

Civil Aviation Branch.—Close liaison has been maintained throughout the year with the Civil Aviation Branch, particularly with the Air Traffic Control and Communications Sections, which are jointly concerned with the Aviation Meteorological Section in the provision of the day-to-day operational requirements of aviation.

During the year the Meteorological Branch co-operated with the Australian and New Zealand Civil Aviation authorities in revising the Manual of Operations for international air routes in the Fiji—Australia—New Zealand region.

Operating Companies.—Close liaison has also been maintained with the various operating companies, particularly with Tasman Empire Airways, Ltd., and New Zealand National Airways Corporation. Frequent discussions have been held with officials of the Corporation on their meteorological requirements, and on the most satisfactory way of meeting these from the meteorological resources available.

S.P.A.T.C.—The Meteorological Branch was fully represented on the Meteorological and Technical Committees of the South Pacific Air Transport Council meeting held in Wellington late in 1948.

I.C.A.O.—As meteorology is an integral part of the activities of the International Civil Aviation Organization, the Meteorological Branch has considerable interest in its work. The Assistant Director of Meteorological Services was the New Zealand delegate at the North Pacific Regional Air Navigation Meeting of I.C.A.O. held at Seattle, Washington in July, 1948. Prior to attending the meeting, he visited Melbourne for discussions on the agenda with the Australian Meteorological and Civil Aviation authorities.

New Zealand is interested in the North Pacific by virtue of the fact that the Pacific Trunk Air Services from New Zealand and through Fiji extend into that region. The principal business of the meeting was the drawing-up of recommended supplementary navigation procedures for use in the North Pacific. The aim of the Australian and New Zealand delegations of endeavouring to have the North Pacific Supplementary Procedures as similar as possible to those already in force in the South Pacific was substantially achieved, and from this aspect alone the meeting was highly successful as far as New Zealand is concerned. We are indebted to the other States represented, particularly the United States, for the favourable consideration given to our views.

GENERAL FORECASTING

The organization of forecasting for the general community, as distinct from aviation forecasting, is the responsibility of the office at Kelburn, Wellington. The Aviation Forecasting Offices at Auckland, Christchurch, and Dunedin provide the forecasts which are broadcast from the local commercial broadcasting stations, and answer numerous inquiries which originate in their particular area. Otherwise, all general forecasts in New Zealand are issued from Wellington.

The general forecasting service for Fiji, including daily broadcast forecasts from the Fiji Broadcasting Company's station in Suva, is provided by the Meteorological Office at Nadi Airport. A detailed hurricane warning system for the Pacific Islands area is also provided by the Nadi office.

The principal routine task of the Kelburn office continues to be the preparation of forecasts for the press and radio. In addition to the four main broadcasts over the National Broadcasting Service network, forecasts are issued each day to eleven morning and twenty-eight evening newspapers distributed throughout the country.

Forecasts and storm warnings for shipping in the New Zealand area are broadcast twice daily by wireless telegraphy. In addition, for the benefit of coastal shipping and fishing-vessels, a corresponding forecast and selection of coast-station reports are broadcast twice each day by radio telephony from Musick Point, Wellington, and Awarua Radio Stations.