

31. Under another Agreement made at the Conference provision is made for the grant of the five privileges, or freedoms. This was signed by a few States, but not by the New Zealand delegate, since it did not provide those conditions with respect to the exercise of these privileges or freedoms which the New Zealand Government desired. This Agreement is known as "The International Air Transport Agreement."

32. Under both the "two" and "five" freedom Agreements, referred to in the preceding paragraphs, provision is included whereby any disputes that arise will be dealt with in accordance with the provisions of the main Convention establishing the International Civil Aviation Organization. There is assurance, therefore, of reasonable uniformity in the development of practices affecting air navigation and transport.

#### STANDARD CLAUSES

33. It was proposed at the Conference that certain standard clauses should appear in all Agreements made by member States in regard to the operation of air transport services. Since no general agreement was reached regarding the operation of international air transport services, the conditions governing the operation of such services must, in the meantime, be regulated by special Agreement. The standard clauses agreed at the Conference include specific provision against discrimination in the operation of air services. They deal with technical matters; the imposition of just and reasonable charges for the use of airports and other facilities. Charges must not be higher than are imposed on national aircraft engaged in similar international air services.

#### SUMMARY

34. Although many hopes were disappointed, much good was achieved at the Civil Aviation Conference at Chicago. Progress was made in the determination of principles which should govern air navigation. These apply to all classes of aircraft, whether commercial or not. This review was timely and necessary, and has resulted in the formulation of a body of rules which, it is felt, will command the acceptance of all nations, and particularly those of chief importance in air transport.

35. The principal disappointment of the Chicago Conference was the failure to secure complete agreement on the principles governing the development of air transport. There was general acceptance of some principles, and the importance of these should not be underestimated. There was full consideration of the other principles, and while they did not command general acceptance, examination of them did ensure to the members of the delegations and to the nations they represented a full understanding of what is involved. We are sanguine enough to believe, since it is the object of all peoples of the world to ensure that air transport ministers to the general well-being and advancement of men, that fundamental agreement will be reached, and sooner rather than later. Continuing study of the problem by the Interim International Civil Aviation Organization will be a valuable means of advancing this result, and it is our earnest hope that, as soon as war conditions permit we shall see air transport linking the nations of the world in a fruitful and friendly way.

#### BRITISH COMMONWEALTH MEETINGS

36. Reference should be made to the discussions between representatives of British Commonwealth countries which preceded and followed the International Conference at Chicago. The first Commonwealth meeting was on an official level and was held in Montreal at the end of October. It was clear following the Chicago Conference that it would be useful if a further meeting of Commonwealth delegates was held, and the invitation extended by the Canadian Government for a meeting in Montreal was accepted. This second Montreal meeting afforded a valuable opportunity to members of Commonwealth delegations for discussions on matters of particular interest to the British Commonwealth in the light of developments at Chicago. A further Commonwealth meeting was held in London towards the end of December to conclude discussions on certain questions which could not be finally settled at the Montreal meetings.

37. Full consideration was given at these meetings to the question of routes linking Commonwealth countries. Of particular interest to New Zealand are the routes from the United Kingdom via the Middle East, India and Australia to New Zealand, and to North America and the United Kingdom across the Pacific. The service from the United Kingdom via India will be operated initially with Lancastrian aircraft, and with more suitable transport types immediately these become available. For the present this service will terminate in Australia, but later it is hoped that it will come through to New Zealand. Some further planning will be needed in connection with the British air service across the Pacific, but it is hoped that this will be established in a measurable period of time.

38. One of the most important decisions taken at the Montreal and London meetings, and subsequently approved by all the Governments, was that a Commonwealth Air Transport Council should be formed. This will include representation from the United Kingdom, the Dominions, India, Southern Rhodesia, Newfoundland, and the colonial Empire. It is a consultative body on all matters of mutual concern to Commonwealth countries on civil aviation. It will keep under review the progress and development of civil air communications; it will serve as a medium for the exchange of views and information; and will consider and give advice on such civil aviation matters as may be referred by any Commonwealth Government. The Secretariat of the Council will be provided by the Civil Aviation Department in the United Kingdom, but it is proposed that officers of the appropriate Departments in other Commonwealth countries will be attached to and function as members of the Secretariat.

39. All of these British Commonwealth meetings were most valuable. They afforded useful opportunities for discussion on the many aviation questions of special concern to Commonwealth countries. The value of these meetings and association will not be lost. It will be preserved in the Commonwealth Air Transport Council, which will meet at regular and frequent intervals, and, by continuing study of the problems, advance the interests and development of British Commonwealth aviation.

D. G. SULLIVAN, Chairman of the Delegation.