

## NOTICES.

## COLONIAL SECRETARY'S DEPARTMENT.

No. 10.—The following Order of His Majesty in Council is published for general information.

W. T. SOUTHORN,  
Colonial Secretary.

8th January, 1932.

## STATUTORY RULES AND ORDERS, 1931,

No. 972.

## AIR NAVIGATION.

THE AIR NAVIGATION (COLONIES, PROTECTORATES AND MANDATED TERRITORIES)  
(AMENDMENT) ORDER, 1931.

AT THE COURT AT BUCKINGHAM PALACE,

THE 9TH DAY OF NOVEMBER 1931.

PRESENT:

THE KING'S MOST EXCELLENT MAJESTY.

LORD PRESIDENT.	SECRETARY SIR P. CUNLIFFE-LISTER.
LORD PRIVY SEAL.	MR. RUNCIMAN.
MARQUESS OF LONDONDERRY	MR. CHANCELLOR OF THE EXCHEQUER.
VISCOUNT HAILSHAM.	SIR E. HILTON YOUNG.
LORD COLEBROOKE.	SIR B. EYRES-MONSELL.
SECRETARY SIR JOHN SIMON.	SIR HENRY BETTERTON.

WHEREAS in pursuance of the powers conferred on Him by the Air Navigation Act, 1920, (a) His Majesty in Council was pleased by the Air Navigation (Colonies, Protectorates and Mandated Territories) Order, 1927, (b) and the Air Navigation (Colonies, Protectorates and Mandated Territories) (Amendment) Order, 1929, (c) amending that Order, (which, as so amended, is hereinafter referred to as "the Principal Order"), to make certain of the provisions of the Air Navigation (Consolidation) Order, 1923 (d) the Air Navigation (Amendment) Order, 1925, (e) the Air Navigation (Amendment) Order, 1927, (f) the Air Navigation (Amendment) Order, 1928, (g) the Air Navigation (Amendment) (No. 3) Order, 1928, (h) and the Air Navigation (Amendment) (No. 4) Order, 1928, (i) applicable to certain British Possessions and certain territories under His Majesty's protection and to registered aircraft being the property of British subjects resident or companies incorporated therein:

And whereas in pursuance of the powers conferred on Him by the said Act His Majesty has been pleased to make further Orders in Council, namely the Air Navigation (Amendment) (No. 2) Order, 1929, (j) the Air Navigation (Amendment) (No. 3) Order, 1929, (k) the Air Navigation (Amendment) Order, 1930, (l) the Air Navigation (Amendment) (No. 2) Order, 1930, (m) the Air Navigation (Amendment) (No. 3) Order, 1930, (n) and the Air Navigation (Amendment) Order, 1931, (o) amending the said Air Navigation (Consolidation) Order, 1923, as previously amended:

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|-------------------------------------|--------------------------------------|
| (a) 10-1 G. 5. c. 80.               | (b) S.R. & O. 1927 (No. 1245) p. 10. |
| (c) S.R. & O. 1929 (No. 90) p. 81.  | (d) S.R. & O. 1923 (No. 1508) p. 13. |
| (e) S.R. & O. 1925 (No. 1260) p. 4. | (f) S.R. & O. 1927 (No. 263) p. 4.   |
| (g) S.R. & O. 1928 (No. 36) p. 20.  | (h) S.R. & O. 1928 (No. 591) p. 28.  |
| (j) S.R. & O. 1929 (No. 984) p. 59. | (i) S.R. & O. 1928 (No. 900) p. 32.  |
| (l) S.R. & O. 1930 (No. 334) p. 31. | (k) S.R. & O. 1929 (No. 1001) p. 60. |
| (n) S.R. & O. 1931 No. 85.          | (m) S.R. & O. (1931, No. 84.         |
|                                     | (o) S.R. & O. 1931, No. 419.         |

And whereas it is expedient that the Principal Order should be further amended so as to make certain of the provisions of the said Air Navigation (Amendment) (No. 2) Order, 1929, the said Air Navigation (Amendment) (No. 3) Order, 1929, the said Air Navigation (Amendment) (No. 2) Order, 1930, and the said Air Navigation (Amendment) Order, 1931, applicable to the British possessions and territories mentioned in Schedules VIII and IX of the said Principal Order and to registered aircraft being the property of British subjects resident or companies incorporated therein, and otherwise in the manner hereinafter appearing:

Now, therefore, His Majesty, by virtue and in exercise of all the powers enabling Him in this behalf, is pleased by and with the advice of His Privy Council to order, and it is hereby ordered, as follows:—

1. Paragraph (1) of Article 4 of the Principal Order, shall be amended:—

(1) by inserting after the word "aircraft" in sub-paragraph (iii) the words "shall be of the prescribed number and description and"; and

(2) by inserting after the words "Condition (iii)" in proviso (b) the words "in so far as it relates to certificates of competency and licences."

2. Paragraph (2) of Article 6 of the Principal Order shall be omitted.

3. Article 13 of the Principal Order shall be amended by the addition at the end of the words "and if any article other than as aforesaid drops or falls from an aircraft a contravention of this Order shall be deemed to have been committed."

4. The following Article shall be inserted after Article 13 of the Principal Order:—

"13A.—The Governor may by directions prescribe the number and description of the personnel to be carried, either in all circumstances or in certain circumstances specified in the directions, by any class or description of British Aircraft registered in the Colony:

Provided that in any case where the Convention requires that an aircraft shall carry a certain number of persons of a certain description, the number of persons of that description prescribed in that case shall not be less than the number required by the Convention."

5. Paragraph (1) of Article 22 of the Principal Order shall be amended by the insertion after the words "registration marks" of the words "preceded, in the case of a signal by radio-telephony, by the name of the owner of the aircraft."

6. Paragraph 2 of Schedule I to the Principal Order shall be amended by inserting after the words "validly registered" the words "in any other part of His Majesty's dominions or".

7. Paragraph 20 of Schedule I to the Principal Order shall be omitted.

8. Sub-paragraph (a) of paragraph 14 of Schedule IV to the Principal Order shall be amended by omitting the words "constituted by its nationality letter and the last letter of its registration mark" and substituting therefor the words "composed of the first letter and the last letter of the five-letter group constituting its nationality and registration marks."

9. Paragraph 17 of Schedule IV to the Principal Order shall be amended by omitting the words "is in distress and requires assistance" and substituting therefor the words "is threatened by grave and imminent danger and requires immediate assistance," and by omitting the words from "When an aircraft desires to signal" to the end of the paragraph.

10. The following new paragraphs shall be inserted after paragraph 17 of Schedule IV to the Principal Order:—

"17A.—(a) Where an aircraft has a message to send stating that it is in difficulties and about to land compulsorily but does not require immediate assistance, it shall preface its call sign with several repetitions of the urgency signal PAN.

- (b) Where the signal PAN is received from an aircraft without any message following, it shall signify that the aircraft has been compelled to land and is unable to transmit its intended message owing to the rapidity of the landing, but does not require immediate assistance.
- (c) Where the signal PAN is sent by radio-telegraphy the three letters shall be well separated so that the signals AN are not transformed into one signal P.

“17b.—Where an aircraft has a very urgent message to send concerning the safety of the aircraft, or of any person on board, or of any ship, aircraft, vehicle or person within sight, it shall, for the purpose of indicating the urgency of the message, preface its call sign with several repetitions of the group XXX the letters of each group being clearly separated from the letters of the successive group.

“17c.—Neither the PAN nor the signal XXX may be transmitted except with the authority of the commander or person responsible for the aircraft.

“17d.—Where an aircraft has a message to send concerning the safety of navigation or containing important information relative to meteorological warning messages, it shall preface its call sign by the safety signal, consisting of the group TTF (transmitted with the letters well separated) followed by the word DE.”

11. In paragraph 39 of Schedule IV to the Principal Order the word “these” shall be omitted.

12. The last sentence of paragraph 48A of Schedule IV to the Principal Order shall be omitted and the following substituted therefor:—

“Where any such directions are for the time being in force with respect to any aerodrome, there shall be placed horizontally in that aerodrome, near to the signal which indicates the direction of the wind, a red square panel, every side of which shall measure at least ten feet in length and shall be marked at night by red lights.”

13. The following amendments shall be made in Schedule V to the Principal Order:—

- (a) In sub-paragraph (1) of paragraph 2 after the word “authority” there shall be inserted the words “in any part of His Majesty’s dominions outside Great Britain and Northern Ireland or”;
- (b) Paragraph 3 shall be omitted.

14. The following paragraph shall be inserted at the end of the Schedule VI to the Principal Order:—

“7.—(1) Where it is brought to the notice of the Governor—

- (a) that a large number of persons is likely to gather in any district in the Colony for the purpose of witnessing some event of public interest; or
- (b) that it is intended to hold in any district in the Colony an aircraft race or contest or exhibition of flying;

the Governor may by directions impose such temporary restrictions of the flying of aircraft within or in the neighbourhood of that district as he may consider expedient in the interest of public safety, and no aircraft shall fly in contravention of any such directions:

Provided that any such restrictions, in so far as they relate to aircraft other than State aircraft, shall apply to British aircraft and aircraft registered in any other Contracting State without distinction.

- (2) Any directions issued under this paragraph shall specify the area or areas to which the restrictions extend and the time or times during which the restrictions are to be in force, and, in the case of restrictions applying

only to aircraft of, or other than, any particular class or description, the class or description of aircraft to which the restrictions apply, or do not apply, as the case may be.

- (3) Any area specified in any such directions shall, during the specified time or times, be deemed to be a prohibited area for the purposes of paragraphs 2, 3, 4 and 5 of this Schedule, but not for the purposes of any other provisions of this Order."

15.—(1) This Order may be cited as the Air Navigation (Colonies, Protectorates and Mandated Territories) (Amendment) Order, 1931.

(2) This Order shall come into operation on the first day of January, nineteen hundred and thirty-two.

M. P. A. HANKEY.

THE TREASURY.

### Liquor and Tobacco Duties.

No. 11.—In accordance with the Resolutions passed by the Legislative Council on the 26th day of February, 1931, I hereby give notice that the figure representing the average opening selling rates for the month of December, 1931, of the Hong Kong and Shanghai Banking Corporation for demand drafts on London is settled at 17.24.

EDWIN TAYLOR,  
*Colonial Treasurer.*

31st December, 1931.

STAMP OFFICE.

No. 12.—It is hereby notified that architects', barristers', dentists' (whether registered as dental surgeons or exempted persons), medical practitioners', pharmaceutical chemists', solicitors' and auditors' certificates to practise for 1932, as required by section 21 of the Stamp Ordinance, 1921, may be obtained from the Stamp Office on payment of the Stamp Duty of \$50.

EDWIN TAYLOR,  
*Collector.*

7th January, 1932.

SUPREME COURT.

No. 13.—It is hereby notified that at the expiration of three months from the date hereof The YUEN LEE COMPANY, LIMITED, will, unless cause is shewn to the contrary, be struck off the register and the company will be dissolved.

E. P. H. LANG,  
*Registrar of Companies.*

4th January, 1932.

SUPREME COURT.

No. 14.—It is hereby notified that the name of WAI ON 'TSEUNG, LIMITED, has been struck off the Register.

E. P. H. LANG,  
*Registrar of Companies.*

8th January, 1932.