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**STATUTORY INSTRUMENTS**

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**1974 No. 1802****CIVIL AVIATION****The Civil Aviation (Air Travel Organisers' Licensing)  
(Amendment) Regulations 1974**

*Made - - - - -* 30th October 1974  
*Laid before Parliament* 8th November 1974  
*Coming into Operation* 1st December 1974

The Secretary of State, in exercise of his powers under section 26 of the Civil Aviation Act 1971(a) and of all other powers enabling him in that behalf and after consultation with the Civil Aviation Authority as required by section 26(2) of that Act, hereby makes the following Regulations:

1. These Regulations may be cited as the Civil Aviation (Air Travel Organisers' Licensing) (Amendment) Regulations 1974 and shall come into operation on 1st December 1974.

2. The Interpretation Act 1889(b) shall apply for the purpose of the interpretation of these Regulations as it applies for the purpose of the interpretation of an Act of Parliament.

3. The Civil Aviation (Air Travel Organisers' Licensing) Regulations 1972(c) shall be amended by inserting in Regulation 3(4) after the word "applies" the words "(paying the fee payable under section 9 of the Act and giving such particulars as are necessary to enable the Authority to consider the matters specified in paragraph (2) of this Regulation)".

*S. Clinton Davis,*  
Parliamentary Under-Secretary of State  
for Companies, Aviation and Shipping,  
Department of Trade.

30th October 1974.

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(a) 1971 c. 75.

(c) S.I. 1972/223 (1972 I, p.721).

(b) 1889 c. 63.

## EXPLANATORY NOTE

*(This Note is not part of the Regulations)*

These Regulations amend the Civil Aviation (Air Travel Organisers' Licensing) Regulations 1972 by providing that an application by the holder of a current licence for the grant of another licence made three months before the date of expiry of the current licence, will no longer have the effect of keeping the current licence in force after the date when it would otherwise expire unless the application is accompanied by the appropriate fee and by such particulars as are necessary to enable the Civil Aviation Authority to consider whether the applicant is a fit person and has adequate financial resources to be granted a licence.

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