

S. 83: Bluff Harbour appears to be suitable for the operation of flying-boats. (Paragraph 298.)

#### *Aerodrome equipment*

S. 84: Attention is drawn to the urgent need to improve the fire-fighting organisation at aerodromes, both in equipment and personnel. (Chapter 21.)

#### *Aerodrome economics and management*

S. 85: There is need for a considerable programme of aerodrome construction and development in New Zealand. It is beyond the capacity of local authorities generally to provide what is required, and we recommend that the State should take over the ownership and responsibility for development of the aerodromes required for the national air transport plan. (Paragraphs 306-308.)

S. 86: The field should be left open for local and private enterprise to provide aerodromes outside the national plan, subject to technical control by a licensing system. (Paragraph 309.)

S. 87: Local authorities and associations should be associated with the development of service and amenities for the public at State aerodromes. Aerodrome advisory committees, comprising the airport manager and representatives of local authorities and other bodies, are recommended. (Paragraphs 310-312.)

S. 88: We do not recommend the establishment of a series of main and district aerodrome boards with advisory or other functions in regard to the national air route system. This can be most effectively handled by the department of Government concerned. (Paragraph 312.)

S. 89: There is a need for unified control of the administration and all activities at each aerodrome. The post of aerodrome officer in charge may combine the duties of administration and business management and co-ordination of all technical services. The administration and operation of State civil aerodromes should be the responsibility of the Director of Civil Aviation. (Paragraphs 314-315.)

S. 90: A system of charges for the use of aerodromes should be established in order to reduce the cost to the taxpayer and to ensure that air transport is not developed on an artificial economic basis. (Paragraphs 316-319.)

S. 91: We recommend a commercial basis of rent and charges for the use of hangars and other buildings, and a landing charge so fixed that it represents an equitable cost per ton-mile of air transport in relation to other elements in the total cost. (Paragraphs 320-325.)

S. 92: Ancillary sources of revenue should be developed; the aerodrome advisory committees recommended can play a useful part in this. (Paragraph 326.)

#### *Aerodrome licensing*

S. 93: The aerodrome licensing system is inappropriate for State aerodromes, whether civil or Air Force. (Paragraph 327.)