

be less than the number required by the Convention."

(3) Paragraph (2) of Article 5 of the principal Order shall be omitted.

3. In paragraph (1) of Article 21 of the principal Order, there shall be inserted after the words "registration marks" the words "preceded, in the case of a signal by radio telephony, by the name of the owner of the aircraft".

4.—(1) The following provision shall be substituted for sub-paragraph (2) of paragraph 9 of the Second Schedule to the principal Order:—

"(2) An aircraft, being a flying machine employed on a regular line or service of public air transport, shall not commence a flight unless the person superintending the loading of the aircraft for that flight has completed a load-sheet containing the prescribed particulars, and the said load-sheet has been submitted to and examined by the person in charge of the aircraft in order to assist him to ascertain, for the purpose of sub-paragraph (1) (c) of this paragraph, whether the aircraft is satisfactorily loaded for safety in flight."

(2) Paragraph 10 of the said Schedule shall be amended by omitting the words "or 9" and by inserting at the end thereof the following provision:—

"(2) When any load-sheet has been examined by the person in charge of an aircraft under paragraph 9 of this Schedule, the owner of the aircraft shall cause the load-sheet to be sent to him and shall keep it for six months from the date of its completion."

5. In sub-paragraph (a) of paragraph 14 of Schedule IV to the principal Order, there shall be substituted for the words "constituted by its nationality letter and the last letter of its registration mark" the words "composed of the first letter and the last letter of the five-letter group constituting its nationality and registration marks".

6.—(1) Paragraph 17 of Schedule IV to the principal Order shall be amended by substituting for the words "is in distress and requires assistance" 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.

(2) The following paragraphs shall be inserted after paragraph 17 of Schedule IV of 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 telephony, 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 signal 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 TTT (transmitted with the letters well separated) followed by the word DE."

7. In paragraph 48A of Schedule IV to the principal Order, the last sentence 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."

8. In paragraph 1 of Schedule VII to the principal Order there shall be substituted for the words "Three statute miles in all directions from Hoo Church" the words "One and seven eighths statute miles in all directions from a point situated in latitude 51° 25' 07" North, and longitude 0° 32' 06" East, of Greenwich, and being 200 yards east of Hoo Common and on the Wainscott-Hoo Road."

9.—(1) This Order may be cited as the Air Navigation (Amendment) (No. 3) Order, 1929.

(2) The provisions of Article 1 and paragraph (3) of Article 2 of this Order shall come into operation on the first day of January, nineteen hundred and thirty, and the other provisions of this Order shall come into operation on the fifteenth day of November, nineteen hundred and twenty-nine.

M. P. A. Hankey.

At the Court at Buckingham Palace, the 5th day of November, 1929.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS it is provided by subsection (1) of Section eighteen of the Finance Act, 1923, that if His Majesty in Council is pleased to declare—

(a) that any profits or gains arising from the business of shipping which are chargeable to British Income Tax are also chargeable to Income Tax payable under the law in force in any foreign State; and

(b) that arrangements, as specified in the declaration, have been made with the Government of that foreign State with a view to