

2. GENERAL

In April and May, Messrs. S. R. Meatchem and F. T. Young represented New Zealand at the second meeting of the Commonwealth Air Transport Council and the First Assembly of the International Civil Aviation Organization, both of which were held in Montreal.

The Commonwealth Air Transport Council met between 30th April and 5th May to consider the Commonwealth views on matters of general interest relating to international air transport, the arrangements for the regional investigation of accidents, sanitary measures, and ground organization of Commonwealth air routes. Consideration was also given to the policy to be adopted in regard to the classification of scheduled services and the continuation of the Empire air-mail scheme.

The First Assembly of ICAO was held between 6th and 27th May and was the first meeting of the permanent organization established as a result of the International Civil Aviation Conference held in Chicago in November and December, 1944. While it was not expected that general agreement would be reached on a number of major points, many important decisions were made and a considerable degree of uniformity is resulting in aviation practices and procedures. The operation of ICAO is a continuing one, and exchanges of information on matters of vital concern to aviation require careful consideration and research.

Mr. J. J. W. B. Joyce, Chief Surveyor, Aeronautics Division, visited the United Kingdom during the period August to December, 1947, for the purpose of investigating and reporting on the aircraft-inspection procedures carried out by the Air Registration Board. The opportunity was also taken to inspect at first hand the main aircraft-manufacturing companies.

3. INTERNATIONAL AIR SERVICES

During the year arrangements were practically completed for the transfer of the Pacific air services, conducted in the meantime by Australian National Airways, Ltd., to British Commonwealth Pacific Airlines, Ltd.

With effect from 29th December, 1947, the agreement dated 25th November, 1935, between the New Zealand Government and Pan-American Airways was allowed to expire. This agreement had covered the operation of an air service by the company between the United States and New Zealand. From December, 1947, the operations of Pan-American Airways became subject to the Air Transport Agreement dated 3rd December, 1946, between the Governments of the United States of America and New Zealand.

On 23rd February, 1948, the limited transport facilities between New Zealand and Australia were still further reduced by the temporary suspension of the operations of Tasman Empire Airways, Ltd., following instances of over-heating of the engines. Modifications and tests on these aircraft are being carried out as rapidly as possible to permit their early return to service.

4. LEGISLATION

In September, 1947, New Zealand signed a Protocol of amendment of the Convention on International Civil Aviation executed at Chicago on 7th December, 1944. This Protocol amended Article 93 and provided for collaboration between the General Assembly of the United Nations and ICAO on the question of admittance to membership. The effect of this amendment is that a State which ceases to be a member or is expelled from one Organization shall automatically cease to be a member of the other Organization unless special approval is given. The Protocol is subject to ratification by at least twenty-eight Member States of ICAO.

No amendments to the Air Navigation Act, 1931, or to Air Navigation Regulations 1933 were made during the year, but a Civil Aviation Bill to replace the former is now required in order to give effect to the Chicago Convention. It is anticipated that this Bill will be introduced during 1948.