

The Conference in Washington was a memorable one not only because of the signing of the new convention, but because of the great volume of work achieved on the technical side. International co-ordination and uniformity of practice has been achieved in all the important fields of meteorology.

AVIATION FORECASTING

Forecasting Activities.—The year has been a most difficult one for the aviation forecasting service, due to the continued shortage of professional staff combined with the increased demands resulting from the expansion of commercial and aero club flying activities. To meet the position, we have reluctantly closed temporarily two of the smaller aviation forecasting offices and concentrate work in the larger offices. Those closed have been Lauthala Bay (Fiji) and Whenuapai. As soon as sufficient trained staff can be obtained, it is intended to open also forecasting offices at Palmerston North, Harewood, and Ohakea.

In April, 1947, New Zealand took over from the United States the responsibility for the meteorological service at the International Airport at Nandi, Fiji, and established a full forecasting office there. At the close of the year aviation forecasting offices were functioning at only Nandi, Mechanics Bay, Wigram, Taieri, and Paraparaumu, the last named having been transferred from Rongotai in September, 1947.

The main cause for concern over the restriction in the number of forecasting offices on aerodromes is that there has been a most undesirable reduction in the amount of personal briefing of crews by forecasting officers. In this regard the internal aviation services have suffered to a greater degree than the overseas services using Mechanics Bay and Nandi. Maintenance of the scale and standard of service at Nandi and Mechanics Bay, however, would not have been possible without the assistance of three forecasters assigned for duty at those places by arrangement with Pan-American World Airways, Inc.

Aircrew Training.—In addition to forecasting activities, the aviation meteorological service has continued to provide the requirements of the civil aviation authorities and the R.N.Z.A.F. for the training and examining of pilots and navigators in the subject of meteorology.

International Co-operation.—The Principal Meteorologist (Islands) represented the Meteorological Service at the meeting of the South Pacific Air Transport Council held at Canberra in August, 1947. Our interest in this Council is very considerable by virtue of the arrangement whereby New Zealand provides, on behalf of the United Kingdom, the aviation meteorological facilities in Fiji and those territories of the High Commission of the western Pacific east of longitude 170° E.

In September, 1947, the Officer in Charge, Forecasting, visited Melbourne to assist in the drafting of a new "Manual of Operations for International Air Routes in the South Pacific" ("FANZARO," 5th Edition) in conformity with the procedures of the International Civil Aviation Organization. This manual was brought into operation on 1st January, 1948.

General.—Close liaison has been maintained within New Zealand with the R.N.Z.A.F., the Civil Aviation Branch, and the various operating companies. Technical advice has been supplied as required on matters concerning flying operations, major items in this regard being the data supplied to the Tasman Empire Airways Commission of Inquiry, and to the Fiji International Airport Commission.

GENERAL FORECASTING

The organization of forecasting for the general community, as distinct from aviation forecasting, is the responsibility of the forecasting office at Kelburn, Wellington. With the exception of certain local city forecasts given from the Commercial broadcasting stations at Auckland, Christchurch, and Dunedin, and answers to local inquiries in these cities, all general forecasts are issued from Wellington.