

and Queenstown, as well as with other scattered localities around the Lakes, could be built up on a taxi or charter basis in this way. As and when greater regularity and frequency of service are required, it would be possible for the National Airways Corporation to arrange such operations by contract with the local operator. The case we have cited is illustrative only.

CHAPTER 6.—STUDY OF AIR TRANSPORT OPERATING RESULTS

101. Complementary to the planning of air services, there is a need for the systematic analysis of the economic results. The Corporation and Tasman Empire Airways, Limited, are responsible for developing air transport to meet the country's needs in their particular spheres. They report their financial and operational results to Government. In order that progress may be assessed and efficiency measured by comparison with air transport operations elsewhere, there is a need for detailed analysis of the financial and operational results and their reduction to terms which provide a simple measure of the success of the operation. This, rather than detailed supervision of the operations, which is the function of management, is in the province of the Civil Aviation Directorate. The proposed Air Services and Operations Branch should have suitable staff and should be required to prepare for Government such analyses of the air transport operations of the national operators. The systems and principles developed by the Civil Aeronautics Board of the United States of America provide an excellent guide.

CHAPTER 7.—AIR ROUTE ORGANISATION

102. We have given but superficial attention to the organisation of the air routes, but we have discussed the problems involved with those concerned and received a considerable amount of information on the subject. We wish to emphasise what we have said in connection with planning—the vital importance of keeping the ancillary organisation of the air routes abreast of and in line with the development of air services and aerodromes. By neglect of any one of the ancillary services, expenditure on aircraft, aerodromes, and the other ancillary services, may be rendered nugatory.

Air traffic control

103. We note the excellent arrangement which has been made in New Zealand whereby there is a joint Air Traffic Control service for the Air Force and civil aviation, operated by the Civil Aviation Directorate, with arrangements for Air Traffic Control personnel to be enrolled in the Territorial Air Force and to serve as Air Force personnel when posted to Air Force stations.