

I.C.A.O., but in such variation, the safety factor must be assessed and should be maintained at the same high level, perhaps by accepting a lower standard of utilisation and therefore regularity of service.

253. With the foregoing considerations in mind, and noting that there are some I.C.A.O. Standards which it will not be possible to satisfy everywhere in New Zealand, we have made an assessment of the standards to which we consider aerodromes should be constructed. We recommend that all international airports be constructed to I.C.A.O. C4 standard, except at Auckland, where provision should be made for further development. Major internal aerodromes need not comply with standards higher than I.C.A.O. Class D5, while the equivalent I.C.A.O. standard for minor aerodromes may be as low as Class G. These assessments are dealt with more fully in succeeding chapters.

## CHAPTER 19—INTERNATIONAL AIRPORTS

254. To provide for the international air services by landplane and seaplane to Auckland, Wellington, and Christchurch, referred to in Part II of this Report, the international airports which we think are required in New Zealand, and the I.C.A.O. Standards which should be applied to them, are—

				Initial Standard.	Ultimate Standard.
For landplanes—					
Auckland	..	..	..	C3	B3
Christchurch	..	..	..	C4	C4
Alternate aerodrome for landplanes—					
Ohakea (RNZAF)	..	..	..	C4	C4
For seaplanes—					
Auckland	..	..	..	B2	B2
Wellington	..	..	..	B2	B2

255. The Auckland airport, as the trans-Pacific terminal, should be planned for ultimate development to I.C.A.O. Class B3. New runways should be constructed with an initial strength factor equivalent to I.C.A.O. Class 3 for economy reasons. At no other international airport, regular or alternate, is it necessary to construct runways exceeding Class C in length or Class 4 in strength. The I.C.A.O. Southern Pacific Regional Conference recommended a Class C aerodrome at Auckland. This recommendation was related to current needs.

256. A fully equipped alternate international land aerodrome is needed for both Auckland and Christchurch. They are too far apart to serve fully as alternates to each other. Ohakea is ideally situated geographically and topographically to serve as alternate for both.