

South Pacific Air Transport Council (SPATC) held its second meeting in Canberra in August, 1947, and in November the Commission appointed by the ICAO Assembly to investigate the problems involved in the conclusion of a Multilateral Air Transport Agreement met in Geneva. New Zealand was represented at each of the foregoing conferences and took an active part in discussions and negotiations covering a wide range of aviation matters.

The ICAO Assembly concerned itself, *inter alia*, with the formulation of standards and practices which are to be recommended for acceptance by all countries participating in civil aviation activities. In this respect New Zealand's attitude has been to ensure that the best possible advice and assistance is made available to the Organization in determining measures which will guarantee the efficient and safe operation of international air services. The Commission on a Multilateral Air Transport Agreement failed to reach more than a restricted measure of agreement, and the subject will be brought before the Second Assembly, where the New Zealand Government will continue to press their point of view that the grant of rights in international air transport must be conditional upon the existence of machinery with real and effective powers to secure orderly development. At ICAO meetings the New Zealand Government have also maintained the view that the ownership and operation of trunk services on international air routes should be placed on an international basis, and, whenever possible, opportunity has been taken to support proposals similar to or in sympathy with this viewpoint. New Zealand has made a practical contribution in this respect by her participation on a partnership basis with the United Kingdom and Australia in the operation of trans-Tasman and trans-Pacific air services, and by her activity in maintaining on behalf of the Governments concerned certain essential facilities in the South Pacific for the operation of air services in and through the area.

At the second meeting of the South Pacific Air Transport Council the member Governments created two committees—the Trans-Tasman and Trans-Pacific Committees—for the purpose of controlling and directing, on the Governments' behalf, the operation of the trans-Tasman service by Tasman Empire Airways, Limited, and of the trans-Pacific service by British Commonwealth Pacific Airlines, Limited, respectively. The Council is also the authority for matters connected with the maintenance and operation of the international airport in Fiji, financial responsibility for which is shared between the three Governments. New Zealand is entrusted by the Council with the execution of these functions.