

4. LEGISLATION

(a) *Civil Aviation Act, 1948*.—This Act, passed during the 1948 session of Parliament, made provision for the following :—

- (i) Ratified New Zealand acceptance of the Convention on International Civil Aviation signed on behalf of the Government on the 7th March, 1947.
- (ii) Authorized the issue of regulations for the efficient and smooth development of civil aviation in New Zealand.
- (iii) Created the position of Director of Civil Aviation.
- (iv) Repealed the Air Navigation Act, 1931, but provided that the regulations in force under that Act remain as effectual as though they had originated under the new Act.

(b) *The New Zealand National Airways Amendment Act*.—This Act, passed in December, 1948, amends the New Zealand National Airways Act of 1945, and provides that all air services within New Zealand are to be operated only by the New Zealand National Airways Corporation, or pursuant to a permit or contract under the provisions of the Amendment Act.

Aero clubs are exempted from the provisions of the Act, provided all persons carried are club members and the aircraft used are owned or hired by the club.

The Act provides for the taking of land for the Corporation under the Public Works Act, 1928.

The new Act is to be read together with and deemed part of the New Zealand National Airways Act, 1945. It repeals the Transport Licensing (Commercial Aircraft Services) Act, 1936, and section 93 of the Statutes Amendment Act, 1945.

(c) *The Quarantine (Air) Regulations 1948*.—These regulations (administered by the Health Department) became effective as from 1st April, 1948, and provides measures for the prevention and control of infectious diseases which may be carried by aircraft or persons, livestock, and goods carried by air to and from New Zealand.

(d) *The New Zealand National Airways Regulations 1949*.—On the 1st February, 1949, the New Zealand National Airways Regulations 1949 were issued pursuant to the New Zealand National Airways Amendment Act of 1948, and set out the conditions and requirements in connection with the issue of permits and temporary authorities for the operation of air services other than by the New Zealand National Airways Corporation.

The regulations also provide for penalties for offences and non-compliance with the regulations.

(e) *International Agreements* :—

- (i) Preliminary discussions have been held with France concerning the use of aerodromes at Aitutaki and Faleolo on the air route between New Caledonia and French Oceania. Meantime New Zealand has granted permission for the operation of French aircraft on her territory.
- (ii) A draft inter-governmental agreement between the United Kingdom, Australia, and New Zealand has been prepared on the subject of traffic rights for British Commonwealth Pacific Airlines. This agreement, which is still under discussion, lays down the condition on which B.C.P.A. may fly over and operate on the territories of each of the participating Governments.
- (iii) Also under discussion is a bilateral agreement between New Zealand and Canada regularizing the operations of B.C.P.A. between the two countries and replacing the informal agreement by which these operations are at present carried on.
- (iv) A draft inter-governmental agreement between the United Kingdom, Australia, and New Zealand has been prepared to replace a previous agreement as to the operation of Tasman Empire Airways, Ltd. The new agreement proposes the continued operations of this company for another three years.