

Bay and the obstruction of the circuit area by close ranges of hills on both sides (Mount Victoria (650 feet) and Mount Crawford (530 feet)) would render it unsafe for the operation of large transport aeroplanes.

268. The situation of Paraparaumu is less critical, but the hills which extend along the east side at a distance of two miles constitute obstructions in the circuit zone which make it impossible to comply with present proposals for I.C.A.O. Standards applicable to Class C aerodromes. We have not worked out in detail the runways which would be required, but it appears probable that the approaches of some of them in instrument flight conditions would also be obstructed to a dangerous extent. Whether instrumental aids and operational systems will be developed to such an extent as to make it possible to construct an international aerodrome at Paraparaumu it is not possible to forecast. In view of the distance from Wellington of any area where these adverse factors would not be encountered, we do not consider that it would be justifiable to attempt to construct an international land aerodrome to serve Wellington at present. In fact, if a solution more distant than Paraparaumu should be sought, there would be advantage in locating the international aerodrome at Palmerston North, which is a secondary centre of population and communications. Connection with Wellington by internal air service would still be necessary. We do not consider there is a case at present for building an international aerodrome 100 miles from Wellington. It has been suggested that Blenheim might be a suitable location for an international airport for Wellington. Its separation from Wellington by water, in our view, rules it out.

Christchurch

269. The site of the present aerodrome at Harewood is ideal in itself for development as an international aerodrome. We have examined proposals for its development in discussion with the District Engineer and the Harewood Overseas Air Terminal Committee. Plans have been prepared for the development of the aerodrome up to I.C.A.O. Class B standards. We think that development to I.C.A.O. Class C4 will be adequate, and that the aerodrome could be readily and cheaply extended to comply with this standard. A wind analysis shows that landing strips in two directions only would give a usability factor of approximately 98 per cent. We recommend that the aerodrome should be designed on this basis, but provision should be made for light aircraft in a turfed area of smaller dimensions.

270. Before a decision is taken to proceed with the development of Harewood it will be necessary to find a solution for the operational problem involved in the proximity of the Air Force aerodrome at Wigram. The two aerodromes are four miles apart. In consequence,