

3. INTERNATIONAL AIR SERVICES

Post-war trans-Pacific commercial air services commenced with Pan-American World Airways reopening their services in June, 1946.

A further air link with Canada and the United States of America was established with the commencement of British Commonwealth Pacific Air-lines service from New Zealand on 25th April, 1947.

4. LEGISLATION

As, previously, there was no provision in the Air Navigation Regulations 1933 under which proceedings could be instituted against pilots who had failed to exercise proper care, an amendment was made on 15th May, 1946, remedying the defect. Under the regulations as they now stand amended it is possible to invoke the penal clause for any breach in this respect.

It had been recognized for some time that the comprehensive regulation requiring the installation and maintenance of radio equipment could not be complied with in respect of certain training and aero club aircraft and private machines, nor was the regulation considered necessary as regards such aircraft. Accordingly, on 14th June, 1946, an amendment was made exempting aircraft engaged in transport of mails or goods, purely private machines, and those engaged on aerial work not included in the definition of public transport machines. The regulation is, of course, still applicable to public transport machines for passengers.

On 3rd December, 1946, an Air Transport Agreement was completed between the Government of New Zealand and the Government of the United States of America providing for reciprocal rights for the operation of air services between New Zealand and San Francisco, with provision for extensions to Vancouver, with the object of facilitating the promotion of direct air services between their respective territories.

New Zealand's ratification of the International Convention on Civil Aviation was signed on the 26th February, 1947, and the Instrument of Ratification deposited in Washington on 7th March, 1947.

The Convention came into force on the 4th April, 1947, and the provisional term of the Provisional International Civil Aviation Organization ended on that date. This Organization will therefore henceforth be known as the International Civil Aviation Organization.

SECTION II.—AIR TRANSPORT OPERATIONS

There was a major change in the operation of internal air transport services during the year when the services operated by Union Airways of New Zealand, Ltd., and Cook Strait Airways, Ltd., were transferred to New Zealand National Airways Corporation. By adding to the fleet of aircraft the Corporation was able to increase the frequencies and also commence new services.

The only other civil operator of scheduled internal services at the close of the year was Air Travel (N.Z.), Ltd.

During the year the R.N.Z.A.F. Air Transport continued to operate the South Pacific Regional Service on a quasi-civil basis and in addition made a number of special flights on behalf of the French Government to Bora Bora.

Pending the establishment of New Zealand National Airways Corporation, services were also maintained by the R.N.Z.A.F. between Auckland—Wellington—Christchurch with (C. 47) Dakota aircraft.

In December, 1946, the New Zealand Railways, in conjunction with the R.N.Z.A.F., operated a series of special inter-Island air freighting flights in order to meet a shipping emergency.

A number of special flights were carried out by Sunderland aircraft between Wellington and the Chatham Islands on behalf of the Department of Internal Affairs.