

of the Air Registration Board, a substantial contribution could thereby be made towards the operational safety of such aeroplanes (see British Civil Airworthiness Requirements, subsection A. 33, Issue 1).

153. This aeroplane flight manual will customarily be issued concurrently with the certificate of airworthiness and the approval of the manual by the Air Registration Board is a necessary condition of the issue of a certificate of airworthiness.

154. It is to be noted that the manual will contain a great deal more information about the performance characteristics than the type record. The latter contains only a report on all flying trials made by the constructor's personnel in connection with airworthiness approval. The manual will contain the performance characteristics summarised above, and these may be based on flying trials additional to those included in the type record.

155. The Civil Aeronautics Administration in the United States customarily provides with United States aircraft information equivalent to that which is to be provided by the United Kingdom in the aeroplane flight manual.

156. It follows from the above that the appropriate New Zealand authority—the purchaser, and maybe, if public funds are required for the purchase, the Civil Aviation Directorate—will need the aeroplane flight manual. This should be stipulated as one of the conditions of purchase in all future New Zealand contracts. Such stipulation is at present necessary because, as mentioned above, the United Kingdom is not making the flight manual a necessary adjunct of the certificate of airworthiness for prototypes certified prior to 1st January, 1949. It must be remembered that the manual will not be available before the aeroplane has been built, tested, and issued with a certificate of airworthiness. If information is needed in New Zealand at an earlier date than this, such information should be stipulated as one of the conditions of purchase. Normally such advance information will not be authenticated by the competent airworthiness authority of the country of origin.

157. It is stipulated in Leaflet P. 8 of the New Zealand Civil Airworthiness Requirements that no aircraft shall be imported into New Zealand unless a type record has been lodged with and approved by the Director of Civil Aviation. This was stipulated before the Air Registration Board had issued Subsection A. 33 of the British Civil Airworthiness Requirements announcing the introduction of aeroplane flight manuals.

158. As explained above, the need now is for an aeroplane flight manual rather than a type record, but it will not always be available when the aeroplane is ordered. We understand that the Director of Civil Aviation contemplates amending Leaflet P. 8.