

operating such services to centrally situated localities in either the North Island or the South Island or both. The claims of sundry local authorities and local interests for such a solution, based on such factors as central geographical position or the ease of making an aerodrome of international standards, do not and cannot carry weight in a problem which is wholly a national one.

83. Certain physical factors have over-riding importance at each of the three major centres. Auckland must, by reason of its geographical position, always remain the terminal of the trans-Pacific air services, and this is reinforced by its importance as the largest industrial and commercial centre and the largest population centre in the Dominion. Since all the trans-Pacific services are at present operated by landplane, and since the present tendency of transport aircraft development is all in the direction of landplanes, it follows that Auckland must be provided with a first-class international aerodrome for landplanes. In Part IV of this Report (Chapter 19, paragraphs 259 to 264) we examine the solution of this problem. For reasons given below, Auckland must at present also be equipped for the reception of international seaplane services.

84. Wellington, as the capital city, a large industrial and commercial centre, and the largest traffic generating centre in the Dominion, should be served direct by international air services. Unfortunately, the topography of the country surrounding Wellington makes it impossible at present to provide an aerodrome of international standard for landplanes. The Wellington harbour appears, subject to investigation and trial, to be suitable for the operation of modern flying-boats. In Part IV of this Report (Chapter 19, paragraph 279) we examine this problem in more detail. It follows that international air services direct to Wellington can only be operated with flying-boats, and in view of what has been said in the preceding paragraph, these will be limited to trans-Tasman services.

85. Christchurch, as the major centre of population, industry, and commerce in the South Island, as well as by its geographical location, is a centre which should be served by international air services, though it would appear necessary to consider this only in relation to services to and from Australia and beyond. Christchurch cannot at present be served by flying-boats, and the cost of constructing a flying-boat base would, we think, not be justified by the present prospects of flying-boat development and operation. On the other hand, the Christchurch terrain is eminently suitable for the construction of a land aerodrome of international standard. We deal with this in more detail in Part IV (Chapter 19, paragraphs 269 to 276).

86. Since, of the three centres in New Zealand which should be served by international air services across the Tasman Sea, one is suitable only for flying-boats and one suitable only for landplanes, it appears