

the problem with which we have come in contact and on which we have been given information and received representations. The principal classes of technical personnel for whom training schemes are required are dealt with below :—

*Air traffic controllers (Government service)*

184. We are informed that sanction has been given for the establishment of an air traffic control school, which it is hoped may be established within six months. Difficulties are being experienced in regard to premises, equipment, and more particularly the recruitment of a sufficiently qualified and experienced chief instructor at the salary offered. Air traffic controllers should be recruited from men with aircrew experience, preferably pilots and navigators, but special training in air traffic control duties is and always will be an essential. We consider it desirable that the school should be established as soon as possible.

185. Not only is initial training of air traffic controllers necessary, but their appreciation of the air traffic control problem as it presents itself to the pilot must be continually refreshed. Recurring air experience and the closest association throughout with the problems of the aircrews are important. Experienced aircrew personnel might, by arrangement with the operators, be associated from time to time with the air traffic control personnel on duty, particularly in difficult weather conditions. The need for this airman's view of the air traffic control problem has been urged on us by representatives of the pilots. It is a universal problem, to which we think it is important to draw attention, but not as any criticism of current practice. We think that the New Zealand standard of air traffic control is good.

*Radio operators and technicians (Government service)*

186. We understand that training schemes for professional engineers, technicians, and operators in the civil aviation telecommunications organisation are now in various stages of implementation. The recruitment of these personnel from the Universities and technical schools, and their special training in civil aviation schools and the Royal New Zealand Air Force Electrical and Wireless School, as at present arranged or contemplated, appear adequate. The training of this class of personnel, depending mainly on normal educational institutions and ground training, does not present the same problem as the training of air traffic control personnel, in which air experience is an essential element for complete success. Nevertheless, the importance of proper specialised training to the high standard required for aeronautical communications and aeronautical radio aids to navigation must be emphasised.