

- (d) An isolated landing strip with no taxiway to serve it will retard operations to such an extent as seriously to limit the traffic-handling capacity of the aerodrome. Dependent on the position of the embarkation area, the time needed to clear the runway may reduce the rate of traffic handling by as much as one-half. Without a taxiway, we do not think that the aerodrome will be able to handle the traffic at peak periods after a few years, which has been estimated by the National Airways Corporation at one aircraft every three minutes. The minimum width of strip required to accommodate both the runway and a taxiway we consider would be 700 feet, which would necessitate the clearing of houses up to 1,000 feet.
- (e) For the foregoing reasons, we believe that the main road subway under the airfield as at present planned will be found too short. The relative costs of building the full length of subway necessary in the first place, or extending the subway later, should be explored.
- (f) To reduce the congestion of aircraft near the runway it would appear to be desirable that all hangars and service buildings should be located on or in the vicinity of the existing landing ground south-east of the strip. Only the administration and passenger-handling buildings would then be located in the north-west corner in Evans Bay.

Paraparaumu

286. When Rongotai is developed, the main purpose of Paraparaumu will be to serve as an alternate for Rongotai. For this purpose it will be necessary to retain a landing ground. The high range of hills extending along the east side of the aerodrome, which reach 1,200 feet within two miles, makes it impossible for this aerodrome to comply even with I.C.A.O. Class E standards in regard to circuit clearances. The fact that all other sides of the aerodrome are open, however, makes it possible to operate safely with stringently enforced operational procedures and limitations. The National Airways Corporation have in fact operated safely under the present rules for some time. In view of the projected development of Rongotai and our recommendation that an international aerodrome should not be built in this vicinity, it would not appear necessary to undertake any major development of this aerodrome.

Palmerston North

287. Although we have advised against an international aerodrome at Palmerston North, it will remain an important internal aerodrome, and ultimate development to Class D5 would appear to be desirable. So long as the National Airways Corporation base is located at this