

(v) Any person authorised to operate an air charter service may also carry on scenic flights and joy-rides from the aerodrome or traffic area or from any one of the aerodromes or traffic areas designated in the licence.

(d) *Air-taxi Service:*

(i) Subject to the provisions of sub-para. (ii) herein, an air-taxi service may originate only from the aerodrome or traffic area or from any one of the aerodromes or traffic areas as are designated in the licence.

(ii) From the place where an air-taxi service has terminated the licensee may operate a like service but only back to the place or places of origin as referred to in subpara. (i) herein.

(iii) Where an air-taxi service operates over the same or substantially the same route as operated by a scheduled service the minimum fare per passenger shall be 10 per cent in excess of the fare payable by a like passenger in the scheduled service or by the lowest fare if there are more than one such services, provided however that such excess shall not apply if there is no scheduled service operating during the same day or if the full capacity on the scheduled service has been taken or if in the course of such route the air-taxi service involves intermediate stops at points or traffic areas not included in the scheduled service.

(iv) Any person authorised to operate an air-taxi service may also carry on scenic flights and joy-rides from the aerodrome or traffic area or from any one of the aerodromes or traffic areas designated in the licence.

B. *In Respect of Licences for Air Topdressing Services:*

(3) *Classification and Replacement of Aircraft:*

(a) In all licences authorising the carrying on of air topdressing services the aircraft authorised for such services shall be deemed to be any one of the following categories, namely, light aircraft or medium aircraft or heavy aircraft.

(b) *For the Purposes of Paragraph (a) herein—*

(i) "*Light aircraft*" means an aircraft in respect of which the maximum approved agricultural payload does not exceed one half ton.

(ii) "*Medium aircraft*" means an aircraft in respect of which the maximum approved agricultural payload is more than one half ton but does not exceed one ton.

(iii) "*Heavy aircraft*" means an aircraft in respect of which the maximum approved agricultural payload exceeds one ton.

(c) Subject always to there being no increase in the number of aircraft as are authorised in the licence, the licensee may at any time replace a light aircraft with another type of light aircraft or a medium aircraft with another type of medium aircraft. The licensee operating a heavy aircraft may replace that aircraft by another heavy aircraft without the prior approval of the Licensing Authority provided the maximum approved agricultural payload of the replacement aircraft is not greater or less than one half ton of such approved payload in respect of the aircraft being replaced. Every such replacement shall be notified promptly to the Authority.

(d) Nothing in this clause shall apply to helicopters.

(4) *Boundaries:*

(a) Where any boundary of the area authorised for an air topdressing service passes through any part of a farming property, the licensee may enter into an agreement with the owner of such property for the carrying out of air topdressing services on any part of that property.

(b) Where in any licence a boundary is defined *inter alia* as being a line running from the mouth of a river or other waterway such line shall be deemed to run from the northern side of the mouth of such river or other waterway unless the licence otherwise provides.

C. *General for Air Services:*

(5) *Insurance:*

(a) Except in respect of the New Zealand National Airways Corporation and of Straits Air Freight Express Ltd., it shall be a condition of all air service licences that the licence holder shall maintain during the currency of the licence:

(i) In respect of any aircraft in which one or more passengers may be carried, a minimum insurance cover of £5,000 per passenger against liability for the death of or bodily injury to such a passenger.

(ii) In respect of all aircraft a minimum insurance cover of £25,000 against all liability for third party personal injury or death or for property damage in respect of any one accident.

(b) Notwithstanding that the licence may authorise the carrying on of an air service as from a specific date, such service shall not be commenced until there has been deposited with the Licensing Authority a certificate endorsed by the insurers of due insurance in accordance with the requirements in paragraph (a) herein.

(c) Within one week from the due date of the renewal or on the replacement of any such insurance policy or within such extended time as the Licensing Authority may permit, there shall be deposited with the Licensing Authority a like certificate as is required under paragraph (b) herein. If the certificate as aforesaid is not deposited within the period as stated the licence shall be deemed to be suspended until such certificate is deposited.

(6) *Transfer of Interest in Licences:*

(i) *Where:*

(a) The holder of a licence is an individual and by any means whatever his controlling interest in the business in respect of which the licence applies passes to any other person or persons; or

(b) The holder of a licence is a company and by any means whatever the controlling interest in that company passes to any person or persons other than those named as shareholders or intending shareholders when the application for a licence was made; then in either such event the licence shall be deemed to be suspended as from the date of such passing unless the prior approval of the Authority has been obtained, or unless and until full details of the transaction or proposed transaction involving the passing of the controlling interest as aforesaid have been given to the Authority and its approval to such passing has been granted.

(ii) Where by reason of transmission on death the provisions of subpara. (i) herein would apply, the licence shall not be deemed to be suspended until after the expiration of three calendar months from the date of death.

Dated this 20th day of August 1959.

For and on behalf of the Air Services Licensing Authority—

E. D. BLUNDELL, Chairman.

BANKRUPTCY NOTICES

In Bankruptcy—Supreme Court

JOHN UTUTAONGA, of Pakaraka, labourer, was adjudged bankrupt on 11 September 1959. Creditors' meeting will be held at the Courthouse, Whangarei, on Wednesday, 23 September 1959, at 10.30 a.m.

H. G. WHYTE, Official Assignee.

Whangarei, 14 September 1959.

In Bankruptcy—Supreme Court

CHARLES FALO JIOLE THORBY, of 24 Coates Crescent, Panmure, painter, was adjudged bankrupt on 21 September 1959. Creditors' meeting will be held at my office on Monday, 5 October 1959, at 2.15 p.m.

T. C. DOUGLAS, Official Assignee.

404 Dilworth Building, Customs Street East, Auckland C. 1.

In Bankruptcy—Supreme Court

COLIN MATHEW WALLER, of Aroheno, farm labourer, was adjudged bankrupt on 17 September 1959. Creditors' meeting will be held at the Courthouse, Te Awamutu, on Thursday, 1 October 1959, at 10 a.m.

C. P. SIMMONDS, Official Assignee.

Courthouse, Hamilton.

In Bankruptcy—Supreme Court

WILLIAM JAMES THOMPSON, of 8 Newell Street, Hamilton, painter, was adjudged bankrupt on 21 September 1959. Creditors' meeting will be held at the Courthouse, Hamilton, on Friday, 2 October 1959, at 10 a.m.

C. P. SIMMONDS, Official Assignee.

Courthouse, Hamilton.