

development of the over-all plan. It is, moreover, the responsibility of the Director of Civil Aviation to present to Government at appropriate stages the plans as they emerge and as they are modified by the problems of implementation of each separate part, together with estimates of the cost involved in each phase of the development proposed. On such basis Government can consider the over-all effects on policy and resources and the extent to which the plans can be implemented. In this, *ad hoc* committees representing all the departments and interests concerned can perform a useful and maybe necessary advisory function. Unless the responsibility for production of plans and co-ordinating them at every stage is firmly placed on the officer responsible for the development of civil aviation, the time of such committees must be largely wasted.

80. In the application of these principles at this late stage in the actual development of aviation in New Zealand, it might appear that we counsel holding up further development while a plan is prepared. This, of course, would not be acceptable, nor is it necessary. Much of the required development is already clear and much has taken place. This must be worked into the master plan. The major requirements which are already defined provide a programme of work sufficient to occupy the departments and operating agencies while the planning continues, and they will absorb more than all the resources at present available.

CHAPTER 5—ORGANISATION OF AIR SERVICES

81. In offering the following comments on the needs of New Zealand for air transport services, we wish to emphasise that we have not attempted, nor would it have been possible for us to attempt, to consider and draw up a programme of what these services should be. The remarks which we have made with regard to the sequence of planning and the factors involved are sufficient to show that this could not have been done. We have, however, heard a great many views bearing on this, and we offer the following comments on certain major factors in the problem.

International air services

82. We have come to the conclusion that there are three centres in New Zealand which should be served by international air services, in which is included the trans-Tasman air service. These are Auckland, Wellington, and Christchurch. In this we merely confirm what we believe to be the view of Government and of all the authorities directly concerned. We emphasise in particular that we do not consider that the needs of New Zealand for international air services would be met by