause to make an emergency landing thereon."

(11) Article 59 shall be omitted.

(12) In sub-paragraph (*b*) of paragraph (2) of Article 65 the words and figures "(xi) Paragraph (2) of Article 59" shall be omitted.

(13) In Article 68—

(*a*) after the figures and word "(iv) Article 45 ;" the word "and" shall be omitted and there shall be inserted the figures, letter and words "(v) Article 51A ; and":

(*b*) for the figure "(v)" there shall be substituted the figure "(vi)".

(14) In paragraph (1) of Article 72—

(*a*) the definition of "Certified point" shall be omitted:

(*b*) in the definition of "Prototype aircraft" the words "in whole or in part" shall be omitted:

(*c*) after the definition of "Prototype aircraft" there shall be inserted the following definition—

"Prototype (modified) aircraft" means an aircraft in respect of which an application has been made for a certificate of airworthiness and the design of which, in part, has not previously been investigated in connection with any such application":

(*d*) in the definition of "Series aircraft" after the word "prototype" there shall be inserted the words "or prototype (modified)".

(15) In Schedule II the amendments specified in the First Schedule to this Order shall be made.

(16) In Schedule IV the amendments specified in the Second Schedule to this Order shall be made.

(17) In Schedule VI the amendments specified in the Third Schedule to this Order shall be made.

2.—(1) This Order may be cited as the Colonial Air Navigation (Amendment) Order, 1950.

(2) This Order shall come into operation on the first day of October, 1950.

E. C. E. Leadbitter.

FIRST SCHEDULE

Amendments in Schedule II to the principal Order

1. In Rule 1—

(*a*) in the definition of the expression "Alternate aerodrome" for the words "specified in a flight plan" there shall be substituted the words "selected prior to take-off":

(*b*) in the expression "I.F.R. conditions" in the two places where that expression occurs the word "weather" shall be inserted before the word "conditions":

(*c*) in the expression "V.F.R. conditions" the word "weather" shall be inserted before the word "conditions".

2. In Rule 2 the existing provision shall form the subject of a paragraph numbered "(1)" and there shall be added the following paragraph—

"(2) (*a*) The person in command of an aircraft shall as soon as possible notify the appropriate authority of any such departure and, if so required by that authority, shall within ten days from the time of the receipt by him of such requirement submit to that authority a report in writing of the special circumstances which rendered such departure necessary.

(*b*) If any such departure occurs within the Colony, the notification referred to in sub-paragraph (*a*) of this paragraph shall be given by the person in command of the aircraft to the appropriate Air Traffic Control.

(*c*) If such a report as is referred to in sub-paragraph (*a*) of this paragraph is required in the case of any such departure occurring outside the Colony with respect to an aircraft registered in the Colony, the person in command of the aircraft shall, when submitting the same to the appropriate authority, also submit such a report to the Governor."

3. In paragraph (2) of Rule 8 in the expression "I.F.R. conditions" in the two places where that expression occurs the word "weather" shall be inserted before the word "conditions".

4. In Rule 19—

(*a*) in paragraph (1) there shall be inserted at the end of sub-paragraph (*b*) the following proviso—

"Provided that an aircraft on the water not equipped for blasting shall not be required to make the signal described in sub-paragraph (i) but, if that signal is not made, the aircraft shall make some other efficient sound signal at intervals of not more than one minute":

(*b*) in paragraph (2) the existing provision shall be the subject of a sub-paragraph lettered "(*a*)" and there shall be added the following sub-paragraph—

"(*b*) In this paragraph the word "vessels" includes every description of water craft, other than an aircraft on the water, used or capable of being used as a means of transportation on water."

5. In sub-paragraph (*a*) of paragraph (1) of Rule 20—

(*a*) the second sentence in the first proviso shall be omitted:

(*b*) for the second proviso there shall be substituted the following proviso—

"Provided that a flying machine registered in another Contracting State may display, when flying within the Colony, instead of the forward steady lights described in sub-paragraphs (*a*) and (*b*) of paragraph (1) of Rule 66, forward flashing lights otherwise of the same character and, instead of the rear white light described in sub-paragraph (*c*) of that paragraph a rear flashing light alternating white and red (if that Contracting State has agreed to such usage) and, in addition, a flashing white signal having an intensity in the horizontal plane of at least twenty candles, visible in all directions, and alternating with the forward flashing lights and the white flash of the rear flashing light above referred to: Provided further that paragraph (2) of the said Rule shall be deemed to apply with respect to the said forward flashing lights."

6. After Rule 22 there shall be inserted, with the heading "Hazardous flight conditions", the following Rule—

"22A. The person in command of an aircraft shall as soon as possible report to the appropriate Air Traffic Control any hazardous flight conditions encountered by him in the course of a flight with such details thereof as may be pertinent to the safety of other aircraft."

7. In paragraph (2) of Rule 28 for the words "the first day of April, 1950" there shall be substituted the words "such date as the Governor may by order appoint".

8. In paragraph (1) of Rule 34 for the words "a specified air space" there shall be substituted the words "an air space notified for the purpose of this paragraph" and the second sub-paragraph shall be omitted.

9. In paragraph (1) of Rule 61 after the words "the Governor" there shall be inserted the words "and subject to any conditions or limitations which may be specified therein".

10. In the heading of Section XII after the word "Lights" there shall be inserted the words "and other objects".

11. In Rule 65—

(*a*) in paragraph (1) after the word "lights" there shall be inserted the words "and other objects", and the word "flying" shall be omitted:

(*b*) in sub-paragraph (*d*) of paragraph (2) for the word "control" there shall be substituted the word "command".

12. For Rule 66 there shall be substituted the following Rule—

"66.—(1) Every flying machine in the air or on the manœuvring area of a land aerodrome, unless within a suitably marked Parking Area, shall display the following lights:—

(*a*) on the right (starboard side), a forward steady green light showing an unobstructed light throughout a dihedral angle of 110° formed by two vertical planes, one of which is parallel to the plane of symmetry of the aircraft and directed dead ahead and the other is directed to the right; the light shall have an intensity of at least five candles in all directions in the horizontal plane;

(*b*) on the left (port side) a forward steady red light showing an unobstructed light throughout a dihedral angle of 110° formed by two vertical planes one of which is parallel to the plane of symmetry of the aircraft, and directed dead ahead, and the other is directed to the left; the light shall have an intensity of at least five candles in all directions in the horizontal plane;

(*c*) at the rear, as far aft as possible, a white light, steady or flashing, showing an unobstructed light astern throughout a dihedral angle of 140° formed by two vertical planes and bisected by the plane of symmetry of the aircraft; the light shall have an intensity of at least five candles in all directions in the horizontal plane;

(*d*) if a flashing rear light is displayed, a flashing white signal visible in all directions and having an intensity in the horizontal plane of at least 20 candles in all directions; this signal shall alternate with the flashing white rear light.

(2) The forward steady lights specified in sub-paragraphs (*a*) and (*b*) of paragraph (1) of this Rule shall be spaced laterally as far apart as possible. If these lights are displayed more than 6 feet from the wing tips it shall be permissible for wing tip clearance lights to be provided. The wing tip clearance lights shall be confined to the same dihedral angles and shall display the same colours as the forward steady lights above referred to."

13. For Rule 67 there shall be substituted the following Rule—

"67.—(1) Every flying machine under way on the surface of the water shall display lights between sunset and sunrise in accordance with the following provisions of this Rule:—

(*a*) if it is under command and is not being towed, it shall display the steady lights specified in paragraph (1) of Rule 66 and, in addition, forward, a steady white light fixed so as to show forward an unbroken light, having an intensity of at least seven candles, throughout a dihedral angle of 220° formed by two vertical planes and bisected by the plane of symmetry of the aircraft;

(*b*) if it is being towed, it shall display the steady lights specified in paragraph (1) of Rule 66;

(*c*) if it is not under command, it shall display two steady red lights placed where they can best be seen, one vertically above the other, not less than 3 feet apart, and both having an intensity of at least five candles, and it shall also display—

(i) if making way, the steady lights specified in paragraph (1) of Rule 66; or

(ii) if not making way, the rear steady white light specified in sub-paragraph (*c*) of paragraph (1) of Rule 66;

(*d*) if it is towing another flying machine or a glider, it shall display the steady lights specified in paragraph (1) of Rule 66 and it shall also display, forward, two steady white lights placed where they can best be seen, one vertically above the other, not less than 6 feet apart, and both having an intensity of at least seven candles, throughout a dihedral angle of 220° formed by two vertical planes and bisected by the plane of symmetry of the aircraft.

For the purposes of this paragraph the rear light specified in sub-paragraph (*c*) of paragraph (1) of Rule 66 shall be deemed to be a steady light and paragraph (2) of that Rule shall be deemed to apply with respect to the forward lights specified in sub-paragraphs (*a*) and (*b*) of paragraph (1) of that Rule.

(2) Every flying machine at anchor or moored on the surface of the water shall display lights between sunset and sunrise in accordance with the following provisions:—

(*a*) in every case, it shall display forward centrally where it can best be seen a steady white light having an intensity of at least five candles;

(*b*) in a case where the length of the flying machine is 150 feet or upwards, it shall display, in addition to any other light required by this paragraph to be displayed, a steady white light at or near its stern at a lower height than the forward light specified in sub-paragraph (*a*) of this paragraph, both the stern and forward lights having an intensity of at least seven candles;

(*c*) in a case where the maximum lateral dimension of the flying machine is 150 feet or upwards, it shall display, in addition to any other light required by this paragraph to be displayed, a steady white light on each side placed in such a manner as to demarcate the maximum lateral dimension of the flying machine and having an intensity of at least one candle.

(3) By day, a flying machine in the circumstances mentioned in sub-paragraph (*c*) of paragraph (1) of this Rule, shall display where they can best be seen, two black balls or shapes spaced vertically one above the other, not less than 3 feet apart and each ball or shape to be not less than 2 feet in diameter."

14. In paragraph (2) of Rule 70 for the word "control" there shall be substituted the word "command".

SECOND SCHEDULE

Amendments in Schedule IV to the principal Order

1. After paragraph 1 there shall be inserted the following paragraph, with the heading "Special permission for an aircraft to fly without a certificate of airworthiness",—

"1A. The fees chargeable in respect of a special permission, to be given by the Governor pursuant to the proviso to sub-paragraph (*b*) of paragraph (2) of Article 10 of this Order, for an aircraft to fly without a certificate of airworthiness being in force in respect thereof shall be as follows:—

For any investigation required by the Governor in connection with the application for such a special permission a fee of an amount equivalent to the cost of the work of making such investigation:

Provided that the fee chargeable shall not in any case exceed £50:

For the special permission a fee of 5s.

2. For paragraph 2 there shall be substituted the following paragraph—

"2. Where an application is made for the issue of a certificate of airworthiness in respect of a prototype aircraft there shall be chargeable in respect of the investigation of the aircraft (including its components, accessories, instruments, equipment and apparatus (including radio apparatus) and the manner of the installation of the same), required in connection with the application, a fee which in the case of a glider where the maximum total weight authorised for the glider, to be shown in the certificate of airworthiness, does not exceed 2,000 lb. shall be £5 5s. 0d. and in any other case shall be a fee of an amount equivalent to the cost of the work of making the investigation, not exceeding a sum equivalent to a charge of 1s. per lb. of the maximum total weight authorised for the aircraft, to be shown in the certificate of airworthiness, for any year, or part of a year, of the period required for carrying out the investigation."

3. Paragraph 3 shall be omitted.

4. Paragraph 4 shall be renumbered "3".

5. After the paragraph renumbered "3" there shall be inserted the following paragraph—

"4. Where an application is made for the issue of a certificate of airworthiness in respect of a prototype (modified) aircraft there shall be chargeable in respect of the investigation of the aircraft (including its components, accessories, instruments, equipment and apparatus (including radio apparatus) and the manner of the installation of the same), required in connection with the application, a fee which in the case of a glider where the maximum total weight authorised for the glider, to be shown in the certificate of airworthiness, does not exceed 2,000 lb. shall be £5 5s. 0d. and in any other case shall be a fee of an amount equivalent to the cost of the work of making the investigation:

Provided that the fee chargeable shall not in any case, other than the case of such a glider as aforesaid, be less than the fee which would be chargeable under the last foregoing paragraph in respect of the issue of a certificate of airworthiness in respect of a series aircraft of a maximum total weight equivalent to the maximum total weight authorised for the aircraft, to be shown in the certificate of airworthiness, or more than a sum equivalent to a charge of 1s. per lb. of such maximum total weight."

6. In paragraph 5—

(*a*) for the figure "200" in sub-paragraph (*b*) there shall be substituted the figure "500":

(*b*) for the three amounts "£7 10s. 0d.", "£7 10s. 0d." and "£1 0s. 0d." there shall be substituted the amounts "£5 0s. 0d.", "£5 0s. 0d." and "£3 0s. 0d." respectively.

7. In paragraph 6 for the first sub-paragraph (including the proviso thereto) there shall be substituted the following sub-paragraph—

"The fee chargeable in respect of the issue of a validation of a certificate of airworthiness shall be the same as the fee which would be chargeable under paragraph 4 of this Schedule with respect to the issue of a certificate of airworthiness in the case of the aircraft in connection with which such validation is issued:

Provided that for the purpose of determining the amount of the fee in accordance with the proviso to that paragraph the maximum total weight authorised for the aircraft shall be deemed to be the maximum total weight as authorised by the validation."

8. For paragraph 9 there shall be substituted the following paragraph—

"9. The fee chargeable in respect of the approval, pursuant to paragraph (4) of Article 13 or sub-paragraph (*b*) of paragraph (2) of Article 31 of this Order, of any modification of an aircraft (including its engines, components, accessories, instruments, equipment and apparatus (including radio apparatus) and the manner of the installation of the same) in respect of which a certificate of airworthiness has been issued shall be of an amount equivalent to the cost of the work of making the investigation required for that purpose:

Provided that the fee chargeable shall not in any case exceed £500."

9. In paragraph 11—

(*a*) in the table therein after the words "General flight radiotelephony operator (Temporary)" in the first column there shall be inserted the words "Flight radiotelephony operator restricted" and opposite those words in the second, third and fifth columns there shall be inserted the amounts "£1 1s. 0d.", "£1 0s. 0d." and "5s. 0d." respectively:

(*b*) in proviso (i) for the amount "10s. 6d." there shall be substituted the amount "15s. 0d.".

10. In the table in paragraph 12—

(*a*) for each of the amounts specified in the column headed "For official medical examination (if required)" there shall be substituted the amount "15s. 0d.":

(*b*) after the words "General flight radiotelephony operator (Temporary)" in the first column there shall be inserted the words "Flight radiotelephony operator restricted" and opposite those words in the second, third and fifth columns there shall be inserted the amounts "15s. 0d.", "£1 0s. 0d." and "5s. 0d." respectively.

11. In sub-paragraph (*a*) of paragraph 13 for the amount "10s. 6d." there shall be substituted the amount "15s. 0d.".

12. In paragraph 19 for the amount "10s. 6d." there shall be substituted the amount "15s. 0d.".

13. In paragraph 21 for the amount "10s. 6d." there shall be substituted the amount "15s. 0d.".

14. For paragraph 25 there shall be substituted the following paragraph:—

"25. In a case where application is made for the approval, pursuant to paragraph (3) of Article 30 of this Order, of any type of instrument or equipment prescribed to be carried in an aircraft, or of any modification of a type after such approval has been given, and investigation thereof is required before such approval can be given, there shall be chargeable in respect of the approval a fee of an amount equivalent to the cost of the work of making the required investigation:

Provided that the fee chargeable shall not in any case exceed £500."

15. For paragraph 26 and the heading thereof there shall be substituted the following paragraph, with the heading "approval of types and manufacture of radio apparatus to be carried in an aircraft",—

"26. The fee chargeable in respect of the approval pursuant to the proviso to sub-paragraph (*a*) of paragraph (2) of Article 31 of this Order, of a type and manufacture of radio apparatus to be carried in an aircraft, or of any modification of a type or manufacture after such approval has been given, shall be of an amount equivalent to the cost of the work of making the investigation required for that purpose:

Provided that the fee chargeable shall not in any case exceed £250."

16. Paragraph 29 shall be omitted.

THIRD SCHEDULE

Amendments in Schedule VI to the principal Order

After the word "Barbados" there shall be inserted the words "Basutoland" and "Bechuanaland Protectorate", and after the words "Somaliland Protectorate" the word "Swaziland".

EXPLANATORY NOTE

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

This Order amends the Colonial Air Navigation Order, 1949, and extends its provisions to certain other territories. It includes further requirements for the promotion of safety and efficiency in the operation of scheduled and non-scheduled air transport services in accordance with internationally agreed standards and recommendations. Other amendments relate to the lights to be displayed by aircraft, the temporary closing of aerodromes in certain circumstances, the fees chargeable in respect of the issue of various documents, gliders and other matters.

CARRIAGE BY AIR ACT, 1932

The Carriage by Air (Parties to Convention) Order, 1950

1950 No. 1970

Made - - - - 8th December, 1950

At the Court at Buckingham Palace, the 8th day of December, 1950

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.