

At the Court at Buckingham Palace, the 18th day of December 1930.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS in pursuance of the powers conferred upon Him by the Air Navigation Act, 1920, His Majesty in Council was pleased to make the Air Navigation (Consolidation) Order, 1923, and the Air Navigation (Amendment) Order, 1925, the Air Navigation (Amendment) Order, 1927, the Air Navigation (Amendment) Order, 1928, the Air Navigation (Amendment) (No. 2) Order, 1928, the Air Navigation (Amendment) (No. 3) Order, 1928, the Air Navigation (Amendment) (No. 4) Order, 1928, the Air Navigation (Amendment) (No. 2) Order, 1929, the Air Navigation (Amendment) (No. 3) Order, 1929, the Air Navigation (Amendment) Order, 1930, and the Air Navigation (Amendment) (No. 2) Order, 1930, amending the first-mentioned Order:

And whereas it is expedient that the first-mentioned Order as so amended (hereinafter referred to as "the principal Order") should be further amended in manner hereinafter appearing:

And whereas it is necessary on account of the urgency of the matters dealt with by this Order that this Order should come into operation forthwith:

Now, therefore, His Majesty is pleased, by and with the advice of His Privy Council, to order, and it is hereby ordered as follows:—

1. Schedule VIII. to the principal Order shall be amended by omitting paragraph 4 thereof and by substituting for paragraph 11 thereof the following paragraph—

"11.—(1) An aircraft shall not start on a voyage to a place outside Great Britain and Northern Ireland from any place therein other than a Customs aerodrome.

(2) An aircraft shall not, in the course of such a voyage as aforesaid, land at any place in Great Britain and Northern Ireland other than a Customs aerodrome specified in the application for clearance as hereinafter provided, unless compelled so to do owing to accident, stress of weather or unavoidable cause.

(3) An aircraft shall not leave any Customs aerodrome from which it is about to start on such a voyage or at which it has landed in the course of such a voyage, unless the pilot of the aircraft has obtained clearance and authority for the aircraft to proceed from that aerodrome.

(4) The pilot of every aircraft starting on such a voyage shall deliver to the proper officer of Customs and Excise at the Customs aerodrome from which the aircraft is about to start the journey log-book belonging to the aircraft and also the following documents in duplicate, namely—

(a) an application for clearance in the form prescribed by the Commissioners, specifying the Customs aerodromes (if any) at which it is intended that the aircraft shall land in the course of the voyage; and

(b) a manifest and declaration in the form prescribed by the Commissioners declaring what goods and stores (if any) are on board the aircraft;

and the said documents, when signed by the said officer, shall be the clearance and authority for the aircraft to proceed from that aerodrome.

(5) If an aircraft in the course of such a voyage lands at a Customs aerodrome, the pilot of the aircraft shall, before the aircraft leaves that aerodrome, deliver to the proper officer of Customs and Excise at that aerodrome—

(a) the journey log-book belonging to the aircraft;

(b) the clearance and authority for the aircraft to proceed from the Customs aerodrome which the aircraft last left; and

(c) a manifest and declaration in duplicate in the form prescribed by the Commissioners declaring what goods and stores (if any) have been loaded on board the aircraft at the aerodrome at which it has so landed;

and the said manifest and declaration when signed by the said Officer, together with the said clearance and authority when countersigned by the said officer, shall be the clearance and authority for the aircraft to proceed from the aerodrome at which it has so landed.

(6) A pilot shall truly state in every manifest, declaration and application for clearance, which is delivered by him in accordance with this paragraph to the proper officer of Customs and Excise, the particulars required by the forms respectively prescribed by the Commissioners."

2.—(1) This Order may be cited as the Air Navigation (Amendment) (No. 3) Order, 1930.

(2) This Order shall come into operation provisionally as from the date hereof in accordance with the provisions of section two of the Rules Publication Act, 1893.

M. P. A. HANKEY.

## NOTICE.

### COLONIAL STOCK ACT, 1900 (63 AND 64 VIC. C. 62).

#### ADDITION TO LIST OF STOCKS UNDER SECTION 2.

Pursuant to Section 2 of the Colonial Stock Act, 1900, the Lords Commissioners of His Majesty's Treasury hereby give notice that the provisions of the Act have been complied with in respect of the undermentioned Stock registered or inscribed in the United Kingdom:—

Kenya Government 4½ per cent. Inscribed Stock, 1961-1971.

The restrictions mentioned in Section 2, Sub-section (1) of the Trustee Act, 1925, apply to the above Stock (see Colonial Stock Act, 1900, Section 2).