

greatly assist in making the aerodrome serve the public in the manner in which it should be served. Among such services which directly affect the travelling and visiting public are the passenger terminal, including waiting rooms, restaurants, dressing rooms and lavatories; the sale of papers, books, tobacco, and other commodities; accommodation and enclosures for the public visiting the aerodrome; access roads, car parks, local transport systems, lighting, gardens, &c. The popularity of air travel depends to some extent on these terminal facilities and amenities, and it is the proper interest of local authorities to ensure that they are of a standard appropriate to the city or locality which the aerodrome serves.

312. For this purpose, we recommend the establishment of local advisory committees, on which should be represented the Director of Civil Aviation (through the airport manager or other senior official in charge of the aerodrome), civic authorities, chambers of commerce, and other appropriate local associations. Bearing in mind that passenger terminal buildings must be planned as part of the aerodrome, in proper relationship to accommodation for administration, air traffic control and other technical services, such local committees might in appropriate cases be given certain powers of expenditure of funds, partly provided by the State and partly from local resources, for the purpose of improving and maintaining the standard of amenities. Where catering is not provided by the national operator, as may well happen at international airports, it would be appropriate that the local advisory committee should take responsibility for the provision of catering adequate for the passengers and public using the aerodrome.

313. The establishment of main and district aerodrome boards on the parallel of the main and district highways boards established under the Main Highways Act, 1922, has been advocated. Whether such boards were advisory or had executive powers, we do not consider such an organisation to be appropriate. As we have said, the provision of aerodromes to serve the national air transport plan is a matter for national planning and can be most effectively handled by the department of Government concerned, with review, if necessary, by a committee such as the existing Aerodromes Committee. The organisation of the national air route system is in this respect more akin to railways than to roads. We can see only a clogging of the machinery by the establishment of an elaborate system of boards to do the work which should be done in the departments. *Ad hoc* arrangements can be made to consult local authorities at such stages in the development of the plan as may be found necessary. As we see it, the local aerodrome committees which we have advocated are all that can be effectively employed in this direction.