of the two countries differ. But the common ground covers the whole of the aeronautical aspects of the problem, and if these aspects were worked out jointly by the two countries, the process of fitting the agreed solution into the legislative framework of New Zealand would present no difficulty. Hence it is recommended that New Zealand should collaborate with the United Kingdom in the finalising of the draft interim regulations reproduced in Appendix G (see paragraphs 54 and 55 in Part I).

235. It should be noted that, with one or two exceptions, the aircraft operating the international air services of the world to-day cannot comply with all the I.C.A.O. proposals for performance standards, as they exist. Because of this, the United States Civil Aeronautics Board have postponed, until 1st January, 1954, the application of the relevant United States regulations (C.A.R. 04A and 04B, on the latter of which the proposed I.C.A.O. standards were largely based), except for aircraft certificated as a basic type after 30th June, 1942. This was effected by C.A.R. Amendment 40–2, adopted on 13th February, 1948, and effective 20th March, 1948. This amendment applies to both U.S. international and U.S. internal air transport operations, and was enforced by the realisation that the regulations as they stood would put out of action the majority of aircraft now operating. Moreover, as we have stated (paragraph 216), Article 41 of the Convention as it stands precludes the obligatory international application of the I.C.A.O. Airworthiness and Performance Standards, when adopted, to aircraft of types certificated prior to or within three years after the adoption of those standards. Circumspection must therefore be exercised in applying performance standards to aircraft now operating or to be put into operation during the next few years.

Application of draft regulations in Appendix G to the Tasman service

236. Paragraph 7 (*a*) of Appendix G contains the provision of the proposed United Kingdom regulations which is relevant to the problem which has arisen on the Tasman service in relation to the Sandringham flying-boat. It stipulates that the aeroplane must have a rate of climb of 100 f.p.m. at 5,000 feet above sea-level, with one engine inoperative, under the atmospheric conditions expected to obtain during the flight. In fulfilling this provision it would be the responsibility of the Civil Aviation Directorate to approve the data scheduled in the aeroplane flight manual showing the relationship between all-up weight, ambient temperature and density, and rate of climb with one engine inoperative and the other engines working within their approved conditions. It would be the responsibility of the operators to prepare a performance sheet for each flight showing that, for the load carried and the conditions forecast on that flight, the prescribed conditions were complied with.