

The bulk of the questions before the Assembly were based on the deliberations of the Permanent Council during 1947-48, and for the purpose of concentrating its efforts the Assembly resolved itself into four working commissions covering legal, economic, technical, and administrative problems. The question of the charges which may be levied by any country for airport and other aviation facilities was discussed at length and, as a result, the Council was directed to undertake an immediate study of the facilities provided on international trunk air routes and to prepare a report on the matter. New Zealand is closely interested in this question, as the British Commonwealth provides a large number of airport and aviation facilities in all parts of the world.

This Assembly also adopted a resolution in accordance with Article 54 of the ICAO Convention to establish a Permanent Air Navigation Commission of twelve members having suitable experience in the science and practice of aeronautics which will be responsible for the collecting and collating of technical reports and information on air navigation with a view to devising and improving standards and recommended practices. This new Commission has replaced the Air Navigation Committee, which had been operating on an interim basis, but which had been prevented from carrying out its purely technical work by the intervention of national and political considerations.

The New Zealand delegation again raised the question of international ownership and operation of international trunk air services and moved a resolution that the Council of the ICAO be directed to submit detailed reports upon legal, economic, and administrative problems involved in this matter. This resolution was adopted. The New Zealand delegation also urged that the study of the problem of securing a multilateral agreement on commercial rights in international air transport be continued.

It was noticeable that the second Assembly, unlike the first in 1947, was not clouded by any significant political issues. The Organization appeared to have settled down on to more solid foundations, and national delegations, in almost all cases, guided themselves by the principle that the main purpose of the Organization is to develop techniques of international air navigation and foster the development of international air transport.

The third meeting of the South Pacific Air Transport Council (SPATC) was opened at Wellington on 29 November, 1948, and concluded on 7 December, 1948. This meeting had a particular significance as it was the first occasion that Canada was represented as a member. Previously Canada had been represented by an observer only. Canada has designated a privately-owned airline (Canadian Pacific Airlines) to operate an air service between North