national standards yet to be introduced. The task requires large technical resources which are not at the command of every country, (Paragraph 234.)

S. 65 : The United Kingdom draft interim regulations governing aircraft performance (see Appendix G) in the conditions applicable to the Tasman crossing prescribe a rate of climb of 100 feet per minute with one engine inoperative at 5,000 feet in the atmospheric conditions expected to prevail. Generally speaking, this will be somewhat below the draft requirements of I.C.A.O. Relevant figures for the Sandringham and Solent flying-boats are examined. The Solents are expected to comply with the I.C.A.O. draft Standards in this respect. (Paragraphs 237 ; 238.)

S. 66 : In applying airworthiness and operational standards in New Zealand the separate functions of the regulatory authority and the operator should be carefully observed. The former is responsible for prescribing the standards, the latter for their application and day to day observance. (Paragraph 231.)

PART IV—AERODROMES

Aerodrome standards

S. 67 : It is not possible to assess the aerodrome standards required in New Zealand by referring solely to the I.C.A.O. AGA Standards. The OPS and AIR Standards must also be taken into consideration. In applying these three sets of Standards, allowances must be made for contemporary aircraft which cannot, and will never be required to comply with all the provisions of these proposed standards. (Paragraphs 239–245.)

S. 68 : The " approach " and " circuit " clearance requirements of the AGA Standards may be impossible to satisfy at some aerodromes in New Zealand in hilly terrain. Safety should be preserved by the selection of aircraft with suitable performance characteristics and by a sacrifice of regularity in scheduled air services. We recommend that New Zealand should pursue with I.C.A.O. the development of special standards and procedures for such terrain. (Paragraphs 246–247.)

S. 69 : We recommend the preparation of aerodrome zone plans for all important aerodromes, with particular reference to the installation of approach lighting and instrument landing systems and the use of the powers conferred by the Public Works Act, 1928, to control structures in the aerodrome zone. (Paragraphs 248–251.)

S. 70 : The standard recommended for the development of international aerodromes in New Zealand is I.C.A.O. Class C4. While I.C.A.O. Standards carry no obligation in respect of internal aerodromes, we recommend I.C.A.O. Class D5 as the maximum which need be aimed at for major internal aerodromes. (Paragraphs 252–253.)

International airports

S 71 : International land airports are required at Auckland and Christchurch ; and Ohakea is necessary as an alternate in case of bad weather at either of the regular airports. International water aerodromes at Auckland and Wellington are recommended. (Paragraphs 254–258.)