

that between the hills surrounding the harbour there is air manœuvring space of at least six miles in all directions. The rough water, which was one of the factors on which it was condemned, will probably not be a serious factor for large flying-boats. Sheltered moorings and embarkation area are essential, and if Evans Bay does not always afford this, alternative mooring and disembarkation areas might be located. No large capital expenditure for this purpose would be justified, particularly in view of the doubt whether seaplanes will continue to be operated after the retirement of the Solents. For the same reason it must be carefully considered whether it would be justifiable to institute a seaplane service to Wellington, with no certainty that aircraft will be available to operate it for more than five to seven years.

CHAPTER 20—INTERNAL AERODROMES

280. We recommend that, where possible, all aerodromes on the National Airways Corporation's trunk routes should ultimately be developed to I.C.A.O. D5 standard. It may only be necessary to undertake initial construction to E5 standard at most of these aerodromes, bearing in mind the policy to operate Lodestars and Dakotas on the trunk routes for some years.

281. At aerodromes served by minor air services operated with smaller aircraft, the ultimate standard recommended is I.C.A.O. Class E6. Initial construction to I.C.A.O. F class will probably be adequate at most of these aerodromes for some time. At other minor aerodromes principally used by flying club and taxi aircraft, I.C.A.O. Class G should be adequate.

282. The standards recommended are generally in line with those now being adopted by other countries with similar problems and with proposals prepared by the Director of Civil Aviation. The assessment of the standard required will have to be made individually for each aerodrome.

283. We comment below only on particular internal aerodrome problems to which our attention has been called or which appear to have special features.

Rongotai

284. We have examined plans of the proposed development of Rongotai to I.C.A.O. Class E standard. This appears to be the maximum I.C.A.O. Aerodrome class which can be achieved without incurring heavy capital expenditure in extending the runway into deep water in Evans Bay. Moreover, it is doubtful whether such further extension would be