

The additional frequencies introduced on existing routes were :—

	Additional Frequencies per Week.
Wellington—Christchurch	12
Auckland—Wellington	6
Wellington—Blenheim	80
Wellington—Nelson	48
Auckland—Gisborne	8
Wellington—Gisborne	6

OPERATIONAL REVENUE AND EXPENDITURE

(Including Union Airways of N.Z. Ltd.)

	£
Passenger revenue	246,770
Freight and mail revenue	42,293
Miscellaneous income	2,153
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	291,216
Operating expenses	262,121
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Surplus	29,095
Less—	£
Taxation provision	17,295
Interest on capital advances from New Zealand Government	5,786
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	23,081
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Net surplus	£6,014
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AIRCRAFT

The flight equipment as at 31st March, 1947, consisted of—

Six De Havilland 89B (Dominies). (These are twin powered aircraft with a passenger capacity of six.)

Five Lockheed 10A (Electras). (These are twin powered aircraft with a passenger capacity of ten.)

Twelve Lockheed C. 60 (Lodestars). (These are twin powered aircraft with a passenger capacity of fifteen.)

Since the 31st March, 1947, the Corporation has acquired additional Lodestar aircraft which are being converted to passenger standards, and also a number of Douglas C 47B aircraft from the Royal New Zealand Air Force. Several of these aircraft are in progress of conversion, and others will be retained in their present form for air freight purposes.

PERSONNEL

The staff of New Zealand National Airways Corporation at the end of the period under review was 330. This comprised 99 flying staff, 149 maintenance staff, and 82 administrative and traffic staff. Training schools have been introduced for flying staff, and it is hoped to introduce a scheme enabling the training of skilled maintenance staff as soon as it is practicable to do so.