

(*h*) made in substitution for a flight which could lawfully have been made by an aircraft operated by another operator, but which, for reasons beyond the control of that other operator, was unfit for the flight; and in such a case the operator of the aircraft shall as soon as may be provide the Board with particulars in writing of the flight and of the substitution.

(2) For the purposes of sub-paragraph (*c*) (ii) of paragraph (1) of this Regulation—

(*a*) any consideration wholly or partly in respect of or in connection with the carriage of a passenger shall be deemed to be a fare, irrespective of the person by or to whom it has been or is to be given:

Provided that consideration for the exclusive right to use the passenger capacity of an aircraft shall be deemed not to be a fare; and

(*b*) a fare shall be deemed to be separate although it is for several journeys, or for a journey by a group of passengers which is less than the entire passenger capacity of the aircraft.

*Applications for the grant of a licence*

4.—(1) Subject to the provisions of paragraph (2) of this Regulation, and without prejudice to the provisions of Regulation 9, every application for the grant of a licence shall include the following particulars:—

(*a*) the name, address and business name (if any) of the applicant, and, in the case of an individual, the country of which he is a citizen;

(*b*) in the case of a body corporate, the country or territory in which it is incorporated and arrangements under which, and the citizenship of the persons by whom, it is substantially controlled;

(*c*) in the case of a partnership carrying on business in Scotland, the countries of which the partners are citizens;

(*d*) the number and the types of the aircraft previously operated by the applicant and the periods of time and geographical areas of his operations;

(*e*) the applicant's financial resources;

(*f*) the number and types of the aircraft and the equipment which the applicant intends to employ and his existing and proposed organisation and staffing arrangements;

(*g*) the provision made or proposed to be made by the applicant against any liability in respect of loss or damage to persons or property which may be incurred in connection with aircraft operated by him;

(*h*) the terms and conditions of employment of the applicant's servants, and, if particulars thereof have been furnished to the National Joint Council for Civil Air Transport, an indication to that effect;

(*i*) the class of licence applied for and the period for which it is to be in effect;

(*j*) except in the case of an application for the grant of a Class F licence—

(i) a concise indication of the existing or potential need or demand for the proposed service; and