

# PART II

## MEASURES FOR THE EFFICIENT, SAFE, AND ECONOMIC OPERATION OF AIRCRAFT

“(B) *The technical and administrative measures necessary to provide for the efficient, safe, and economic operation of civil aircraft and air services, including, inter alia, the principles and procedure governing the issue of air service certificates.*”

We interpret our terms of reference so far as administrative measures are concerned to be mainly concerned with the administration of the Air Navigation Act and other Acts and Regulations—that is, broadly, the governmental regulation of civil aviation.

So far as technical measures are concerned, we interpret this as referring mainly to technical measures for the regulation of aviation, and in any case not to go beyond certain major technical problems. It is, we believe, entirely understood that an investigation in detail of all the technical problems involved in the regulation of aviation and the operation of air transport and other services by aircraft in New Zealand would not be possible, and we have no reason to believe that any such inquiry or advice is necessary. In selecting the factors with which we should deal, we have therefore, as we think we were intended to do, exercised our own judgment of their relevance and importance.

### CHAPTER 4—PLANNING OF AIR SERVICES AND AIR ROUTES

70. It appears that there is as yet no completely co-ordinated plan of development of civil aviation in New Zealand, and in consequence the efforts of individual officers, branches, and other organisations are only partially co-ordinated and sometimes mutually conflicting. There appears to be some evidence of insufficient co-ordination of the plans for inaugurating air services and the corresponding plans for equipping air routes. We note that efforts have been made at planning programmes affecting some parts of the organisation for civil aviation, but these do not appear sufficiently linked up. The very changed circumstances with which civil aviation administrators and operators were faced after the war, in every country in the world, involved far more development work of every kind than could possibly be accomplished, except spread over a long period of phased development. In consequence, the need for a co-ordinated plan relating all phases of development was imperative. From the orgy of post-war planning which broke out about 1944, few countries have succeeded in producing such a master plan, but, to the extent that it has been achieved, it has had the