

52. *Advisory Committee on Air Regulations.*—In Part II of this Report (*vide* chapter 8, paragraphs 115 to 119), we point to the need for more deliberate consideration of the regulations to be applied to civil aviation and recommend the establishment of an advisory committee for this purpose, composed of representatives of the Director General of Civil Aviation, the operators (including the flying clubs), the pilots, and others professionally or technically concerned.

### *International representation*

53. We believe that there is substantial benefit to be achieved by the closest possible link up with the International Civil Aviation Organisation (I.C.A.O.) and with certain Commonwealth countries, particularly the United Kingdom and Australia. Reference is invited to Part III of this Report in this connection. There would be advantage to New Zealand if a civil aviation officer of suitable standing and ability to deal with a variety of technical subjects were posted to Canada to take part in the deliberations of the Air Navigation Committee of I.C.A.O., to represent the New Zealand view, and to keep the Director General of Civil Aviation informed with regard to all developments and progress. While this would be his main activity, he could also attend meetings of the Air Transport Committee of I.C.A.O. and perform some of the functions of a Civil Air Attaché or liaison officer in securing technical and other information from the United States and Canada. We regard it as important, however, that he should have a specific task, and not the somewhat loose functions of a Civil Air Attaché at large.

54. We also consider that a similar officer posted to London with the specific responsibility of collaborating in the formulation of regulations to give effect to I.C.A.O. decisions, and in the revision of regulations generally to keep them in line with the rapidly changing technique of aviation, would be of mutual benefit to New Zealand and to the United Kingdom. The scientific and technical establishments which are required to perform this task, and which exist in the United Kingdom, are beyond the capacity of most countries of the world to provide. It appears to us that the only way in which these tasks can be adequately dealt with in the smaller countries is by collaboration with those countries who have the means at their disposal. We are confident that the United Kingdom Government would gladly co-operate with New Zealand in this respect.

55. We emphasise that the value to be attained from such arrangements as we have here proposed depends entirely on the officers being given specific tasks and responsibilities, and not a roving commission. We realise that it may be difficult to find or spare the personnel, but we commend the proposal to Government for consideration when it is practicable.