The Motor Fuel (Overseas Aircraft) Licence and Direction, 1949

1949 No. 1980

Made - - - -	*26th October*, 1949
Laid before Parliament	*28th October*, 1949
Coming into Operation	*7th November*, 1949

The Minister of Fuel and Power in pursuance of article one of the Motor Fuel (Control) Order, 1948(**a**), (in this instrument referred to as " the principal order "), and of regulation fifty-five AA of the Defence (General) Regulations, 1939, as having effect by virtue of the Supplies and Services (Transitional Powers) Act, 1945(**b**), as extended by the Supplies and Services (Extended Purposes) Act, 1947(**c**), hereby authorises and directs as follows:—

Supply for certain air lines

1. Subject to the provisions of paragraphs three and four, each of the persons specified in the first schedule to this instrument (being in this instrument referred to as a " licensee ") may furnish a supply of motor fuel to any of the persons specified in the second schedule to this instrument or to the Minister of Civil Aviation without the surrender of any coupon as provided in article one of the principal order; and any person specified in the said second schedule may acquire a supply so furnished.

Supply for aircraft on certain journeys

2.—(1) For the purpose of a journey by air to an aerodrome not situate in Great Britain or Northern Ireland, any licensee may, subject as aforesaid, furnish a supply of motor fuel without the surrender to him of any coupon under the principal order—

(*a*) to any person not domiciled or carrying on business in Great Britain or Northern Ireland; or

(*b*) for use in a British charter aircraft.

(2) Where any aircraft in the course of a journey by air from an aerodrome not situate in Great Britain or Northern Ireland to an aerodrome in Great Britain or Northern Ireland has landed at any other aerodrome for the purpose of inspection by or on behalf of His Majesty, any licensee may, subject as aforesaid, furnish a supply of motor fuel for use in that aircraft for the journey to the destination of the aircraft and, if the place from which the aircraft will take off to leave Great Britain or Northern Ireland, as the case may be, is not the aerodrome named as the destination aforesaid, for a journey from the said destination to the said place of departure.

(3) Any person to whom a supply of motor fuel may be furnished by virtue of this paragraph may acquire that supply accordingly.

(4) In this paragraph, the expression " British charter aircraft " means an aircraft with respect to which application has been made to the Minister of Civil Aviation for the issue of coupons to be used by the person making the application in connection with the charter of that aircraft to other persons for journeys to aerodromes situate in Great Britain or Northern Ireland, and with respect to which coupons have been issued by the said Minister accordingly.

(a) S.I. 1948 (No. 1125) II, p. 877.
(b) 9 & 10 Geo. 6. c. 10; and S.R. & O. 1945 (No. 1618) II, p. 48.
(c) 10 & 11 Geo. 6. c. 55.

Provisions concerning supply

3. A supply of motor fuel shall not be furnished or acquired by virtue of this licence and direction except on an aerodrome in Great Britain or Northern Ireland and on terms providing for delivery into the tanks of an aircraft operated at the time of supply by the person acquiring the motor fuel, or, in a case to which sub-paragraph (1) (*b*) of the foregoing paragraph applies, into the tanks of the aircraft for which the supply is furnished.

4. Any person furnishing any supply by virtue of the foregoing paragraphs of this licence and direction shall deliver to the Minister of Fuel and Power on demand, or at such time and in such manner as that Minister may direct, particulars of the date of the said supply, the quantity and grade of motor fuel supplied, and the name of the person to whom it was supplied.

Supply at Royal Air Force aerodromes

5. If, in the case of any aircraft then being at an aerodrome controlled by the Royal Air Force, other than a service aircraft, any motor fuel is furnished by the Royal Air Force to the person operating that aircraft, that person may acquire the said motor fuel without the surrender of any coupon under the principal order.

6. This licence and direction shall come into operation on the seventh day of November, nineteen hundred and forty-nine, and may be cited as the Motor Fuel (Overseas Aircraft) Licence and Direction, 1949.

Dated this twenty-sixth day of October, nineteen hundred and forty-nine.

Hugh Gaitskell,
Minister of Fuel and Power.

FIRST SCHEDULE paragraph 1

Airwork Ltd.
Anglo-American Oil Co. Ltd.
Exeter Airport Ltd.
Field Aircraft Services Ltd.
The Newcastle Corporation
Shell-Mex and B.P. Ltd.
Skyways Ltd.
The Southend Corporation.

SECOND SCHEDULE paragraph 1

A.B. Aerotransport
Aer Lingus Teoranta
Aerolinee Italiane Internazionale
Air France
Air India International
Air Transport
American Overseas Airlines Inc.
British European Airways Corporation
British Overseas Airways Corporation
British South American Airways Corporation
Central African Airways
Ceskeslovenske Aeroline
Compagnie Belge de Transports Aeriens
Det Danske Luftfartselskab (D.D.L.)
Det Norske Luftfartselskap (D.N.L.)
Flota Aerea Mercante Argentina
Flugfelag Islands H.F. (Icelandic Airways Ltd.)
Hellenic Airlines
Iberia
Iraqi Airways
Loftleider H.F.
Luxembourg Airlines
Panair do Brasil
Pan American Airways Inc.
Phillipine Airlines
Quantas Empire Airways Ltd.
Royal Dutch Airlines (K.L.M.)
Sabena (Societe Anonyme Belge d'Exploitation de la Navigation Aerienne)
Schweizerische Luftverkehr A.G. (Swissair)
South African Airways
Trans Canada Airlines
Transportes Aeros Portugueses

EXPLANATORY NOTE

(This Note is not part of this licence and direction, but is intended to indicate its general purport.)

Subject to certain conditions, this instrument authorises certain oil companies and other persons specified in the first schedule to supply motor fuel without coupons—

(*a*) to certain British and foreign air lines specified in the second schedule ;

(*b*) to British charter aircraft and to foreign aircraft, for journeys to destinations outside Great Britain and Northern Ireland ; and

(*c*) to aircraft coming into the country and calling at a customs airport, for the completion of their inward journey, and for the journey, if any, to their place of departure for overseas.

It also authorises aircraft which have landed at aerodromes of the Royal Air Force to be fuelled by agreement by the Royal Air Force without the surrender of coupons.

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(33) NARROW AND OTHER FABRICS

The Control of Narrow and Other Fabrics (Revocation) Order, 1949

1949 No. 1958

Made - - - -	21*st October*, 1949
Laid before Parliament	22*nd October*, 1949
Coming into Operation	27*th October*, 1949

The Board of Trade in pursuance of the powers conferred upon them by Regulation 55 of the Defence (General) Regulations, 1939, as having effect by virtue of the Supplies and Services (Transitional Powers) Act, 1945(**a**), as extended by the Supplies and Services (Extended Purposes) Act, 1947(**b**), hereby order as follows:—

1. The Control of Narrow and other Fabrics (No. 1) Order, 1942(**c**), and the Control of Narrow and Other Fabrics Order, 1946(**d**) (which control the use of machines in the manufacture of narrow and other fabrics), are hereby revoked.

2. This Order may be cited as the Control of Narrow and Other Fabrics (Revocation) Order, 1949, and shall come into operation on the 27th day of October, 1949.

Dated this 21st day of October, 1949.

John Edwards,
Parliamentary Secretary to the Board of Trade.

(a) 9 & 10 Geo. 6. c. 10 ; and S.R. & O. 1945 (No. 1618) II, p. 48.
(b) 10 & 11 Geo. 6. c. 55. (c) S.R. & O. 1942 (No. 727) II, p. 2207.
(d) S.R. & O. 1946 (No. 1306) II, p. 71.