

Air Navigation Directions (A.N.D. 4) were issued on 31st October, 1945, setting out the conditions and requirements for the construction, overhaul, repair, maintenance, and supply of civil aircraft, parts, and materials.

A step in the centralizing of air legislation was the amendment of the Transport Licensing (Commercial Aircraft Services) Act, 1934, to provide for the transfer of the authorities conferred in the Act from the Minister of Transport to the Minister in Charge of Air Department.

The New Zealand National Airways Act, 1945, makes provision for the setting-up of the New Zealand National Airways Corporation which is empowered to establish and operate national air transport services to meet the needs of the public and to encourage generally the use of air transport. The Corporation will comprise five directors appointed by the Governor-General.

3. PROHIBITION ON CIVIL FLYING

The prohibition on civil flying issued by the Governor-General on 22nd December, 1941, was rescinded on 24th December, 1945. Scheduled transport services were not affected by the prohibition, but all club, charter, and private flying ceased, and were recommencing only slowly during February and March of 1946. It is not expected that these activities will reach their pre-war peak for at least another twelve months.

4. TEST-HOUSE

The test-house, to which reference was made in last year's report, was closed in December, 1945. During the war years a considerable amount of material testing was carried out on behalf of the R.N.Z.A.F. and contractors to the Air Force. With the cessation of hostilities this work was reduced to such an extent that there was no longer justification for retention of the section. Arrangements were accordingly made for the Dominion Physical Laboratory to undertake tests of materials. In December, 1945, the Instrument Section of the test-house was also closed, and in the meantime the Department of Scientific and Industrial Research has accepted responsibility for calibration of instruments and sub-standards for aircraft firms and operators.

5. WELLINGTON CIVIL AVIATION CONFERENCE

Between 28th February and 3rd March, 1946, representatives of the United Kingdom, Australian, Fijian, and New Zealand Governments met in Wellington to discuss matters of Commonwealth importance relating to aviation in the Pacific Area. A Canadian observer was present at the meetings wherein matters affecting his Government were discussed. The Conference considered in detail the following:—

- (i) The establishment of regional services in the Pacific:
- (ii) The establishment of ground organization and other facilities:
- (iii) The inauguration, operation, and administration of the trans-Pacific service:
- (iv) The appointment of a regional committee of the Commonwealth Air Transport Council:
- (v) The format of bi-lateral agreements.

The questions involved under these headings were carefully examined in Committee and plenary sessions, and decisions were unanimously arrived at which enabled the Conference to prepare a series of conclusions for submission to the respective Governments represented.