

The objects of the service are to promote the safe, orderly, and expeditious movement of air traffic, both civil and military, within New Zealand and in the South Pacific.

The service operates three area control centres and sixteen control towers within New Zealand and one area control centre and four control towers in the Pacific, including the international airport at Nandi, Fiji.

Considerable progress has been made with the installation of radio navigational aids throughout the year, resulting in increased effectiveness of control, particularly during deteriorated weather conditions.

The search and rescue organization remains substantially the same. The co-ordination of information, the channels of communication, and the placing of operational units on the alert are the responsibility of the air traffic control organization, while the physical search is carried out by aircraft on the Civil Register, aircraft of the R.N.Z.A.F., or marine craft, depending on the type of operation involved. Rescue co-ordination centres are established within the four area control centres, and the R.N.Z.A.F. maintains search aircraft at Wigram, Whenuapai, Hobsonville, and at Lauthala Bay.

SECTION X.—LICENSING

Although a small increase only is shown in the total number of Pilots' "A" Licences current at 31st March, 1948, as against the corresponding figures on 31st March, 1947, this does not mean that aero clubs throughout New Zealand have curtailed training operations. On the contrary, the clubs have trained almost twice as many pupils during the past year as during the preceding twelve months. It is apparent, however, that many private (and commercial) pilot-licence holders who procured licences upon discharge from the Services have decided that no good purpose is served by continuing to renew their licences and have consequently allowed them to lapse. The figures show, therefore, that the issue of new "A" Licences has approximately equalled the number which has lapsed.

With respect to "B" Licences, the number current has increased from 200 to 264, due chiefly to the requirements of the New Zealand National Airways Corporation for ex-Service trained pilots holding commercial licences.

The following table sets out the types of licences current as at 31st March, 1948, with comparative figures as at 31st March, 1939 and 1947, respectively:—

Licence or Certificate.				Total current during 1938–39.	Total current as at 31st March, 1947.	Total issued during Year 1947–48.	Total current as at 31st March, 1948
Pilot's "A" Licence	..	..		205	863	438	875
Pilot's "B" Licence	..	..		26	200	122	264
Navigator's Licence—							
First Class	..	..	..	1	18	7	22
Second Class	..	..	..	1	25	9	29
Radio Telegraph Licence—							
First Class	..	..	..	..	13	10	20
Second Class	..	..	..	..	4	3	2
Third Class	..	..	..	..	53	32	78
Temporary	..	..	..	..	..	14	14
Radio Telephone Licence	..	..	..	..	8	..	7
Flying Instructor's Authority	..	..	..	..	44	31	68
Aircraft Engineer's Licence	..	..	..	16	125	45	171
Aerodrome Licence—							
Public	..	..	..	5	15	..	8
Temporary	..	..	..	12	..	1	..

It is pleasing to note that a considerable number of pilots were trained during the year by aero clubs and companies. As the years pass since the end of the war, those Service-trained pilots willing or able to take up careers in civil aviation are rapidly decreasing