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Geneva, May 20th, 1932.

LEAGUE OF NATIONS

CONFERENCE FOR THE REDUCTION AND LIMITATION OF ARMAMENTS

AIR COMMISSION

Collection of Replies to the Questionnaires concerning the Organisation of National Civilian Forces

(Document Conf. D./C.A.6 — March 18th, 1932)
(Document Conf. D./C.A.7 — March 22nd, 1932)

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PRELIMINARY NOTE.

At its fifth meeting on March 17th, 1932, the Air Commission adopted a resolution requesting the Bureau :

" (1) With the assistance, if necessary, of the Secretariat, and of the competent International Organisations, to prepare, in order to facilitate its task, an objective documentary study summarising the principal works of these International Organisations, and the official proposals of the delegations on the internationalisation of civil aviation, and also the proposals of delegations with regard to any other measure calculated to prevent the signatory States from using this aviation for military purposes ;

" (2) To circulate all the concrete proposals relating to the question, together with statements of the reasons for them, which the Commission recommends the delegations to send in to the Bureau as soon as possible ;

" (3) To prepare a study on the organisation of the national civil aviations on the basis of the information which the Bureau trusts the delegations will supply to it ;

" (4) To prepare a programme for the resumption of the Commission's work. "

As regards Point 3 of this resolution, the Bureau requested the delegations to be good enough to send it before April 4th, 1932, the information requested in the following questionnaires (documents Conf. D./C.A.6 and Conf. D./C.A.7) :

FIRST PART

A. QUESTIONNAIRE (Document Conf. D./C.A.6.).

1. The authorities under which civil aviation is placed. A brief account of the organisation of the said authorities. Supervision exercised over civil aviation.
2. State what undertakings operate the national air lines or any part of those air lines. Give brief particulars of their organisation and of the characteristics of the lines operated.
3. Undertakings operating air lines outside the national territory. Give brief particulars of their organisation (stating whether these lines are operated by a single undertaking or by a pool) and of the characteristics of the lines operated.
4. Organisations and private persons practising flying as a sport or for touring purposes.
5. Are such undertakings, organisations or private persons in receipt of a Government subsidy? If so, what is the system on which such subsidies are granted?
6. Organisation of the wireless service.
7. Organisation of the meteorological services.
8. Statistical particulars :
   - *(a)* Length of the air lines (in kilometres) ;
   - *(a1)* Length of air lines equipped for night flying ;
   - *(b)* Number of air ports ;
   - *(b1)* Number of air ports equipped for night flying ;
   - *(c)* Number of kilometres flown in 1931 ;
   - *(d)* Number of passengers carried (regular services) in 1931 ;
   - *(e)* Mail and packages carried (in kilogrammes) in 1931.

B. REPLIES TO QUESTIONNAIRE (Document Conf. D./C.A.6.).

Union of South Africa Delegation.

Geneva, March 22nd, 1932.

1. Civil Aviation in the Union of South Africa is placed under the control of the Ministerial Department of Defence.
The department is in charge of the Minister of Defence and there is a separate subdivision, under the control of the Director of Air Services, which deals with matters relating to Civil Aviation and the administration of the South Africa Aviation Act.

2. There are two companies running air lines in South Africa, one from Cape Town to Port Elizabeth, East London, Durban and Cape Town to Johannesburg, and the other from the mandated territory of South West Africa to Kimberley.
The companies carry air mails, and are paid subsidies by the Union Government to the extent of £8,000 and £7,000, respectively.

3. Imperial Airways Limited, with headquarters in London, have organised a London to Cape Air-Mail Service. The company is being paid a subsidy of £400,000 over a period of 5 years, £80,000 per annum. The company is understood to be a private organisation.

4. There are five recognised civil air clubs organised within the Union.

5. The organisations under (4) are not in receipt of any subsidy.

6. The wireless service is controlled by the Minister of Posts and Telegraphs.

7. The meteorological department is a separate organisation but renders considerable assistance to the Defence Department in determining wind velocities and aerial conditions generally.

8. Length of air lines in kilometres :

Cape Town, Port Elizabeth, East London and Durban	1,600
Cape Town to Johannesburg	1,200
South West Africa to Kimberley	1,440
That portion of the London to Cape Air-Mail Service flying over Union territory	2,080

Length of air line equipped for night flying	Nil
Number of air ports (Cape Town and Germiston)	2
Number of air ports equipped for night flying	Nil
Number of kilometres flown	No statistics
Number of passengers carried	No statistics
Mails and packages carried	Statistics not available

United States of America Delegation.

Geneva, March 28th, 1932.

1. With respect to civil aviation in the United States, it is necessary to distinguish between the control of technical aeronautical features and the control of police, commercial and economic features. The direction of technical aeronautical matters relating to national aircraft engaged in air commerce between the United States and foreign territory, and between two or more of the individual States, is under the civil authority of the Federal Government, while technical direction of these features for air commerce wholly within one State is under the civil authority of that State. On the other hand, every civil aviation enterprise is organised or incorporated under the commercial laws of some one of the States, and police regulatory powers are exercised separately by each of the several States in which the enterprise conducts its business.

The organisation under the Federal Government concerned with civil flying in the United States is in the Department of Commerce, except that the Department of Agriculture operates the meteorological service. The Department of Commerce has a special Aeronautics Branch under an Assistant Secretary of Commerce for Aeronautics, this branch being further subdivided among the Director of Air Regulations, the Chief Engineer of the Airways Division, and the Director of Aeronautic Development.

The *Director of Air Regulations* is responsible for the examination and licensing of pilots, mechanics and aircraft ; the examination and approval of aircraft and engines applying for approved type certificates as to airworthiness ; the examination and approval of flying schools ; the inspection of aircraft for licensing ; the determination of causes of civil aircraft accidents ; the enforcement of theAir Commerce Act, the Air Commerce Regulations and the Air Traffic Rules ; and the assessment of penalties thereunder ; the issuance of certificates of airworthiness for export to aircraft to be exported to foreign countries having reciprocal agreements with the United States ; the transfer of title to aircraft assigned Department of Commerce markings ; and the examination and inspection of scheduled air passenger transport routes in interstate commerce making application for a certificate of authority to operate such service.

The *Airways Division* operates under the rules, laws and regulations applicable to the lighthouse establishment, and, so far as practicable, through the regular district organisations of the Lighthouse Service. The Airways Division is organised into four units — survey, construction, weather and communications, and radio.

The *Survey Section* determines airway routings, selects sites for beacons and intermediate landing-fields, and concludes all negotiations for licensing these sites and for conditioning the fields for use by aircraft.

The *Construction Section* arranges for the purchase and shipment of all lighting equipment for intermediate fields and supervises its erection and installation under contract or by Airways Division field forces.

The *Weather and Communications Section* selects, establishes and supervises the operations of airways weather reporting stations and airways communication stations.

The *Radio Section* designs, procures and supervises the erection and installation of radio equipment for communications stations and radio beacons.

Maintenance of the intermediate landing-fields and beacon lights is accomplished by the district organisations of the Lighthouse Bureau, to which have been added the necessary special personnel.

The *Aeronautic Development Service* embraces all activities of the Aeronautics Branch in connection with assisting communities in the selection and development of airports ; the rating of airports ; the promotion and correlation of aeronautic research ; the publication and dissemination of aeronautic information ; the publication of air navigation maps and airway bulletins ; and the general promotion work of the Department looking towards the development of Civil Aeronautics. The Aeronautic Development Service is divided into an Aeronautic Information Division ; an Aeronautics Research Division ; an Airport Section ; an Airways Mapping Section ; and special research committees.

The Federal Government extends its technical direction only to public aircraft and private aircraft engaged in general business activities, and exercises no other regulatory powers whatever, either of an ordinary police nature or of the financial organisation or

detailed operation of the enterprise. The technical supervision by the Federal Government for aircraft engaged in interstate or foreign commerce covers the following fields :

1. The grant of registration to individual national aircraft not registered under the laws of a foreign country.

2. The rating of aircraft as to airworthiness.

3. The periodic examination and rating of airmen operating aircraft in interstate or foreign commerce.

4. The examination and rating of air navigation facilities, including airports, available for the use of aircraft engaged in interstate or foreign commerce, and the examination and rating of flying-schools, instructors, and equipment if request is made by the owner.

5. The establishment of air traffic rules generally applicable throughout the United States.

6. The establishment of air space reservations for Federal governmental purposes.

7. The designation and establishment of civil airways, including air navigation facilities (except airports) such as special maps, beacons, weather services, intermediate and emergency fields, etc.

8. Specific regulations governing the use of governmental airports and repair facilities by private persons.

9. Regulations of the navigation and commercial activities of foreign aircraft flying over United States territory.

10. The establishment of ports of entry and regulations as to the entry and clearance of aircraft, and immigration, Customs and public health inspections at such ports.

11. The publication of information bulletins concerning aeronautical information, treaties and laws.

12. The application of penalties for the infraction of Federal aeronautical laws.

The individual States provide for similar technical regulation for aircraft engaged solely in intra-state flying (except as regards general air traffic rules), as well as general police regulation. Different States have their supervisory bodies organised in different ways, there being no universal standard pattern.

2. The air lines in the United States are operated by 32 different companies. These companies are all privately owned commercial concerns organised to manage and operate the air lines owned by them.

There are 111 domestic routes in the United States, covering 49,000 kilometres. Of this number, 66 carry mail, 94 carry passengers and 63 express. The length of these routes, the character of the service furnished, the schedules of traffic, and the present operators of the 111 domestic routes are furnished in *Air Commerce Bulletin*, No. 13, dated January 2nd, 1932, pages 330 and 331.

3. The air lines of the United States extending outside the national territory are operated by 7 different companies. These companies are all privately owned commercial concerns organised to manage and operate the air lines owned by them.

There are 17 foreign routes, covering 32,100 kilometres. Of this number, 15 carry mail, 11 carry passengers, and 7 express. The length of these routes, the character of the service furnished, the schedules of traffic, and the present operators of the 17 foreign routes are furnished in *Air Commerce Bulletin*, No. 13, dated January 2nd, 1932, page 332.

4. The answer to this question may best be given by analysing the distribution by purpose of the civil aeroplanes in the United States. Lighter-than-air aviation is of small importance, since there are no more than four or five privately owned dirigibles in the country.

There was a total of 10,673 civil aeroplanes in the United States on January 1st, 1932. Of these, 7,547 were licensed by the Federal Government and can be classified. Of the

remainder, it is estimated that not more than 1,500 are fit for use ; most of these are small and are used in schools, or for purely local taxi service, or are in the hands of private owners who employ them for sport or pleasure. It is impossible to give an accurate estimate either of the distribution of the unlicensed aeroplanes or the total amount of flying done by all civil aircraft. The information in the following tables must therefore be considered in the light of this unknown feature, and final conclusions accepted with due caution.

TABLE I. — DISTRIBUTION BY PURPOSE OF LICENSED CIVIL AEROPLANES.

Purpose	Number
In hands of aeroplane manufacturers	489
Air transport companies	561
Government owned civil aeroplanes	69
Non-aeronautical companies	211
Dealers, distributors, and flying services	1,755
Schools	107 [1]
Flying clubs	175 [1]
Individual owners	3,938
Unclassified	242
Total	7,547

TABLE II. — ESTIMATED PERCENTAGE OF PRIVATE FLYING TIME BY PURPOSE.

Purpose	Percentage
Pleasure	26.8
Instruction	25.6
Business	13.0
Sight-seeing	11.7
Experimental	9.5
Cross-country	6.7
Miscellaneous	6.8

Note. — This is an estimate of flying other than on regular air lines, and is based on reports from a selected group of 500 aeroplanes.

TABLE III. — CLASSIFICATION OF LICENSED AEROPLANES BY TYPE AND CAPACITY.

Type	Capacity	Number
Landplanes :		
Open-cockpit	1, 2 and 3 place	4,676
Open-cockpit	4 place and up	71
Closed-cabin	1, 2, 3 and 4 place	1,390
Closed-cabin	5 place and up	885
Amphibians and Seaplanes :		
Open-cockpit	1, 2 and 3 place	29
Open-cockpit	4 place and up	26
Closed-cabin	1, 2 and 3 place	12
Closed-cabin	4 place and up	103
Unclassified (includes 41 autogiros)		113
	Total	7,305

On January 1st, 1932, there were in the United States 17,701 persons having active civil pilot's licenses under the Federal Government. Of this total number, 9,226 persons hold private licenses only — *i.e.*, they are not permitted to engage in any flying for commercial purposes.

5. Subsidies or loans are not granted by the United States Government to any privately owned aeronautical undertaking or organisation. The only assistance of an

[1] These figures are obviously low, and are doubtless considerably increased by unlicensed aeroplanes.

economic nature given is that comprised within the system of technical aids such as air navigation facilities and engineering and trade information published by various governmental bureaux, and in the form of contracts for the carriage of mail by air.

At present, the total payments to contractors for carrying air mail exceed the special receipts, but the gap between these two figures is decreasing year by year, and profits now accrue to the Government for many of the shorter hauls. Air mail contracts are also granted to transport lines engaged in foreign as well as domestic air commerce.

Payment for the carriage of domestic air mail is computed after consideration of the following variables :

(a) Weight of mail carried ;

(b) Space occupied by the mail ;

(c) Distance mail is carried.

To the base rate computed from these variables, percentage bonuses are added for :

(1) Night flying ;

(2) Difficult terrain ;

(3) Fog conditions ;

(4) Radio equipment in the aeroplane ;

(5) Passenger capacity of aeroplanc ;

(6) Multimeter aeroplanes.

It may be pointed out that there is no minimum payment system, although the base rate per pound for light loads is greater than that for heavy loads.

No connection exists between the control of civil aviation exercised by the Government and its military aviation. The technical aid and air mail contracts are awarded solely for the execution of commercial purposes. The incorporation in civil aeroplanes of features valuable from a military standpoint, the establishment of airways with military strategic usefulness or the employ of military airmen or engineers by commercial firms are not only not encouraged but are not even enquired into. It is the definite policy of the United States Government to maintain this separation, and it therefore gives assistance only to encourage and improve safe and rapid transportation.

So far as is known, the only economic aid given regularly by State and municipal governments is of a technical nature, such as the establishment of municipal airports and landing-fields. Community gifts of land or money to aeronautical companies are made to some extent, as is often done with other transportation enterprises. The amount of State and municipal aid is not known, nor can it be easily ascertained, since it varies greatly from year to year, is entirely under the control of local authorities, and no agency exists for the collection of information of this character.

6. The Radio Section of the Aeronautics Branch of the Department of Commerce designs, procures and supervises the erection and installation of radio equipment for communications stations and for the radio beacons.

The Weather and Communications Section of the Aeronautics Branch of the Department of Commerce selects, establishes, and supervises the operations of airways weather reporting stations and airways communications stations. On July 1st, 1931, there were in operation 53 Department of Commerce radio broadcast stations established for the broadcast of weather information. They are used also to report departures, arrivals, passengers, cargo, meteorological data and for general communication between aeroplanes and the ground where commercial radio systems do not exist.

In addition to these Government-owned radio facilities, many of the large transport companies have established their own radio stations, and employ them for communicating to stations on their routes, as well as for furnishing weather conditions and instructions to their aeroplanes while in flight.

On July 1st, 1931, there were 55 radio range beacons of the aural type placed at strategic positions along the main airways to aid pilots in maintaining their course, especially during bad weather.

7. The Meteorological Service for the Airways of the United States is operated by the Weather Bureau of the Department of Agriculture in co-operation with the Weather and Communications Section of the Aeronautics Branch of the Department of Commerce.

On July 1st, 1931, there were in operation 53 completely equipped upper-air meteorological stations, most of them located at important airports. These offices furnish

weather reports at frequent intervals, day and night, to four principal collecting centres. Supplementing this information are reports received from about 200 additional regular weather bureau stations and reports made by several hundred " airways-keepers " of the Department of Commerce, who care for their fields and handle messages coming in over the 9,500 miles of the automatic teletype system connecting the principal fields and Weather Bureau offices.

Based on these reports, the Weather Bureau makes forecast of flying conditions which are available to fliers at all of the principal airports. All airways stations transmit to their respective collecting stations, as well as to all nearby stations, information regarding local storms, fogs, and weather changes as they occur.

Weather reports are broadcast by Government radio stations several times a day, and are also transmitted by automatic teletype or ordinary telegraph to stations along the airways.

8. *(a)* Length of the air lines (in kilometres) : 81,100.

(a1) Length of air lines equipped for night flying : 30,000 kilometres approximately.

(b) Number of airports : 2,113 (March 1st, 1932).

(b1) Number of airports equipped for night flying : 727 as on March 1st, 1932.

(c) Number of kilometres flown (in 1931) : 77,000,000 by the regularly established transport companies.

(d) Number of passengers carried (regular services) in 1931 : 469,981 on regular domestic services; 52,364 on the foreign routes operated by United States companies. Total 522,345.

(e) Mail and packages carried (in kilogrammes) in 1931 :

Mail	4,135,000 (domestic service)
Express	1,220,000.
Freight	

German Delegation.

Berlin, April 6th, 1932.

1. The Reich Ministry of Transport at Berlin (Aviation Department) ; regulation, supervision and development of aviation.

2. *(a)* Deutsche Luft-Hansa A. G. at Berlin.
(b) Deutsch-Russische Luftverkehrs G.m.b.H., Berlin.
(c) Deutsche Verkehrsflug A. G., Nuremberg-Fürth.

All three companies operate regular air lines carrying passengers, mail and goods, the companies mentioned under *(a)* and *(b)* both within the country and abroad, and the company mentioned under *(c)* only within the country.

3. Air lines entirely outside the national territory are not operated by German companies. When German lines cross the frontiers of the Reich, they are usually operated jointly with foreign companies, except in the case of the German-Russian line (see 2 *(b)* above). A list of the operating (pooling) agreements concluded by the Deutsche Lufthansa with foreign countries is attached in the Annex.

4. Numerous associations belonging to the Deutsche Luftfahrtverband at Berlin engage in flying for sport, including the Aero Club of Germany and the Sturmvogel, a workers' air association at Berlin.

5. The undertakings mentioned under 2 *(a)-(c)* receive support from the Reich or the States ; subsidies to the organisations mentioned under 4 for development purposes are forbidden under No. IV of the Paris Air Agreements of May 22nd, 1926. The air transport lines are subsidised on the basis of the number of kilometres flown, according to a definite schedule, the rate depending on the type of aeroplane employed.

6 and 7. The air wireless and meteorological services are carried on by the Central Air Security Office of the Ministry of Transport of the Reich.

8. *(a)* 30,000 kilometres (including lines outside national territory) ; the total is subject to the seasonal changes in air traffic.
(a1) 1,600 kilometres equipped for night flying (within the national territory).
(b) 94 first and second class airports ;
(b1) 15 airports are equipped for night flying ;
(c) Number of kilometres flown : 10,400,000 (in 1931) ;
(d) Number of passengers carried : 99,000 (in 1931) ;
(e) 2,600,000 kilogrammes (in 1931).

The figures given for *(c)-(e)* are approximate calculations based on the particulars so far available, the official statistics not yet having been completed.

Annex.

List of Joint (Pooling) Agreements.

German company	Foreign company	Route
D. L. H.	Farman	Berlin-Cologne-Paris.
D. L. H.	Farman	Berlin-Saarbruck-Paris.
D. L. H.	Swissair	Zurich-Munich-Salzburg-Vienna (with Oelag).
D. L. H.	Swissair	Geneva-Berne-Zurich-Stuttgart-Halle/Berlin.
D. L. H.	Swissair	*Geneva-Berne-Zurich*-Munich-Salzburg-Vienna.
D. L. H.	Swissair	Geneva-Basle-Mannheim-Frankfort-Cologne-Essen/ Amsterdam.
D. L. H.	Swissair	Basle-Zurich-Munich-Vienna.
D. L. H.	S. A. M.	(Bln.) Munich-Venice-Rome.
D. L. H.	A. B. A.	Malmö-Copenhagen-Lübeck.
D. L. H.	Det Danske Luft- fartselskab Farman	Hamburg ; Malmö-Copenhagen-Hamburg ;
D. L. H.	K. L. M.	509, 511 ;
D. L. H.	Sabena	517.
D. L. H.	D. D. L.	Berlin-Stettin-Copenhagen.
D. L. H.	Cechoslov	Berlin-Dresden-Prague-Vienna (with Oelag).
D. L. H.	Cechoslov	Marienbad-Karlsbad-Chemnitz-Halle L.
D. L. H.	Oelag	Berlin-Dresden-Prague-Vienna-Budapest (not operated at present).
D. L. H.	A. L. J.	Berlin-Munich-Milan.
D. L. H.	J. A. L.	Cologne-London.

Note. — In addition to the Annex mentioned in No. 3, a copy of *Nachrichten für Luftfahrer*, Nos. 1-2, 1932, is attached to the reply, giving a general account of the position of German aviation at the end of 1931.

Australian Delegation.

April 4th, 1932.

1. At a Conference of the Commonwealth Federal Ministers and State Premiers in May 1920, an agreement was reached whereby the Commonwealth Government was to introduce a Bill for the control of aerial navigation in Australia.

In December 1920, the Commonwealth Parliament passed the Air Navigation Act, the object of which was *(a)* to carry out the provisions of the Convention on Air Navigation signed in Paris on October 13th, 1919 ; *(b)* to apply the principles of the Convention, not only to international flying, but to internal flying in Australia and generally to legislate by regulation on the subject matter.

Regulations were drawn up under this Act to provide *inter alia* for the registration and periodical inspection of aircraft, licensing of aerodromes, examining and licensing of personnel engaged in flying and in upkeep of machines, prohibition of trick flying, rules of the air, etc.

The date of commencement of the Act was fixed by Proclamation as March 28th, 1921, and regulations issued came into force on that date.

The Controller of Civil Aviation was appointed in December 1920 to administer the Act and regulations.

Organisation. — The Minister for Defence, who is a member of the Cabinet, is virtually the head of the Civil Aviation Department and responsible for Government policy and legislation in connection therewith.

Control is exercised through the Controller of Civil Aviation, who has direct access to the Minister for Defence.

The Controller of Civil Aviation is responsible for the administration of civil aviation in the Commonwealth.

The Civil Controller's staff consists of (1) Deputy-Controller of Civil Aviation, (2) Director of Flying Operations, (3) Director of Aerodromes and Ground Organisation and (4) an inspection Department responsible for air worthiness and technical details.

2. National air lines in the Commonwealth are divided under two headings, subsidised and unsubsidised.

Subsidised Services. — The following are the subsidised services now being maintained under contract with the Civil Aviation Department ; the frequency of the services being weekly in each case :

Contractor	Route	Distance (miles)
West Australian Airways, Ltd. . . .	Perth - Derby	1,467
West Australian Airways, Ltd. . . .	Derby - Wyndham	600
West Australian Airways, Ltd. . . .	Perth - Adelaide	1,450
Queensland and Northern Territories Aerial Services, Ltd.	Brisbane - Camooweal - Cloncurry - Normanton	1,484
Queensland and Northern Territories Aerial Services, Ltd.	Camooweal - Daly Waters	475
Total air line distances of subsidised services		5,476

Unsubsidised Services (operating under Postal Department contracts) :

Australian National Airways, Ltd. . .	Brisbane - Sydney	500
Australian National Airways, Ltd. . .	Sydney - Melbourne	475
Australian National Airways, Ltd. . .	Melbourne - Launceston (via Bass Straits)	265
Queensland Air Navigation Co. . . .	Brisbane - Townsville	736

(It should be noted that the above-mentioned services are temporarily suspended under financial stringency.)

Other Unsubsidised Services (passengers and goods only) :

Aircrafts Proprietry, Ltd.	Brisbane - Toowoomba	75
New England Airways, Ltd.	Brisbane - Lismore	98
Burnett Air Navigation Co., Ltd. . .	Murgon - Kingaroy - Manago - Brisbane	118
Aerial Services, Ltd.	Rockhampton - Clermont	270

The above-mentioned organisations operate on a commercial basis and are responsible for the purchase and maintenance of their own aircraft, engines, etc. The machines operated by the various companies are of the light single-engined commercial type with the exception of West Australian Airways, Ltd., Australian National Airways, Ltd., who operate twin- and triple-engined aircraft of a bigger class.

3. The Commonwealth of Australia have no air lines operating outside the national territory.

4. The following organisations exist for practising flying as a sport and for touring purposes :

(a) The Aero Club of New South Wales ;
The Aero Club of Queensland ;
The Aero Club of Victoria ;
The Aero Club of South Australia ;
The Aero Club of Western Australia ;
The Aero Club of Tasmania ;
The Central Queensland Aero Club ;
The Bendigo Aero Club, Bendigo, Victoria ;
Pratts Pty., Ltd., Geelong, Victoria.

(b) The de Haviland Pty., Ltd., Sydney, N.S.W. ;
Adastra Airways, Ltd., Sydney, N.S.W. ;
Australian National Airways, Ltd., Sydney, N.S.W. ;
Air Taxis, Ltd., Wagga, N.S.W. ;
Wings, Ltd., Perth, W. Australia ;
Subiaco Flying Club, Subiaco, W. Australia ;
Baker Flying School, Perth, W. Australia ;
Queensland Air Navigation Co., Ltd., Brisbane, Queensland ;
C.C. Matheson Flying School, Brisbane, Queensland ;
The Larkin Aircraft Supply Co., Ltd., Melbourne, Victoria.

5. The clubs and flying training schools mentioned under 4 *(a)* are organised by and are under the supervision of the Department of Civil Aviation, and receive assistance from this Department in the form of aircraft on loan and/or cash bonuses in respect of pilots qualifying through such clubs or training schools.
The flying training schools under 4 *(b)* are purely commercial enterprises which receive no Government assistance in any form.

6. There is no special organised wireless service in respect of civil aircraft operating in the Commonwealth.

7. A meteorological officer functions in each capital city of the Commonwealth, and the following are issued daily from the Central Meteorological Bureau :

(1) Weather charts ;
(2) Rainfall maps ;
(3) Bulletins showing pressure, temperature, wind, rain, cloud extent and weather.

Weather forecasts can be obtained from this source on application at any time, and forecasts are transmitted by the Bureau to various points by wireless, telegraph, and telephone.

8. *(a)*	Length of air lines in kilometres	12,900
(a1)	Length of air lines equipped for night flying	Nil
(b)	Number of airports	9
(b1)	Number of airports equipped for night flying	Nil
(c)	Number of kilometres flown in 1931 :	
	Subsidised routes	896,325
	Unsubsidised routes	1,173,910
(d)	Number of passengers :	
	Subsidised routes	7,427
	Unsubsidised routes	6,798
(e)	Mails and packages carried in kilogrammes :	
	Mails :	
	Subsidised routes	12,390
	Unsubsidised routes	8,158
	Packages :	
	Subsidised routes	201,925
	Unsubsidised routes	12,554

Austrian Delegation.

April 17th, 1932.

1. In Austria, the Air Office ("Luftamt") of the Federal Ministry of Commerce and Communications at Vienna, as the air authority, is responsible for dealing with all questions connected with the Government's powers and functions in regard to aviation. This Office therefore also exercises official control over civil aviation and is responsible, not only for the administration of the three public air-ports at Vienna, Graz and Klagenfurt, but for the wireless, meteorological and other services connected with the safety of air traffic in Austria.

2 and 3. The " Oesterreichische Luftverkehrs Aktiengesellschaft ", known by abbreviation as the " Oelag ", with headquarters at Vienna, is the only Austrian air navigation undertaking with a regular service.

The " Oelag ", to which the Austrian Government pays subsidies calculated on the basis of the kilometres travelled, had in its service, in 1931, 9 aeroplanes (of which 6 were Junkers machines type F-13, 2 Junkers machines type G-24 and 1 Junkers machine type G-31) and an air staff of 20 (including 11 pilots, 5 wireless operators and 4 mechanics) ; it flew on 18 air lines (counting from one air-port to another)—*viz.*, Vienna-Berlin, Vienna-Prague, Prague-Dresden, Dresden-Berlin, Vienna-Budapest, Vienna-Graz, Graz-Zagreb, Zagreb-Belgrade, Graz-Klagenfurt, Klagenfurt-Venice, Vienna-Venice, Salzburg-Klagenfurt, Vienna-Salzburg, Salzburg-Innsbruck, Innsbruck-Munich, Innsbruck-Bolzano, Bolzano-Trent, Trent-Milan (see map A, page 17).

The " Oelag " operated three of these lines independently — *viz.*, those of Vienna-Salzburg, Salzburg-Innsbruck and Salzburg-Klagenfurt — and the other lines jointly with other air navigation undertakings.

The " Oelag " has concluded pooling agreements with :

The limited liability company " Deutsche Luft-Hansa A.G. " for the lines Vienna-Berlin and Vienna-Budapest ;

The " Drustvo za Vazdusni Zaobracaj A.D. " for the lines Vienna-Graz, Graz-Zagreb and Zagreb-Belgrade ;

The " Transadriatica Società Anonima Italiana di Navigazione Aerea " for the lines Vienna-Graz, Graz-Klagenfurt, Klagenfurt-Venice and Vienna-Venice ;

The " Deutsche Luft-Hansa A.G. " and the " Ceskoslovenskà Leteckà Spolecnost " for the lines Vienna-Prague, Prague-Dresden and Dresden-Berlin ; and

The " Deutsche Luft-Hansa A.G. " and the " Società Avio Linee Italiane ", for the lines Innsbruck-Munich, Innsbruck-Bolzano, Bolzano-Trent and Trent-Milan.

The " Oelag ", which is a member of the I.A.T.A., has taken charge in the Austrian air-ports of the commercial and technical operating services of the five foreign undertakings mentioned above and of the last three of the four following air navigation companies also operating a regular service in Austria — *viz.*, Cicna, Swissair, Magyar Légiforgalmi Részvénytarsasag and Polski Linje Lotnicze Lot ; in return, the similar services required by the " Oelag " in foreign air-ports are performed by the respective national air navigation undertakings.

4. Flying for sport, including gliding *(Segelflug)* :

Two flying schools possessing 13 machines, 2 associations possessing 4 machines, and about a dozen associations possessing a certain number of gliders.

Flying for touring purposes :

Five undertakings possessing 7 machines and 21 private owners possessing 1 machine each.

5. No subsidies have been paid out of public funds.

6. The wireless service in connection with air navigation is placed in Austria under the administration and direction of the Air Office of the Federal Ministry of Commerce and Communications and is provided by the three wireless stations at Vienna, Innsbruck and Klagenfurt, by the two auxiliary wireless stations at Graz and Salzburg and by three direction-finding stations (at Vienna, Graz and Klagenfurt) possessing six long-wave transmitting posts and five short-wave transmitting posts. (For the local distribution of the said stations and their radio-technical installations, see map B, page 18.)

These stations are operated in conformity with the " Regulations of the International Wireless Service for Aviation ".

7. In Austria, the meteorological service is also placed under the administration and direction of the Air Office of the Federal Ministry of Commerce and Communications and is carried on by the three observatories at Vienna, Innsbruck and Klagenfurt under the direction of professional meteorologists, and by other auxiliary meteorological stations at Graz and Salzburg. These stations are operated in accordance with the " Regulations for the International Meteorological Service for Aviation " and the Austrian executive provisions.

For the system of meteorological observation stations, see map C, page 19, and Annex C 1, page 20.

The bulletins of the Austrian Meteorological Service are issued during the hours of air service by the Vienna wireless station (wave-length 1,260) at H+05 and H+35 and by the Klagenfurt wireless station at H+25 and H+55.

8. *(a)* " Oelag " system, 3,916 kilometres.

(a 1) In Austria, there are no air lines equipped for night flying.

(b) In Austria, there are 6 public air-ports and 4 private air-ports, including 3 for hydro-aeroplanes (for their geographical situation, see map B, page 18).

(b 1) Only the Vienna air-port is equipped for night flying. Owing to the importance of this air-port (in 1931, 14,272 passengers and 663,690 kilogrammes of packages were carried in the regular service), it is equipped with the most recent lighting appliances.

(c) Number of kilometres flown in 1931 by the " Oelag " : 618,024.

(d) Passengers carried in 1931 by the regular service of the " Oelag " : 8,799.

(e) Mail and packages carried in 1931 by the regular service of the " Oelag " : 228,048 kilogrammes.


1: 12,000.000
200 150 100 50 0 200 400 600 800 1000 1200 1400 Km.
A
Oesterreichische Luftverkehrs A.G. 1931:
Trafic intérieur autrichien
Traffic within the Country
Autre trafic
Other traffic
Glasgow
Belfast
Dublin
Queenstown
Manchester
Bristol
London
Plymouth
Southampton
Dover
Calais
Boulogne
Ostende
Rotterdam
Amsterdam
Haag
Antwerpen
Brüssel
Dortmund
Köln
Bremen
Hamburg
Lübeck
Kiel
Stralsund
Stettin
Danzig
Hannover
Berlin
Posen
Warschau
Minsk
Pinsk
Halle
Leipzig
Dresden
Breslau
Chemnitz
Gleiwitz
Kattowitz
Krakau
Prag
Pilsen
Nürnberg
Budweis
Brünn
Frankfurt
Mannheim
Luxemburg
Chalons
Saarbrücken
Nancy
Straßburg
Stuttgart
Paris
Cherbourg
Le Hâvre
Brest
Nantes
Bordeaux
Lyon
Basel
Zürich
Bregenz
München
Passau
Salzburg
Wien
Innsbruck
Graz
Klagenfurt
Budapest
Kaschau
Czernowitz
Lemberg
Rowno
Kijew
Charkow
Kischinew
Odessa
Galatz
Kronstadt
Sulina
Sewastopol
Szegedin
Temesvar
Bukarest
Constanza
Rutschuk
Varna
Burgas
Adrianopel
Konstantinopel
Sofia
Nisch
Skoplje
Sarajevo
Belgrad
Agram
Laibach
Triest
Fiume
Venedig
Udine
Trient
Bozen
Mailand
Pavia
Turin
Genua
Bologna
Florenz
Ancona
Zara
Cattaro
Rom
Ostia
Terranova
Ajaccio
Nizza
Marseille
Toulouse
Bayonne
Bilbao
Madrid
Barcelona
Valencia
Gent

Service de T. S. F. et installations au sol.
Wireless service and ground installations.

B

- Emetteur de grandes ondes — *Long-wave transmitter*
- Emetteur de petites ondes — *Short-wave transmitter*
- Station de radiogoniométrie — *Direction-finding station*
- Station qui reçoit et fournit des renseignements — *Station receiving and supplying information*
- Station qui fournit des renseignements — *Station supplying information*
- Délimitation des zones des stations de T. S. F. aériennes de Vienne, Innsbruck et Klagenfurt. — *Boundaries of zones of Vienna, Klagenfurt and Innsbruck wireless stations.*
- Aérodrome terrestre public — *Public land aerodrome*
- Aérodrome terrestre privé — *Private land aerodrome*
- Base d'hydravions privée — *Private hydro-aeroplane station*
- Terrains d'atterrissage auxiliaires — *Auxiliary landing-grounds*
- Zones interdites — *Prohibited zones*
- Passages de la frontière — *Frontier crossing-places*

REMARQUE: Les noms non soulignés désignent des localités; les noms soulignés une fois, des cols et les noms soulignés deux fois, des sommets. (Etat au 1er mars 1932.)

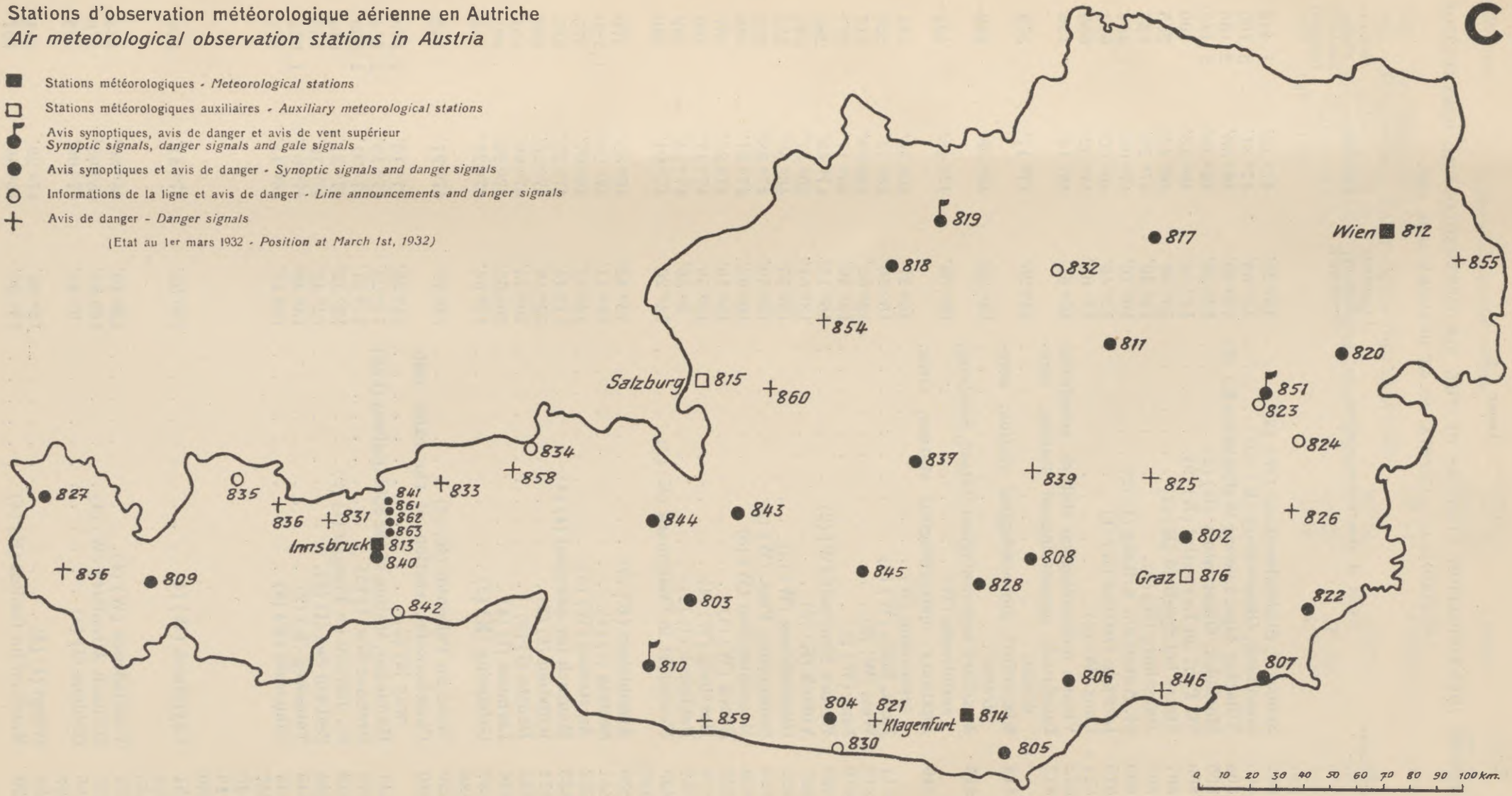
NOTE: Names not underlined are localities, names underlined once are passes and names underlined twice are peaks. (Position at March 1932.)

Stations d'observation météorologique aérienne en Autriche
Air meteorological observation stations in Austria

C

- ■ Stations météorologiques - *Meteorological stations*
- □ Stations météorologiques auxiliaires - *Auxiliary meteorological stations*
- Avis synoptiques, avis de danger et avis de vent supérieur
  Synoptic signals, danger signals and gale signals
- ● Avis synoptiques et avis de danger - *Synoptic signals and danger signals*
- ○ Informations de la ligne et avis de danger - *Line announcements and danger signals*
- \+ Avis de danger - *Danger signals*

(Etat au 1er mars 1932 - *Position at March 1st, 1932)*



Annex C 1.

LIST OF IDENTIFICATION NUMBERS OF THE AIR METEOROLOGICAL OBSERVATION STATIONS IN AUSTRIA, AS AT OCTOBER 16TH, 1931.

Identification No.	Name of observation station	Longitude East of Greenwich	Latitude	Altitude above sea-level (metres)
801				
802	Schöckel, Stubenberghaus (W) (2) . . .	15° 28′	47° 12′	1,446
803	Sonnblick, Observatory (K) (2)	12° 58′	47° 34′	3,105
804	Villacher Alpe, Ludwig Walterhaus (K) (2)	13° 40′	46° 36′	2,166
805	Hochobir, Observatory (K) (2)	14° 29′	46° 30′	2,142
806	St. Paul im Lavanttal (K) (2).	14° 52′	46° 42′	400
807	Strass bei Spielfeld (K) (2)	15° 38′	46° 44′	255
808	Judenburg (K) (2).	14° 40′	47° 10′	734
809	St. Anton am Arlberg (I) (2)	10° 16′	47° 08′	1,287
810	Lienz in Osttirol (K) (1)	12° 46′	46° 50′	673
811	Lunz (W) (2)	15° 02′	47° 52′	600
812	Vienna meteorological station, aerodrome	16° 31′	48° 13′	156
813	Innsbruck meteorological station, aerodrome	11° 25′	47° 17′	573
814	Klagenfurt meteorological station, aerodrome	14° 20′	46° 39′	449
815	Auxiliary meteorological station, Salzburg, aerodrome (W)	13° 00′	47° 48′	434
816	Auxiliary meteorological station, Graz, aerodrome (W)	15° 27′	46° 59′	334
817	Melk, Stift, (W) (2)	15° 20′	48° 13′	228
818	Wels (W) (2)	14° 02′	48° 09′	317
819	Linz (W) (1)	14° 19′	48° 17′	257
820	Wiener Neustadt (W) (2)	16° 15′	47° 49′	268
821	Villach (K) (4)	13° 51′	46° 37′	501
822	Gleichenberg (W) (2)	15° 55′	46° 53′	317
823	Semmering, Pass. (W) (3)	15° 50′	47° 38′	985
824	Mönichkirchen (W) (3)	16° 02′	47° 31′	980
825	Bruck (W) (4)	15° 16′	47° 25′	487
826	Hartberg (W) (4)	15° 58′	47° 17′	360
827	Feldkirch (I) (2)	9° 36′	47° 14′	459
828	Neumarkt in Steiermark (K) (2)	14° 26′	47° 04′	830
829				
830	Arnoldstein (K) (3)	13° 43′	46° 33′	579
831	Seefeld (I) (4).	11° 11′	47° 20′	1,180
832	Amstetten (W) (3)	14° 52′	48° 07′	275
833	Maurach im Achental (I) (4)	11° 45′	47° 25′	955
834	Kufstein (I) (3)	12° 10′	47° 35′	503
835	Reutte (I) (3)	10° 43′	47° 29′	854
836	Lermoos (I) (4)	10° 53′	47° 24′	995
837	Gröbming (K) (2)	13° 54′	47° 27′	826
838				
839	Wald im Paltental (K) (4)	14° 41′	47° 27′	843
840	Patscherkofel, station of the cable railway (I) (2)	11° 28′	47° 13′	2,248
841	Hafelekar, station of the cable railway (I)(2)	11° 23′	47° 19′	2,334
842	Brenner See (I) (3)	11° 31′	47° 01′	1,309
843	St. Johann im Pongau (I) (2)	13° 12′	47° 21′	640
844	Zell am See (I) (2).	12° 48′	47° 19′	758
845	Tamsweg (K) (2)	13° 49′	47° 07′	1,021
846	Eibiswald (K) (4)	15° 15′	46° 41′	362
847				
848				
849				
850				
851	Payerbach (W) (1)	15° 52′	47° 41′	480
852				
853				
854	Vöcklabruck (W) (4).	13° 40′	48° 00′	433
855	Deutsch Altenburg (W) (4)	16° 55′	48° 08′	178
856	Bludenz (I) (4)	9° 49′	47° 09′	585
857				
858	Wörgl (I) (4)	12° 04′	47° 29′	511
859	Mauthen im Gailtal (K) (4)	13° 00′	46° 40′	707

Identification No.	Name of observation station	Longitude East of Greenwich	Latitude	Altitude above sea-level (metres)
860	St. Gilgen (W) (4)	13° 21′	47° 46′	550
861	Hungerburg, station of the Hafelekar cable railway (I) (2)	11° 24′	47° 17′	858
862	Seegrube, station of the Hafelekar cable railway (I) (2)	11° 23′	47° 18′	1,905
863	Igls (I) (2)	11° 25′	47° 14′	876

Belgian Delegation.

April 27th, 1932.

In Belgium, the Government does not operate any air-transport undertakings.

Regular air transport is carried on by the Société anonyme belge d'Exploitation de la Navigation aérienne.

The Government's rôle is confined to the establishment and maintenance of the ground organisation of the lines, whose installations (landing grounds, hangars, etc.) are administered and whose services (operation, signals, beacons, wireless telephony, wireless telegraphy and direction-finding) are carried on by the staff of the Air Administration.

In the Congo, the task of establishing the ground organisation of the lines at the expense of the colony has been assigned to the S.A.B.E.N.A. ; the use of this ground organisation is free on condition that the Company maintains it at its own expense.

The Government and the Colony are doing their best to develop commercial air navigation, and they grant the S.A.B.E.N.A. an annual subsidy to enable it to cover its operating deficit ; the basis on which these grants are paid differs for the lines operated in Europe and in the Congo and in respect of the arrangements for the future Belgium-Congo line.

Apart from the S.A.B.E.N.A., mention should be made of the following :

1. The civil-aviation schools whose operating centres are at the aerodromes of Deurne, Gosselies, St. Hubert, Liége, Le Zoute and Ostend.

2. The organisations engaged in aeronautical construction (construction and repair of aeroplanes and engines for the needs of civil and military aviation).

3. The tourist air clubs whose purpose is to encourage flying for touring purposes in Belgium.

In Belgium, the organisations dealing with civil aviation are entirely separate from those dealing with military aviation.

United Kingdom Delegation.

April 8th, 1932.

1. *Administration.*

In Great Britain and Northern Ireland the regulation and control of civil aviation is exercised in accordance with the Air Navigation Act 1920, through which effect was given to, *inter alia*, the obligations of this country as a party to the Convention for the Regulation of Aerial Navigation 1919.

The chief administrative officer (under the Secretary of State for Air, through whom responsibility to Parliament is expressed) is the Director of Civil Aviation, who is charged with :

(i) The administration of the provisions of the Air Navigation Act, 1920, and of the regulations issued thereunder ;

(ii) The registration and certification of aircraft ;

(iii) The licensing and certification of pilots and other technical personnel engaged in civil aviation ;

(iv) The licensing of aerodromes ;

(v) The organisation of civil air routes ;

(vi) The administration of schemes of Government assistance to civil aviation undertakings ;

(vii) The consideration of all matters connected with international flying ;

(viii) The interchange of information relating to civil aeronautics within the British Empire.

2. *Licensing of Personnel.*

The number of personnel licences in force as at December 31st, 1931, was as follows :

Pilots, public transport	315
Pilots, private	2,091
Navigators	88
Ground engineers	1,156

3. *Civil Aircraft.*

On December 31st, 1931, there were on the Air Ministry register 924 civil aircraft of the following descriptions :

Regular air transport	35
Other air transport and aerial work	166
Flying schools	104
Flying clubs	62
Demonstration and experimental types	99
Privately owned	385
Held by agents for resale	73
	924

Aircraft construction in this country is not subsidised.

There are at present 28 firms engaged in the construction of air frames and 14 in the construction of aero engines, while more than 100 are concerned with the manufacture of aircraft and engine components and accessories. The output of these firms is in some cases, however, confined to aircraft and engines of military types.

Most of the leading firms are members of an association styled " The Socicty of British Aircraft Constructors, Ltd. "

4. *Ground Organisation.*

At the end of the year 1931 there were 33 aerodromes licensed for public use, 4 of which were State-owned and 8 municipally-owned. In addition, there were 25 aerodromes licensed for private use, including 3 municipally-owned, and 99 licensed for short pleasure-flights.

The Air Ministry undertakes the provision of wireless telegraphy and meteorological facilities for civil aviation. In addition, the Automobile Association, under arrangements made with the Air Ministry, is now undertaking to a limited extent regular broadcasting of weather reports and forecasts from a wireless station at Heston.

The ground organisation, including route lighting, of the air routes to the Continent is undertaken by the Air Ministry.

5. *Air Operations.*

Civil aviation activities in this country may be categorised as follows :

(a) Regular air transport.
(b) Other form of air transport.
(c) Aerial work (survey, photography, etc.).
(d) Flying schools.
(e) Light aeroplane clubs.
(f) Private flying.
(g) Gliding.

(a) *Regular air transport.*—The only regular air services at present are those operated by Imperial Airways Ltd., *viz.* :

(i) London-Paris.
(ii) London-Paris-Basle-Zurich (summer only).
(iii) London-Brussels-Cologne.
(iv) London-Karachi, via Italy, Greece, Palestine and Iraq.
(v) London-Cape Town, via Italy, Greece and Egypt.

These services are maintained by the Company under contracts with the Air Ministry which provide for financial assistance from the State on a downward sliding scale, so framed as to call forth efforts from the Company to become commercially self-supporting by the time the agreements terminate. Air mails are carried on these services under arrangements made with the Postmaster-General.

The routes operated are all international. There are at present no internal regular air services, nor are any other air transport companies subsidised by the State.

(b) *Other forms of air transport.*—The number of organisations specialising in air taxi work and in point-to-point air transport as occasion demands is twenty-four.

Forty undertakings are engaged in providing short pleasure-flights and in giving air displays.

The following table of the distances flown in the course of the various air operations referred to in sub-paragraphs *(a)*, *(b)* and *(c)* during 1931 afford some indication of the relative extent of these activities :

	Miles
Regular air services	850,744
Air taxi flights	753,256
Short pleasure flights and flying under sub-paragraph *(c)*	522,000

(c) *Aerial work.* — The two main forms of aerial work are :

(i) Air survey and photography ;
(ii) Sky writing.

Air survey and photography is, for the most part, in the hands of two companies and their subsidiaries. Occasional photographic contracts are, however, undertaken by flying clubs and firms normally engaged in other operations.

Sky writing in this country is in the hands of one company, which has specialised in this form of aerial work for several years.

(d) *Flying schools.*—There are twenty organisations engaged in giving flying instruction as distinct from flying clubs. In many cases, these schools have been established by aircraft-constructing firms, to whose sales organisation they are closely allied. These schools are not State-assisted.

(e) *Flying clubs.*—There are twenty-three subsidised flying clubs. The present subsidy consists of a grant of £10 in respect of a member who qualifies for the issue or renewal of pilot's licence. The grant is reduced to £5 in the case of an ex-wartime pilot, but is not payable for serving members of the Royal Air Force, the Royal Air Force Reserve or the Auxiliary Air Force. The maximum sum payable to any one club per annum is £2,000. The average total membership of these clubs during 1931 was 6,580, of whom 1,573 held pilots' licences at the end of the year. In addition, there are some fifteen clubs not State-assisted, making a total of thirty-eight clubs in all.

Eighteen of these clubs are affiliated to the Royal Aero Club, which undertakes the are responsibility of controlling in this country the sporting side of civil aviation.

(f) *Private flying.* — There are about 320 private owners of aircraft. Most of these members of one or more flying clubs.

(g) *Gliding.*—Gliding is controlled by the British Gliding Association, to which, at the end of 1931, eighty-six gliding clubs were affiliated with a total membership of 5,500, of whom 362 held various certificates of proficiency.

8[1]. *Statistical Information.*

	Approximate kilometres
(a) Length of air lines regularly operated (internal and external) .	12,930
(a1) Length of air lines equipped for night flying (internal only) .	120
(b) Number of airports (*i.e.*, licensed aerodromes and seaplane stations intended to be used permanently as such)	57
(b1) Number of airports equipped for night flying	3
(c) Number of kilometres flown on regular air service.	141,790,000
(d) Passenger ton-kilometres on regular air services	1,075,670
(e) Freight (mail and packages) ton-kilometres on regular air services	692,330

[1] Note by Secretariat no reply has been received to questions 6 and 7.

Bulgarian Delegation.

April 11th, 1932,

1. Civil aviation is under the Ministry of Railways, Posts and Telegraphs (Ministry of Communications). This Ministry has three departments :

(a) Department of Railways and Ports ;

(b) Department of Posts, Telegraphs and Telephones ;

(c) Department of Aviation.

Civil aviation is controlled by the Ministry of Railways, Posts and Telegraphs and by the Cabinet.

2. The Civil Aviation Authorities are pursuing the study of the possibilities of the national air lines. These relate chiefly to the two central lines :

(a) Sofia - Varna and *(b)* Sofia - Burgas.

For the moment, none of these lines are operating. There are no private undertakings.

3. Undertakings operating air lines outside the national territory : None.

4. There are no organisations or private persons practising flying as a sport or for touring purposes.

5. No subsidies are granted by the Government.

6. The organisation of the wireless service is as follows :

One receiving and transmitting station at Bujurishdch ;
One receiving and transmitting station at Varna.

7. The organisation of the meteorological service consists of :

One central meteorological service with five aerodrome stations, twelve meteorological stations and nine auxiliary stations.

This service issues meteorological reports three times a day.

8. Statistical particulars :

(a) Length of lines under construction :

Sofia - Varna . . . . . 400 km.
Sofia - Burgas . . . . . 360 km.

(a1) There is no equipment for night flying.

(b) There are three airports, at Bujurishdeh, Varna and Burgas.

(b1) No airport is equipped for night flying.

(c) 45,000 km. were flown in 1931 in experimental flights.

(d) Number of passengers carried (regular services) : None.
Number of passengers carried during experimental flights : 24.

(e) Mail and packages carried : None.

Postscriptum : The foreign companies Cina, Deutsche Luft-Hansa and Lote are authorised to operate in Bulgaria certain lines forming part of the international system as follows :

The *Cina* operates the line Belgrade - Sofia - Svilengrad.

The *Deutsche Luft-Hansa* line operates the portion of the Berlin - Istambul line which passes over Bulgarian territory.

The *Lote* operates the line Bucharest - Sofia - Salonika.

In 1931 these companies carried :

Company	Mail		Packages		Passengers	
	Imported kg.	Exported kg.	Imported kg.	Exported kg.	Arrivals	Departures
Cina	343	44	7,070	2,103	68	115
Luft-Hansa	4,045	272	2,327	5,433	—	—
Lote	102	99	1,687	1,773	308	296

Chinese Delegation.

April 18th, 1932.

1. Chinese civil aviation is under the Ministry of Communications in which a " Civil Aviation " Department has been created for the purpose of supervising such aviation.

2A. The Chinese Air Transport Company operates the following Chinese airways :

(a) Shanghai, Nanking, Kiukiang, Hankow, Ichang, Wanhsien, Tsunking and Chengtu.

(b) Nanking, Hsu Chow, Tsinan, Tientsin and Peiping.

(c) Shanghai, Ningpo, Wenchow, Foochow, Amoy, Swatow and Canton.

This Company is a joint stock company established under an agreement between the Chinese Ministry of Communications and the American Air Transport Company. Its capital is ten million Chinese dollars. It is managed by a Board of Directors of seven members, of which the Director-General of the Company is Chairman *ex officio*.

B. The Europe-Asia Aviation Company operates the following lines of the Chinese airways :

(a) From Shanghai to Europe via Nanking, Tientsin, Peiping, Manchuli and Asiatic-Russia.

(b) From Shanghai to Europe via Nanking, Tientsin, Peiping, Urga and Asiatic-Russia.

(c) From Shanghai to Europe via Nanking, the Provinces of Kangsu and of Sinkiang and Asiatic-Russia.

This Company is a joint stock company, established jointly by the Chinese Ministry of Communications and the German " Luft-Hansa " Company, for the transport of mail between Europe and Asia. Its capital is three million Chinese dollars. It is managed by a Board of Directors consisting of nine members.

3. The China-Europe air lines will be operated by the Europe-Asia Aviation Company under agreements to be reached between this Company and the countries concerned.

4. There is no flying in China as a sport or for touring purposes.

5. All the air lines are operated by the two above-mentioned companies, a great part of whose shares are held by the Government.

6. In all the main air-ports there are wireless installations.

7. In addition to observatories already existing in the various large centres, there is a meteorological service in each of the main air-ports.

8. *(a)* Of the whole system of airways, two thousand six hundred kilometres are in operation, and eight thousand kilometres are still in the experimental stage.

(a1) As yet no line has been equipped for night flying.

(b) There exist twenty organised air-ports at present.

(b1) There is as yet no air-port equipped for night flying.

(c), *(d)*, and *(e)* The Chinese delegation has not yet received the official statistics asked for, and is consequently not in a position to reply to these three questions.

Danish Delegation.

April 21st, 1932.

1. *Authorities.*

Ministry of Public Works (" Ministeriet for offentlige Arbejder ") ;
Aviation Council (" Luftfartsraadet ") ;
Aviation Control Board (" Luftfartstilsynet ") : inspectorate of material, inspectorate of flying ;
Government Airport at Kastrup, near Copenhagen (" Statens Lufthavn, Kastrup ").

2 and 3. *Det Danske Luftfartsselskab A/S (D.D.L.) : Danish Air Navigation Company (Joint-Stock Company).*

Air lines operated :

Copenhagen-Hamburg,
Copenhagen-Berlin,
Copenhagen-Malmö (Sweden).

General management :

Government airport at Kastrup, near Copenhagen.

Booking office :

Copenhagen.

The air lines of the Danish Air Navigation Company :

Copenhagen-Hamburg,
Copenhagen-Berlin,
Copenhagen-Malmö (Sweden)

are operated in conjunction with the Deutsche Luft-Hansa under the terms of a pool concluded with the latter.

4. Seven persons practise flying as a sport or for touring purposes.

5. The Government grants an annual subsidy of 250,000 crowns to the Danish Air Navigation Company (" Det Danske Luftfartsselskab "), without any obligation as to flying over a specific number of kilometres. The Company's budget, accounts, tariffs, time-tables and regulations must be submitted to the Ministry of Public Works. No subsidies are granted to organisations of private persons practising flying as a sport or for touring purposes.

6. *Organisation of the Wireless Service.* — The Government airport at Kastrup, near Copenhagen, has two broadcasting stations (call sign O.X.S. ; wave-lengths 900 metres, 1,210 metres and 1,316 metres, for the purposes respectively of communication with aviators in flight and radiogoniometry, communication with neighbouring airports and meteorological broadcasts). The station operates in accordance with the " Betriebsordnung für den internationalen Flugfunkdienst ".

7. *Organisation of the Meteorological Service.* — There is at the Government airport at Kastrup, near Copenhagen, a meteorological section which is responsible for the meteorological service for all civil aviation flying over Denmark. It operates on the most up-to-date principles and broadcasts news in conformity with the international plan for broadcasting information.

8. *(a)* Length of the air lines : approximately 150 km. in Denmark ; 800 km. in Denmark and outside.
(a1) Length of air lines equipped for night flying : 145 km.
(b) Number of airports : 1.
(b1) Number of airports equipped for night flying : 1.
(c) Number of kilometres flown : 218,124 km.
(d) Number of passengers carried (regular service) : 2,885
(e) Mail and packages carried (in kg.) : 58,138
} in 1931.

Estonian Delegation.

Geneva, April 5th, 1932.

1. The Department of Roads and Works of the Ministry for Communications is responsible for the organisation and supervision of civil aviation.

In the matter of aviation, the duties of this Department are to draw up plans for air lines and the relevant contracts, to supervise the construction and airworthiness of aircraft, to organise tests for pilots and other persons concerned and to approve the time-tables of air lines.

2. The national air lines are operated by the following foreign undertakings :

(a) The Tallinn-Riga and Tallinn-Leningrad lines by the Germano-Russian Aviation Company " Deruluft ", which has its headquarters at Berlin and an agency at Tallinn. Landing-ground : the Nehatu aerodrome, 13 kilometres from Tallinn ;

(b) The Tallinn-Helsinki line by the Finnish Aviation Company " Aero ", which has its headquarters at Helsinki and an agency at Tallinn. Landing-ground — the hydro-aerodrome at Tallinn, on Lake Ulemiste.

These undertakings have no permanent structures or technical aviation apparatus in Estonia.

3. None.

4. The flying associations at Tallinn, Tartu, Rakvere, Narva and Viljandi.

5. No Government subsidy.

6. There is no special wireless service for aircraft. They may make use, in accordance with the general regulations, of the wireless station at Tallinn E.S.B. (E.S.M.), situated at 24° 42′ 20″ E. and 59° 27′ 12″ N. (the description and characteristics of this station are published in the " Nomenclature des stations fixes et terrestres ", International Bureau of the Telegraphic Union, Berne, 3rd edition, 1931, pages 192 and 193, and in the " Nomenclature des stations effectuant des services spéciaux ", 3rd edition, Berne 1931, pages 162, 163 and 252).

In addition to the above-mentioned station, the Aero Company has its own station for the exclusive use of the Tallinn - Helsinki air line. This station is situated at Tallinn, near Lake Ulemiste, and its power is 0.01 kw., wave length 175 m., type A 1 and A 3.

7. There is no special meteorological service for aircraft. A meteorological synoptic bulletin is drawn up by the Meteorological Observatory of Tallinn University in accordance with the International Meteorological Code and on the basis of data received from the stations of Tallinn, Tartu, Filsandi, Narva, Jöesuu and Pakri. This bulletin is broadcast daily by the Tallinn wireless station at 7.30 a.m., 1.30 and 6.30 p.m. The information is supplied to aircraft upon request.

8. *(a)* Tallinn - Riga 304 kilometres, Tallinn - Leningrad 360 kilometres, Tallinn-Helsinki 90 kilometres.

(a1) None.

(b) An aerodrome (provisional) for aircraft at Nehatu and a hydro-aerodrome (provisional) for seaplanes on Lake Ülemiste (at Tallinn). A public airport is under construction at Tallinn.

(b1) None.

(c) 282,320 kilometres.

(d) 2,057 persons.

(e) 5,705 kilogrammes (mail) + 24,095 kilogrammes (packages = 29,800 kilogrammes).

Finnish Delegation.

April 8th, 1932.

1. The authority under which civil aviation is placed is the Ministry of Communications and Public Works, and in certain cases the Rapporteur of the Ministry on Air Questions. They are assisted by the inspector of aeroplanes and his deputies.

2. The air lines at present in operation are :

Helsinki - Turku - Stockholm,
Helsinki - Tallinn,
Stockholm - Copenhagen (night line).

3. These lines are operated by the limited liability company " Aero O.Y. ", the only undertaking in Finland engaging in commercial air traffic. The line Helsinki - Turku - Stockholm is operated jointly with the Swedish Aerotransport Company. The lines Helsinki - Tallinn and Stockholm - Copenhagen, on the other hand, are operated by the " Aero O.Y. ". These lines are maritime. Between Stockholm and Copenhagen, a land line has also been organised over the part of Sweden situated between these two towns.

4. In Finland, there is no special organisation engaging in flying as a sport or for touring purposes.

5. The " Aero O.Y. " receives a Government subsidy per kilometre travelled. In 1931, the amount of this subsidy was approximately 1,950,000 Finnish marks.

6. The wireless station at Hanko is responsible for wireless communications with aeroplanes. At the Helsinki airport the " Aero O.Y. " has a wireless station which communicates with aeroplanes for the purposes of the air service.

7. Meteorological information is given by the Central Meteorological Office.

8. *(a)* Length of the air lines (in kilometres) :

Helsinki - Turku - Stockholm	450
Helsinki - Tallinn	90
Stockholm - Copenhagen (maritime line)	640
Stockholm - Copenhagen (land line)	525

(a1) Stockholm - Copenhagen (see *(a)*).

(b) Number of airports (for hydro-aeroplanes)	3

(b1) No airport equipped for night flying.

(c) Number of kilometres flown in 1931 (of which 77,765 at night)	257,645
(d) Number of passengers carried in 1931	3,838
(e) Mail and packages carried in 1931 (in kilogrammes)	30,062
(f) Baggage and freight carried in 1931 (in kilogrammes)	54,101

French Delegation.

April 20th, 1932.

1. Up to last February, the services of French civil aviation were grouped under the authority of the Air Minister. At present, they are attached to the Ministry of Public Works and of the Merchant Marine.

Present Organisation.[1] — The civil aviation services are under the Directorate of Civil Aviation, which, in its turn, is under the orders of the Minister of Public Works and of the Merchant Marine.

The Air Attachés are directly responsible for all that concerns civil aviation to the Ministry of Public Works and the Merchant Marine.

The Minister of Public Works and of the Merchant Marine (Directorate of Civil Aviation) fixes the programme of works and buildings for civil aviation and specifies their order of importance.

He manages the installations and administers their staff, or, if necessary, entrusts their management to local bodies.

The Minister of Public Works and of the Merchant Marine also draws up the programmes of aeroplane models and miscellaneous material for civil aviation.

The plans or specimens sent in are submitted both to the Directorate of Civil Aviation and to the General Technical Directorate for making calculations and tests and determining the characteristics of utilisation.

The Minister of Public Works and of the Merchant Marine accepts or rejects the plans or specimens.

The credits granted for constructions from models of civil aeroplanes and miscellaneous material or for touring aviation are administered by the Minister of Public Works and of the Merchant Marine.

2 and 3. The French national air lines are operated by the " Air-Union " or by the Compagnie Générale Aéropostale as follows :

Operating company	Share capital	Lines	Observations
Air Union	14,000,000 French francs	Paris - Lyons-Marseilles Marseilles - Ajaccio - Tunis Tunis - Bone Lyons - Cannes	By seaplane In connection with the previous line, summer only In connection with the Paris - Lyons - Marseilles line at Lyons.
Aéropostale	45,000,000 French francs	Marseilles - Algiers	By seaplane.

The " Air-Union " Company, the Compagnie Générale Aéropostale, the Compagnie Internationale de Navigation Aérienne, the Air-Orient and the Société de Transports Aériens operate the following international air lines under the conditions given below :

Operating company	Share capital	Lines	Observations
Air Union	14,000,000 French francs	Paris - London Lyons - Geneva	In connection with the Paris - Lyons - Marseilles line.
		Paris - Geneva direct	Jointly with the Swiss company " Swissair ".

[1] The present organisation was provisionally fixed by a Decree and an Ordinance dated March 29th, 1932.

Operating company	Share capital	Lines	Observations
Aéropostale	45,000,000 French francs	Toulouse-Casablanca Casablanca - Dakar - Natal - Rio de Janeiro - Buenos Ayres - Santiago de Chile	
		Marseilles-Barcelona	In connection with the Toulouse - Casablanca line at Barcelona.
Air-Orient	22,400,000 French francs	Marseilles - Baghdad Saigon	By seaplane as far as Beirut
CINA	8,250,000 French francs	Paris - Istambul Prague - Warsaw Belgrade - Sofia - Istambul	Summer only
		Paris - Basle - Zurich	Jointly with the Swissair Company (summer only)
Société Générale de Transports Aériens	10,000,000 French francs	Paris - Brussels - Amsterdam	Jointly with the Dutch Company K.L.M.
		Paris - Cologne - Berlin	Jointly with the Deutsche Luft-Hansa
		Paris - Saarbruck - Frankfort - Leipzig-Hamburg	Jointly with the Deutsche Luft-Hansa (summer only)
		Brussels - Essen - Hamburg - Copenhagen - Malmö	Jointly with the Belgian Company S.A.B.E.N.A. In connection with the Paris-Brussels-Amsterdam line at Brussels (summer only)

4. On April 1st, 1932, 245 private persons owning 245 touring aeroplanes carried on flying as a sport and for touring purposes. Sixty-two clubs possess approximately 200 touring aeroplanes. They teach flying, carry out tours and take part in competitions.

5 *(a)*. Subsidies are granted by the French Government to the French air companies in proportion to the useful tonnage carried, the commercial speed achieved, and the difficulties of the routes served.

(b) Subsidies are granted on the following conditions to national organisations and individuals in the form of allowances for the purchase and upkeep of aircraft :

Any organisation (club) or person wishing to obtain an allowance must undertake to use the aircraft thus purchased for purposes of touring or personal transport only.

The allowances may only be granted for the purchase and upkeep of machines constructed in France and of a type less than six years old.

In the case of private individuals, Government assistance may only be obtained for a single machine.

No person receiving remuneration from an air undertaking may obtain an allowance for the purchase or upkeep of a machine of the same type as those manufactured by the undertaking to which he belongs.

The amount of the allowances granted is calculated as follows :

Purchase Allowance. — The purchase allowance comprises : a fixed sum ; a useful load bonus based on the number of passengers carried with a radius of action of 300 kilometres; a horse-power bonus in respect of new engines constructed in France, on the basis of their horse-power ; a special bonus for machines of metallic construction.

Note. — As regards seaplanes and amphibian apparatus, no purchase allowance is granted in respect of single-seaters.

Upkeep Allowances. — Upkeep allowances are granted for each hour's flight performed by the machines in excess of 100 hours, in respect of which no allowance is paid.

6. See Annex 1 attached.

7. See Annex 2 attached.

8. Length of air lines in kilometres. . . . . } in 1931 } See Annex 3 attached.
Number of kilometres flown . . . . . } in 1931 } See Annex 3 attached.
Number of passengers carried . . . . . } in 1931 } See Annex 3 attached.
Mail and packages carried . . . . . } in 1931 } See Annex 3 attached.

The number of airports open to civil aviation is 51 aerodromes and 10 seaplane bases.

The number of these airports equipped for night-flying is 32 aerodromes supplied with obstacle lamps and 17 aerodromes supplied with searchlights.

The length of air lines equipped for night-flying is 2,578 kilometres — viz., Paris - St. Inglevert, 225 ; Paris - Valenciennes, 170 ; Paris - Strasburg, 403 ; Paris - Bordeaux, 535 ; Bordeaux - Toulouse, 215 ; Toulouse - Perpignan, 160 ; Paris - Marseilles, 730 ; Clermont - Lyons, 140.

Annex 1.

ORGANISATION OF WIRELESS SERVICES.

Civil aviation uses wireless apparatus for two different purposes — first, for exchanges of communications, and, secondly, for the guidance of aircraft. These different services are governed by international agreements.

Exchanges of communications are of three kinds : meteorological communications, communications between aerodromes as regards traffic and communications with aircraft.

1. *Meteorological Communications.* — Meteorological observations and forecasts are made periodically by the National Meteorological Office. Each observation post sends information by telephone or wireless to a central or local post (concentration).

The latter collects the observations and sends them out by wireless (broadcasting). In this way, anyone can receive the local meteorological telegrams. The majority of the communications are dealt with by the transmitting and receiving wireless stations of civil aviation. The transmissions normally effected on long waves are usually duplicated by simultaneous short-wave transmission; hence, when there is atmospheric interference with long-wave communications, the same communication can be listened to on short waves with much greater chance of success.

The information thus received on the aerodromes are posted up and placed at the disposal of pilots in the form of tables or charts. Information likely to interest aeroplanes in flight is also communicated to them by wireless.

2. *Communications between Aerodromes (Traffic).* — Each departure of an aeroplane is notified by the aerodrome of departure to the first stopping-place and to the point of arrival. It is thus possible to follow the aeroplane on its way, to avoid collisions in case of fog, and to prepare transport for the conveyance of passengers from the aerodrome to the town. In the more dangerous places, effective rescue work can also be organised. Arrivals of aeroplanes are, of course, communicated to the aerodrome of departure.

These communications are made by wire, or more often by wireless, and the receiving stations are placed at the aerodromes in the vicinity of the control station. Transmitting stations are, as a rule, placed outside the aerodromes at a distance of about 2 kilometres, so that their aerials should not hinder pilots. In such cases they are worked at a distance from the aerodrome. The transmitting stations may be divided into two categories according to their power. The high-power stations (2 kilowatts at the aerial) for long-distance communications are situated at Orly, Algiers, Marseilles, Tunis, Casablanca, Toulouse ; they communicate among themselves or with the ordinary aerodrome stations placed near them. The ordinary stations have a power of approximately 600 watts at the aerial. As a rule, each station has several identical transmitters, or, if a single transmitter is sufficient, an ordinary station and a reserve station.

3. *Communication with Aeroplanes.* — The apparatus placed on the ground, whether transmitting or receiving, for communication with aeroplanes is similar to the apparatus employed for traffic communications. Many receivers, however, are equipped for direction-finding. The apparatus placed on board aeroplanes belongs, like the commercial aeroplanes themselves, to the air transport companies. The conditions of installation and operation of such apparatus are, however, fixed by the Government.

Communications between aeroplanes and the ground are carried out on waves of 870-900 and 930 metres. The aeroplane calls and the land station replies. Communication should be made telegraphically, but telephony is still allowed.

The majority of the communications relate to the aeroplane's position or to requests for information as to the weather ; sometimes they report incidents occurring *en route* or ask for help. When an aeroplane is in distress it makes the S.O.S. signal and all other communications of the same wave-length are stopped. Special rules are then applied and the messages exchanged are known as distress communications. The main objective is usually to locate the aeroplane in order to assist it, and here direction-finding is used.

Direction-finding — or, more generally, guidance — is aimed at, telling the observer his position and the line to be followed to reach his objective. The simplest method of utilising direction-finding from the point of view of the pilot is, of course, to place the direction-finder on the ground. There is at present a complete system of direction-finders for aeroplanes on the ground. In France and North Africa, they are situated at the following places : Ajaccio, Algiers, Antibes, Auxerre, Biarritz, Bone, Casablanca, Dijon, Le Bourget, Marseilles, Oran, Perpignan, Strasburg, Toulouse, Tours, Tunis, Valenciennes.

These stations work with each other or with the neighbouring foreign stations, among which may be mentioned : Croydon, Lympne, Pulham, in England ; Ostend, Brussels, in Belgium ; Rotterdam, in the Netherlands ; Stuttgart, Cologne, Dortmund, in Germany ; Basle, Geneva, Zurich, in Switzerland.

The stations usually work in groups of three under the command of a directing station known as the control station.

An aircraft wishing to know its position calls the control station. The latter warns the neighbouring direction-finding stations and asks for their assistance. The aircraft is then requested to transmit for a minute and the direction-finding stations concerned make their measurements. These measurements, after examination and correction for systematic errors, are concentrated at the control station, which plots the position on the map and communicates it to the aircraft.

Another system of guidance employed by the Americans has just been adopted in France — namely, that of the radio beacon with fixed frames. An apparatus of this kind has been placed near Abbeville and marks the air route from Paris to London ; it is sufficient for the aircraft desiring guidance to be supplied with a wireless-receiving set to be able to use the radio beacon and pursue its course even in a fog. When the machine is on the right course the operator hears a continuous sound, and if he deviates to the right or to the left he hears a signal which shows him on which side he is.

As regards administration, the Directorate of Civil Aviation has a communications section which centralises and studies all questions connected with wireless telegraphy. In each of the three district air navigation departments at Paris, Marseilles and Algiers, there is a radio-electric inspector responsible for the examination of the same questions for the territory of his district.

Annex 2.

ORGANISATION OF THE METEOROLOGICAL SERVICE.

In France, the whole meteorological service is entrusted to a central organisation, the " National Meteorological Office ".

This organisation is responsible for meeting all the meteorological requirements of the parties concerned, involving the utilisation of a general observation system (forecasts, bulletins, climatology and documentation).

It comprises a central service established at Paris and stations and posts situated at different points on French territory.

1. *Central Service.* — The central service has a directorate and special sections.

The directorate organises, directs and co-ordinates the work of the different sections and services of the National Meteorological Office.

The special sections comprise :

(1) A *weather forecast section* responsible for preparing regional forecasts for the whole of France and weather bulletins for aviation.

This section functions day and night and operates conjointly with the competent commissions of the International Meteorological Committee ; the Meteorological Commission of the CINA ; the Meteorological Section of the International Committee of Geodesy and Geophysics.

(2) A *communications section* which centralises national and international intelligence and broadcasts forecasts and warnings.

It also undertakes research into the relations between meteorological phenomena and electro-magnetic waves.

For its bulletins, it employs the wireless stations of all the Ministries (P.T.T., National Defence, Colonies). Experiments are now being made with the use of *bélinograms* for the daily transmission of part of the documentation prepared by the Weather Forecasts Section to the stations and posts of the N.M.O.

This section co-operates in the work of the commissions of the International Meteorological Committee and the commissions of the International Union of Scientific Radio-Telegraphy.

(3) A *climatology section*, which collects, studies and publishes all the meteorological observations made on the national territory.

The climatology section co-operates in the work of the corresponding commissions of the International Meteorological Committee and the league against crop pests.

(4) The National Meteorological Office also comprises a statistical section ; an instructional section ; a general inspectorate ; an administrative section ; a central study and instructional establishment at Mont Valérien.

2. *Regional Services.* — Meteorological posts are situated along and in the vicinity of the air navigation lines. They contribute to the protection of the aeroplanes employed along these lines.

These posts are placed under the authority of regional inspectorates responsible for controlling and directing them, for centralising supplementary information and for drawing up regional reports.

Apart from the posts belonging to the N.M.O., a system of auxiliary posts has been created with the assistance of organisations having a permanent staff on the spot, such as gendarmerie and forestry posts, railway station employees, etc.

At present the National Meteorological Office has 9 stations, 75 posts and 126 auxiliary posts.

In addition, an important climatological system constituted by small posts operates under the direction of the N.M.O. These posts are served by persons interested in the development of meteorology owing to their qualifications, their duties or their profession. Their number at present amounts in France to about 1,500.

The geographical distribution of the posts and stations of the N.M.O. is shown in the following table.

GEOGRAPHICAL DISTRIBUTION OF PORTS AND STATIONS OF THE NATIONAL METEOROLOGICAL OFFICE.

Stations. [1]

France :	Suresnes (Mont Valérien)	Marignane F.G.
	Dijon F.G.	Rennes
	Lyons F.G.	Tours F.G.
Algeria-Tunisia :	Algiers F.G.	
Morocco :	Rabat F.G.	
Syria :	Beirut F.G.	

Posts. [1]

France :	Abbeville F.G.	Metz F.G.
	Ajaccio F.G.	Montélimar F.G.
	Angers F.G.	Mourmelon F.G.
	Angoulême F.G.	Nancy F.G.
	Argentan	Nimes F.G.
	Aulnat F.G.	Orleans F.G.
	Avord F.G.	Pau F.G.
	Beauvais F.G.	Perpignan F.G.
	Belfort	Poitiers F.G.
	Bordeaux F.G.	Le Puy
	Le Bourget F.G.	Rheims F.G.
	Brest	Rennes
	Cazaux F.G.	Rochefort F.G.
	Chartres F.G.	Romilly F.G.
	Châteauroux F.G.	Romorantin F.G.
	Cherbourg F.G.	St.Inglevert F.G.
	Compiègne Aer.	St.Raphaël F.G.
	La Courtine (camp)	Saverne
	Cuers F.G.	Strasburg F.G.
	Epinal Aer.	Thionville F.G.
	Etampes F.G.	Toulouse F.G.
	Le Havre	Valenciennes F.G.
	Istres F.G.	

[1] F.G.=flying ground ; Aer.=balloonists ; Stat.=station employees ; Ph.=lighthouse ; Gend.=Gendarmerie brigade.

Algeria-Tunisia :	Adrar F.G.	Laghouat F.G.
	Ain Sefra F.G.	Oran F.G.
	Aoulef F.G.	Setif F.G.
	Beni-Abbès F.G.	Méchéria F.G.
	Bou-Bernous	Tunis F.G.
	Colomb-Béchar F.G.	Kairouan F.G.
	El Goléa F.G.	Gabès F.G.
	In-Salah F.G.	Karouba (Bizerta) F.G.
Morocco :	Casablanca F.G.	Meknès F.G.
	Bou-Denib F.G.	Tadla F.G.
	Fez F.G.	Tangiers F.G.
	Marrakech F.G.	Taza F.G.
Syria :	Damascus F.G.	Palmyra F.G.
	Deir-ez-Zor F.G.	Rakka F.G.
	Deraa F.G.	Rayack F.G.
	Muslimié F.G.	

Semaphore Posts.

Ajaccio	Faraman	Pointe de la Percée
Alprech	Fréhel	Pointe du Butte
Arcachon	Gavres	Pointe du Roc
Bénat	Gris-Nez	St. Mathieu
Bréhat	Iles Sanguinaires	Sète
Calais Baraque	La Chiappa	Sicié
Camarat	La Coubre	Socoa
Cap Béar	La Hague	Talut
Cap Corse	La Hève	Cap Falcon (Oran), Algeria
Cap Couronne	Ouessant-Creach	Bouzareah (Algiers), Algeria
Cavallo	Penmarch	Bougaroni (Constantine), Algeria
Chassiron	Pertusato	Cap de Garde (Constantine), Algeria
Croisettes	Pointe d'Ailly	Cap Blanc, Tunisia
Dunkirk		

Auxiliary Posts.[1]

France :	Agen F.G.	La Châtaigneraie Gend.
	Ambérieu F.G.	La Ferté-sous-Jouarre Gend.
	Avignon-Pujaut F.G.	Landes de Bussac F.G.
	Ballon Gend.	Langres Gend.
	Beaufort Gend.	Lapleau Gend.
	Beaumont Gend.	Laon Gend.
	Berck F. G.	La Tour d'Auvergne Gend.
	Bergerac Gend. and Inst. Tabacs	Le Grand-Pressigny Gend.
	Biarritz Parme F.G.	Ligny-en-Barrois Gend.
	Billy-sous-Mangiennes Gend.	Lormes Gend.
	Blodelsheim Gend.	Loudéac Gend.
	Bonneville Gend.	Mâcon Gend.
	Bourgueil Gend.	Mâcon-Charnay F.G.
	Brive Gend.	Mézières Gend.
	Carcassonne F.G.	Modane Gend.
	Cassel Gend.	Montfaucon Gend.
	Castellane Gend.	Montluçon Stat.
	Castelnaudary Phare.	Montmirail Gend.
	Chalon-sur-Saône Gend.	Montrésor Gend.
	Châteaubriant Gend.	Mont-Revard Stat.
	Châtillon Américain F.G.	Mont St.Vincent Gend.
	Châtillon-sur-Seine Gend.	Neung-s.-Beauvron Gend.
	Chaumont Gend.	Neuvy-le-Roi Gend.
	Clermont-en-Argonne Gend.	Nogent-le-Rotrou Gend.
	Clermont-Ferrand Stat.	Noirétable Gend.
	Commercy Gend.	Périgueux Gend.
	Conches Gend.	Poix F.G.
	Coursan Gend.	Pontarlier Gend.
	Crest Gend.	Pont de Dore Stat.
	Damvillers Gend.	Romans Gend.
	Digoin Gend.	St. Dizier Gend. and F.G.
	Feurs Gend.	St. Laurent-du-Chamousset Gend.
	Fumay Gend.	St. Michel Gend.
	Gannat Stat.	St. Quentin F.G.
	Hauteville Gend.	St. Rambert-d'Albon F.G.

[1] See footnote page 35.

France :

Sallanches Gend.
Sarrebourg Gend.
Saulieu Gend.
Seyssel-Corbonod Stat.
Soissons Gend.
Tarare Stat.
Tulle Gend.
Ussel Gend.
Vigneules-les-Hattonchâtel Gend.
Villefranche-de-Lauraguais Gend.
Virieu-sur-Bourbre Gend.

Algeria-Tunisia :

Ain Beida Gend.
Ain-el-Hadjaz Gend.
Ain M'Lila Gend.
Aumale Gend.
Batna Gend.
Béja Gend.
Berroughia Gend.
Biskra Gend.
Blida Gend.
Boghari Gend.
Bordj-bou-Arréridj Gend.
Bouira Gend.
Bou-Saada Gend.
Constantine Gend.
Ghardimaou Gend.
Guelma Gend.
Le Kef Gend.
Khenchela Gend.
Lavigerie Gend.
Mansourah Gend.
Mascara Gend.
Médéa Gend.
Medjaz-el-Bab Gend.
Miliana Gend.
Montagnac Gend.
Mostaganem Gend.
M'Sila Gend.
Orléansville Gend.
Oued-Zem Gend.
Palestro Gend.
Relizane Gend.
Sfax Gend.
Sidi-bel-Abbès Gend.
Souk Ahras Gend.
Souk-el-Arba Gend.
Sousse Gend.
Tabarca Gend.
Tebessa Gend.
Teniet-el-Had Gend.
Tiaret Gend.
Tiflet Gend.
Tlemcen Gend.
Villars Gend.

Annex 3.

AIR TRAFFIC STATISTICS. — SUBSIDISED FRENCH LINES.
YEAR 1931.

Air line	Length of lines in kilometres	Kilometres flown	Actual traffic (per line)			Kilometric traffic		
			Passengers paying or carried free[1]	Packages and excess baggage in kilogrammes	Mail in kilogrammes	Passenger kilometres, paying and carried free [1]	Packages and excess baggage in kilometric tons	Mail in kilometric tons
			Compagnie Générale Aéropostale					
France-French West Africa-South America[2]	13,855	1,425,545	256	6,325	31,056	377,510	13,988	200,155
France-Morocco[3]	2,555	1,588,578	2,293	45,133	52,446	3,625,645	42,971	92,281
Marseilles-Algiers	803	453,654	39	5,705	12,839	31,317	4,579	10,310
			Compagnie Internationale de Navigation Aérienne					
Paris-Istambul and branch lines	4,199	1,611,234	3,138	268,787	18,257	2,161,956	239,855	18,999
Paris-Zurich	492	75,276	608	12,405	2,767	179,720	5,296	953
			Compagnie Air-Union					
Paris-London	375	1,026,256	12,763	828,191	11,215	4,786,135	291,895	4,207
Paris-Marseilles	730	556,990	2,998	81,196	6,607	1,788,965	49,181	3,516
Marseilles-Tunis-Bone	1,293	630,091	3,147	13,194	11,662	2,225,102	10,409	10,482
Paris-Lyons-Geneva	558	73,098	316	4,097	377	116,968	1,828	185
			Société Générale de Transport Aérien					
Paris-Amsterdam	460	384,667	3,042	219,460	10,338	744,445	72,200	3,277
Paris-Cologne-Berlin	888	293,414	1,941	74,208	3,649	1,130,621	40,205	2,377
Paris-Saarbruck-Berlin	1,010	137,765	1,140	29,084	12,858	467,015	14,985	4,339
Cologne-Malmö	695	105,375	700	9,458	1,114	278,465	4,704	513
			Compagnie Air-Orient					
Marseilles-Baghdad-Saigon	12,289	906,290	319	8,327	11,426	508,922	17,406	47,176
Total	40,122	9,268,233	32,700	1,605,611	186,611	18,422,786	809,502	809,770

[1] Excluding staff of the companies.
[2] Of which 1,079,590 kilometres by aeroplane.
[3] The France-Morocco service consists of : Bordeaux-Toulouse-Casablanca and Marseilles-Barcelona.

Greek Delegation.

Geneva, April 4th, 1932.

1. Civil aviation is under the Department of Civil Aviation of the Air Ministry. In addition to the Administrative Service it comprises the following sections :

Air Communications Section with Bureau of Private Aviation and Propaganda ;
Section of Statistics, Information, Contracts and Conventions ;
Airports Section ;
Air Navigation and Cartographical Section.

The Technical Service is common to military and civil aviation, as are the Accountancy, Wireless and Meteorological Services.

2. The national air lines are operated by a limited company with a capital of 28,500,000 dr. entitled Greek Air Communications Company. Sixty per cent of the capital must be held by Greek subjects, otherwise the concession will be annulled. The company has concluded a contract with the Government for a period of fifteen years entitling it to operate certain lines within Greek territory and others outside the national territory.

The company is administered by an Administrative Board and is managed by a Director-General. A technical adviser from the Junkers factories is at the Company's disposal for a period of two years.

The company is subsidised by the Government on the basis of the number of kilometres travelled. The subsidy per kilometre is revised every four years on the basis of the expenditure and receipts of the last two years of each four-year period. The specifications for aeroplanes are laid down by the Air Ministry, as well as the maximum and minimum number of flights which may be effected each year.

Technical supervision is exercised in the airports by Government employees. Financial supervision is exercised at the end of each year by officials of the Department of Civil Aviation.

The Company utilises the Government airports on payment of certain fees in respect of landing and sojourn. The lines at present operated are the following :

Athens - Salonika and *vice-versa*, daily service in both directions throughout the year except on Sundays ;

Athens - Agrinion - Janina and *vice-versa*, daily service in summer and three times a week in winter in each direction.

3. At present no national undertaking operates air lines outside the national territory. The following foreign companies operate international lines with stations in Greek territory :

Aeroespresso :	1. Line Brindisi - Patras - Athens - Mitylene - Constantinople.
	2. Line Athens - Syra - Rhodes.
Air-Orient :	3. Line Marseilles - Corfu- -Athens - Indochina.
Imperial Airways :	4. Line London - Athens - British India.
	5. Line London - Athens - Crete - South Africa.
K. L. M. :	6. Line Amsterdam - Athens - Java (Netherlands Indies).
Aeroput :	7. Line Salonica - Belgrade - Vienna.
Lot :	8. Line Salonica - Sofia - Bucharest - Warsaw - Danzig.

Proposals have also been put forward by other foreign companies whose lines have not yet begun to operate.

4. No flying is at present done in Greece by private persons.

The following organisations have been formed to support the efforts of private persons to organise private flying for sporting purposes :

(1) Central Aeronautical Committee of Greece, under the auspices of the Air Ministry, under whose authority the private organisations are placed ;

(2) Aero-Club of Greece ;

Air League of Athens ;
Air League of Salonica (Friends of the Air) ;
Air League of Piræus ;
Air League of Corfu ;
Air League of Janina ;
Air League of Larissa ;
Air League of Volo ;
Air League of Agrinion.

Annex 3.

AIR TRAFFIC STATISTICS. — SUBSIDISED FRENCH LINES.
YEAR 1931.

Air line	Length of lines in kilometres	Kilometres flown	Actual traffic (per line)			Kilometric traffic		
			Passengers paying or carried free[1]	Packages and excess baggage in kilogrammes	Mail in kilogrammes	Passenger kilometres, paying and carried free [1]	Packages and excess baggage in kilometric tons	Mail in kilometric tons
			Compagnie Générale Aéropostale					
France-French West Africa-South America[2]	13,855	1,425,545	256	6,325	31,056	377,510	13,988	200,155
France-Morocco[3]	2,555	1,588,578	2,293	45,133	52,446	3,625,645	42,971	92,281
Marseilles-Algiers	803	453,654	39	5,705	12,839	31,317	4,579	10,310
			Compagnie Internationale de Navigation Aérienne					
Paris-Istambul and branch lines	4,199	1,611,234	3,138	268,787	18,257	2,161,956	239,855	18,999
Paris-Zurich	492	75,276	608	12,405	2,767	179,720	5,296	953
			Compagnie Air-Union					
Paris-London	375	1,026,256	12,763	828,191	11,215	4,786,135	291,895	4,207
Paris-Marseilles	730	556,990	2,998	81,196	6,607	1,788,965	49,181	3,516
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Total	40,122	9,268,233	32,700	1,605,611	186,611	18,422,786	809,502	809,770

[1] Excluding staff of the companies.
[2] Of which 1,079,590 kilometres by aeroplane.
[3] The France-Morocco service consists of : Bordeaux-Toulouse-Casablanca and Marseilles-Barcelona.

Greek Delegation.

Geneva, April 4th, 1932.

1. Civil aviation is under the Department of Civil Aviation of the Air Ministry. In addition to the Administrative Service it comprises the following sections :

Air Communications Section with Bureau of Private Aviation and Propaganda ;
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Airports Section ;
Air Navigation and Cartographical Section.

The Technical Service is common to military and civil aviation, as are the Accountancy, Wireless and Meteorological Services.

2. The national air lines are operated by a limited company with a capital of 28,500,000 dr. entitled Greek Air Communications Company. Sixty per cent of the capital must be held by Greek subjects, otherwise the concession will be annulled. The company has concluded a contract with the Government for a period of fifteen years entitling it to operate certain lines within Greek territory and others outside the national territory.

The company is administered by an Administrative Board and is managed by a Director-General. A technical adviser from the Junkers factories is at the Company's disposal for a period of two years.

The company is subsidised by the Government on the basis of the number of kilometres travelled. The subsidy per kilometre is revised every four years on the basis of the expenditure and receipts of the last two years of each four-year period. The specifications for aeroplanes are laid down by the Air Ministry, as well as the maximum and minimum number of flights which may be effected each year.

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Athens - Salonika and *vice-versa*, daily service in both directions throughout the year except on Sundays ;

Athens - Agrinion - Janina and *vice-versa*, daily service in summer and three times a week in winter in each direction.

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	2. Line Athens - Syra - Rhodes.
Air-Orient :	3. Line Marseilles - Corfu- -Athens - Indochina.
Imperial Airways :	4. Line London - Athens - British India.
	5. Line London - Athens - Crete - South Africa.
K. L. M. :	6. Line Amsterdam - Athens - Java (Netherlands Indies).
Aeroput :	7. Line Salonica - Belgrade - Vienna.
Lot :	8. Line Salonica - Sofia - Bucharest - Warsaw - Danzig.

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(2) Aero-Club of Greece ;

Air League of Athens ;
Air League of Salonica (Friends of the Air) ;
Air League of Piræus ;
Air League of Corfu ;
Air League of Janina ;
Air League of Larissa ;
Air League of Volo ;
Air League of Agrinion.

5. The Greek Air Communications Company is subsidised by the Government on the basis of the kilometres travelled. The kilometric subsidy is revised every four years according to the receipts and expenditure of the last two years of each four-year period, the financial conditions prevailing and the material utilised.

The Central Aeronautical Committee receives as subsidy a sum fixed each year by the Air Ministry according to the work assigned to it by the Ministry for the coming year.

6. The Wireless Service of civil and military aviation is provided by a section of the military air staff. To meet the requirements of civil aviation at the points where there are no wireless stations belonging to the Air Ministry, the stations of the navy and of the Ministry of Communications (Postal and Telegraph Service) are utilised. Lastly, certain foreign air communications companies have received permission to set up private stations at their airports under Government control. The operation of these stations may at any time be suspended or stopped by order of the Air Ministry.

7. The meteorological service for civil aviation is provided by the Central Greek Meteorological Office, which constitutes a separate department of the Air Ministry and provides for all the meteorological requirements of the Government and of private individuals.

8. *(a)* Length of the air lines : 700 kilometres.

(a1) Nil.

(b) Mixed airports (land and naval) (1) Salonica.
Land airports (2) Janina, Agrinion.
Naval airports (2) Corfu, Athens (Phalera).
Land military aerodromes open to civilian air traffic (3) Tatoi (Athens), Larissa, Sedes (Salonica).

(b1) In 1931 : Nil ; in 1932 : (3) Tatoi (Athens), Larissa, Sedes (Salonica).

(c) From July 10th, 1931, to December 31st, 1931 (6 months) : 125,870 kilometres.

(d) 2,680 passengers, including 2,205 paying passengers, from July 10th, 1931, to December 31st (6 months).

(e) 1,295 kilogrammes from July 10th to December 31st (6 months).

(f) Goods and excess baggage 9,071 kilogrammes from July 10th to December 31st.

It should be noted that the figures given in paragraphs *(c)*, *(d)*, *(e)* and *(f)* above apply to the transport of the Greek company only and not that of the foreign companies operating lines through Greek territory.

It should also be noted that the regular line Athens - Salonica was inaugurated on July 10th, 1931, and the line Athens - Janina on November 23rd, 1931. Hence, the above figures only represent six months' flying on the Salonica line and one month's flying on the Janina line.

Hungarian Delegation.

Budapest, April 1st, 1932.

1. The authority in which supreme control of Hungarian civil aviation is vested is the Ministry of Commerce, Section III of which has charge of the management and supervision of matters concerning this mode of transport.

Section III is at the same time the second-instance authority in air matters, the Minister of Commerce having granted it the status of an Aviation Bureau.

2. At the present time, Hungary possesses but one air-transport undertaking : the Magyar Légiforgalmi R.T. (Hungarian Air Transport Company, organised as a joint stock company).

This company operates the following national commercial and postal lines : Budapest - Pécs - Kaposvár and Budapest - Nyiregyháza.

It is only in summer that these lines are linked up with the international system (see below).

3. The same company also maintains the international commercial and postal line : Budapest - Vienna, operated jointly with the Oesterreichische Luftverkehrsges. A.G. and the Luft-Hansa A.G.

4. Flying for sport and touring purposes is under the supervision of the Hungarian Flying Federation (Magyar Aeró Szövetség). This federation is a member of the F.A.J.

It comprises six sports clubs.

5. The Magyar Légiforg. R.T. is in receipt of an indirect subsidy paid in advance and a direct subsidy paid on the basis of results.

No other subsidies are paid in respect of civil aviation.

6. The centre of the wireless system is at Budapest. Each aerodrome (see 8 *(b)*) is equipped with a station of its own.

The wireless direction-finding service possesses two stations, at Budapest and Szombathely.

7. The national and international meteorological service is in the hands of the State Meteorological Institute, which supplies aerodromes with general meteorological information.

Each aerodrome has its own meteorological station, which supplements the above-mentioned information and maintains direct communication with pilots and aeroplanes in flight.

8. *(a)* Length of the air lines (excluding the projected Budapest - Venice line): 715 kilometres.

(a 1) Nil.

(b) One airport and eight aerodromes.

(b 1) Nil.

(c) 197,160 kilometres.

(d) 3,498 passengers.

(e) 87,581 kilogrammes.

Italian Delegation.

April 4th, 1932.

1. Civil aviation in Italy is under the Civil Aviation and Air Traffic Office (Ufficio Aviazione Civile e Traffico Aereo), which is one of the departments of the Royal Air Ministry.

This Office consists of :

(a) A secretariat ;

(b) The air-transport division, comprising two sections :
First Section : Agreements and contracts concerning the concession of subsidised air transport, airports open to civil air traffic, national register of aircraft ;
Second Section : Certificates ; licences and permits of various kinds ;

(c) The section dealing with legislation in regard to aircraft and with treaties ;

(d) The investigations, statistics and technical services section ;

(e) The accounting section.

The Civil Aviation and Air Traffic Office exercises complete technical and administrative supervision over civil aviation. It also controls, through the managers of aerodromes, civil air traffic.

2. (a) *Società Anonima Avio-Linee Italiane.* — A joint-stock company with a capital of 4,000,000 Italian lire. Subsidised by the Government. A member of the International Air Traffic Association.
Headquarters : 48, via Calabria, Rome.
Organisation : A board of directors ; a general management (4, via Victor Hugo, Milan) ; a traffic management (Taliedo Aerodrome, Milan).
National air lines operated : Regular air services for passengers, baggage and mail between :

Rome - Milan,
Milan - Turin.

(N.B. — For the international air lines, see paragraph 3, letter *(b)*).

(b) *Società Aerea Mediterranea.* — A joint-stock company with a capital of 18,000,000 Italian lire. Subsidised by the Government. A member of the International Air Traffic Association (IATA).
Headquarters : 29, viale Regina Elena, Rome.
Organisation : A board of directors ; a general management (29, viale Regina Elena, Rome) ; two traffic managements (Idroscalo Carlo del Prete, Ostia, Rome, and Aeroporto di San Nicoló del Lido, Venice).
National air lines operated : Regular air services for passengers, baggage and mail between :

Rome - Venice,
Rome - Florence - Venice,
Venice - Ancona - Bari - Brindisi,
Rome - Bari - Brindisi,
Rome - Cagliari,
Rome - Palermo.

(N.B. — For the international air lines, see paragraph 3, letter *(c)*).

(c) *Società Anonima Navigazione Aerea.* — A joint-stock company with a capital of 12,000,000 lire. Subsidised by the Government. A member of the IATA.
Headquarters : Idroscalo Carlo del Prete, Ostia, Rome.
Organisation : A board of directors ; a general management (Idroscalo Carlo del Prete, Ostia) ; a traffic management (Idroscalo di Genova, Bacino Benito Mussolini).
National air lines operated : Regular air services for passengers, baggage and mail between :

Genoa - Rome - Naples - Palermo,
Rome - Naples - Syracuse - Tripoli.

(N.B. — For the international air lines, see paragraph 3, letter *(d)*).

(d) *Società Italiana Servizi Aerei.* — A joint-stock company with a capital of 5,000,000 Italian lire. Subsidised by the Government. A member of the IATA.
Headquarters : Palazzo del Lloyd Triestino, Trieste.
Organisation : A board of directors ; a general management (Idroscalo di Portorose, Trieste) ; a traffic management (Idroscalo di Portorose, Trieste).
Air lines operated : Regular air services for passengers, baggage and mail between :

Turin - Pavia - Venice - Trieste,
Portorose - Trieste - Zara - Ancona,
Portorose - Trieste - Fiume - Lussimpiccolo - Zara,
Fiume - Brioni - Venice.

(e) *Società Anonima Nord Africa Aviazione.* — A joint-stock company with a capital of 1,000,000 Italian lire, subsidised by the Government.

Headquarters : Bengasi (Cirenaica).

Organisation : A board of directors ; a general management (Bengasi) ; a traffic management (Bengasi).

National air lines operated : Regular air services for passengers, baggage and mail between :

Tripoli - Sirte - Bengasi.

3. (a) *Società Anonima Aero Espresso Italiana.* — A joint-stock company with a capital of 5,000,000 Italian lire. Subsidised by the Government. A member of the IATA.

Headquarters : 86, via Emilia, Rome.

Organisation : A board of directors ; a general management (Rome) ; a traffic management (Brindisi).

International air lines operated : Regular air services for passengers, baggage and mail between :

Brindisi - Athens - Istambul,
Brindisi - Athens - Rodi.

(b) *Società Anonima Avio-Linee Italiane.* — (For general information and the national air lines operated, see paragraph 2, letter *(a)*.)

International air lines operated : Regular air services for passengers, baggage and mail between :

Milan - Trento - Bolzano - Innsbruck - Münich
(A tourist service operated in conjunction with the Deutsche Luft-Hansa, A.G., of Berlin, and the Oesterreichische Luftverkehrs, A.G., of Vienna) ;

Milan - Münich
(Through service) ;

Munich - Nuremberg - Leipzig - Berlin
(Service operated in conjunction with the Deutsche Luft-Hansa, A.G., of Berlin).

(c) *Società Aerea Mediterranea.* — (For general information and for the national air lines operated, see paragraph 2, letter *(b)*.)

International air lines operated : Regular air services for passengers, baggage and mail between :

Cagliari - Tunis,
Rome - Tunis,
Palermo - Tunis,
Brindisi - Tirana - (Scutari - Koritza - Valona - Santi Quaranta),
Venice - (Klagenfurth - Graz) - Vienna. (Operated in conjunction with the Oesterreichische Luftverkehrs, A.G., of Vienna).

(d) *Società Anonima Navigazione Aerea.* — (For general information and for the national air lines operated, see paragraph 2, letter *(c)*.)

International air lines operated : Regular air services for passengers, baggage and mail between :

Genoa - Marseilles - Barcelona,
Genoa - Marseilles - Barcelona - Cartagena - Gibraltar - Cadiz. (A mail service leaving on fixed dates in connection with vessels crossing to America).

4. Aerocentro Emiliano, Bologna ;
Aerocentro Ligure da Turismo, Genoa ;
Cattaneo Carlo, Pirano ;
Diverio Luigi, Milan ;
Gibertoni Gino, Capri ;
Società Aerea Mediterranea, Rome ;
Società Aeronautica Macchi, Varese ;
Società Anonima Aeroporto Scaligero, Verona ;
Società Aereo Turismo Atesino, Merano ;
Società Anonima Avio Linee Italiane, Rome ;
Società Anonima Transadriatica, Rome ;
Società Automobili A. Varaschini & Co., Tripoli ;
Società Italiana Servizi Aerei, Portorose ;
Vitale Vincenzo, Turin.

5. Commercial air-transport companies (see paragraphs 2 and 3) are subsidised by the Government. The chief form of subsidy is a fixed annual grant by the Government as a contribution towards the cost of organisation and equipment.

Organisations practising flying for touring purposes (see paragraph 4) do not receive a Government subsidy.

6. The wireless service for communication with and assistance to aircraft is provided in Italy by the Royal Air Ministry's wireless system, the final organisation of which is on the point of completion.

For the moment, and pending the completion of the installation of all the wireless centres contemplated, assistance is given to civil aircraft by the stations of the Royal Air Ministry near the civil air-line routes and these stations listen in, employing a wave-length of 900 metres.

In addition to rendering assistance, the wireless stations near the airports at which the various civil air lines terminate exchange communications relating to the departure and arrival of the aircraft belonging to the air lines terminating at the respective airports.

When the reorganisation of the Royal Air Ministry's wireless system has been completed, assistance to aircraft will be given solely by the wireless centres placed at suitable points, with due regard for the normal itinerary of the air lines.

7. The meteorological service is administered by the Aerological Service Section (Sezione Servizio Aerologico) of the Royal Air Ministry, which is responsible for the installation, organisation and operation of aerological stations.

The regional organs responsible for the aerological service are :

The territorial departments of the air zone territorial services ;
The regional meteorological centres ;
The aerodrome service sections ;
The aerological information centre ;
The observation stations ;
The Air Ministry's wireless system and certain wireless stations of the Royal Navy and Army.

The aerological stations are divided into :

(a) 23 first-class ;
(b) 54 second-class ;
(c) 12 third-class.

It is their duty to furnish aircraft with the requisite information as laid down in Article 35*(a)* of the " Agreement for the Regulation of Air Navigation ".

The weather conditions observed are summarised in the observation bulletins every hour (from 4 a.m. to 4 p.m.) by the five second-class stations situated on the Apennines ; every two hours (from 4 a.m. to 4 p.m.) by all the other second- and first-class stations.

The first-class stations also make observations at 7 p.m., 8 a.m. and 2 p.m., at which times complete meteorological and aerological bulletins are drawn up in accordance with the International Code.

Observations between 4 and 5 a.m. are only made from May 16th to August 31st.

These services are supplemented by the communication of changes in the weather and the broadcasting of two general and two regional weather forecasts.

The general forecasts are issued by the " Radio Centocelle ", I.M.B., 1,500 metres, at 7.10 a.m. and 1.10 p.m. (5.10 a.m. and 1.10 p.m. from May 16th to August 31st), together with the isobars in figures ; the regional forecasts are issued by the " Radio Grottaglie ", I.K.G., 1,400 metres, at 7.50 a.m. and 6.20 p.m. (5.50 a.m. and 6.20 p.m. from May 16th to August 31st).

The Aeorological Service Section is also responsible for the following services :

(1) The broadcasting of the " Metro Italia " by short waves at the following times : 8.20 a.m. ; 8.50 a.m. ; 2.20 p.m. ; 2.50 p.m. ; 7.20 p.m. and 7.50 p.m. (R.T. Rome, I.D.O., wave-length 33.09 metres).

(2) The transmission of warnings to air pilots when the ground conditions at the aerodromes are unfavourable for the landing of aircraft.

8. *(a)* Length of the air lines (in kilometres) : 18,723 ; proposed length : 19,585.

(a 1) There are no air lines equipped for night flying except the Venice - Brindisi line, which is under construction.

(b) By ministerial decree of September 29th, 1931, the number of airports open to civil air traffic was fixed as follows :

Customs airports	38
Other airports	40

(b 1) All airports are equipped for night flying.

(c) Number of kilometres flown in 1931 : 4,399,871.

(d) Number of passengers carried (regular services) in 1931 : 33,650.

(e) Mail and packages carried in 1931 (in kilogrammes) : 552,819.

Japanese Delegation.

April 8th, 1932.

1. Civil aviation is, in principle, under the Ministry of Communications. The Air Office of this Ministry exercises supervision over civil aviation in general ; it watches over its development, directs propaganda in its favour and supervises air-transport undertakings. This office deals also with the establishment of airports and services relating to the arrival and departure of aircraft. In Chosen, however, civil aviation is under the Communications Office of the General Government, and in the Kwantung leased territory it is under the Communications Office of the Government of Kwantung.

2. The four following undertakings, subsidised by the State, operate the regular air lines mentioned below :

(a) The Nippon Koku Yuso Kabushiki-Kaisha (Japanese Air Transport Company, Ltd.) :

(i) Tokio - Dairen (2,075 kilometres).
The company has the following landing-grounds on this route : Osaka, Fukuoka, Urusan, Keijo, Heijo. Between Tokio and Osaka there are twelve journeys in each direction per week, Sundays excepted. For the rest of the above-mentioned line, the number of journeys is six per week.

(ii) Osaka - Fukuoka (500 kilometres).
Six journeys in each direction per week, Sundays excepted.

(b) The Nippon Koku Yuso Kenkyujo (Japanese Institute for Air Transport) :
Osaka - Matsuyama (290 kilometres).
There are six journeys in each direction per week, Sundays excepted. Takamatsu is the seaplane landing station on this route.

(c) The Tokio Koku Yuso Sha (Tokio Air Transport Company) :
Tokio - Shimizu (260 kilometres).
Three journeys in each direction per week. The seaplane landing station on this route is at Shimoda.

(d) The Asahi Tciki Koku Kai (Asahi Newspaper Periodical Air Navigation Association) :
Tokio - Niigata (380 kilometres).
Three journeys in each direction per week in summer.

3. Nil.

4. As an organisation for flying as a sport the Nippon Gakusei Koku Renmei (Students' Union for Flying as a Sport) may be mentioned ; to this belong the University of Hôsei and eleven other universities and colleges.

5. The undertakings mentioned under No. 2 are subsidised by the State according to the distances effectively flown by aircraft in their service. The Students' Union for Flying as a Sport mentioned above also receives subsidies for general maintenance expenses and for encouragement.

6. The authorities under which the wireless service in Japan is placed are generally the same as those dealing with civil aviation. Thus, the Ministry of Communications is the central body with general supervision over the wireless service.
The following are the wireless stations for aircraft : Hakone, Kameyama, Fukuoka, Izuhara, Tomie and Urusan.

7. These services are under the Ministry for Education. Thus, the Tokio Central Meteorological Office, the Kobe Ocean Meteorological Office and the Air Observatory in the Prefecture of Ibaraki are directly supervised by this Ministry. Besides these meteorological institutes, there are in Japan numerous observatories and meteorological stations.

8. *(a)* Length of air lines subsidised (in kilometres) 3,505
(October 1931)

(b) Number of airports 6
(Tokio, Osaka, Fukuoka, Urusan, Keijo, Dairen.)

(c) Number of kilometres flown 3,204,460

(d) Number of passengers carried 7,675

(e) Mail and packages carried (in kilogrammes) :
Mail 37,136
Packages 29,989

Norwegian Delegation.

Geneva, April 5th, 1932.

Civil aviation is very undeveloped in Norway, chiefly for economic reasons. The flying undertaken by Norwegian civil aircraft must be described as experimental and occasional.

1. The public administration of civil aviation is in the hands of the Ministry of Defence. An Air Board consisting of four members acts as an advisory body in questions of civil aviation. This Board also delivers certificates for pilots and for the crews of aircraft, inspects aircraft and authorises landing-grounds, etc., and orders the inspection of these landing-grounds.

The observance of the laws and regulations on aviation is supervised by the police. There is no special air police.

2. No Norwegian undertakings regularly operate air lines.

3. No Norwegian undertakings operate air lines outside the country. In the last three years, postal air lines have been operated experimentally between Oslo and Gothenburg and Oslo and Copenhagen. This experiment was carried on for a year on behalf of the Government and with Government aircraft, and for two years with the machines of a private undertaking.

4. Flying as a sport and for touring purposes has been done occasionally with civil aircraft belonging to private persons or to undertakings. During the last few years, from 5 to 10 aircraft have been registered on an average.

5. During the last few years, the national budget has provided a credit of 10,000 kroner per annum as a contribution to civil aviation. This contribution has been distributed among certain of the undertakings which have made flying experiments, in order to cover part of their operating expenses.

6. There is no wireless service for aviation, but civil aviation may obtain the assistance of the military and naval wireless stations at the Kjeller and Horten landing-grounds.

7. There is no special meteorological service for aviation, but aircraft may obtain meteorological information by applying direct to the Meteorological Institute at Oslo.

8. As no regular civil aviation is carried on with Norwegian aircraft there are no statistics.

(b) Two airports.

(b 1) None.

Netherlands Delegation.

April 14th, 1932.

I. Kingdom of the Netherlands in Europe.

1. Civil air navigation is within the domain of the Ministry of " Waterstaat " (Public Transport), and more particularly within that of the *Air Service Department.*

The Government alone has the right to designate aerodromes, to prohibit the building of houses on land adjacent to aerodromes, and to grant concessions for the operation of air lines.

The Ministry of " Waterstaat " grants concessions for the operation of air lines by foreign companies, and is also responsible for surveying and approving land to be used for aerodromes, and for establishing prohibited zones.

It is the duty of the *Air Service* to issue, prolong, suspend and withdraw certificates of registration and of airworthiness in respect of aircraft and aircraft engines, certificates of flying capacity and licences for the navigating personnel. The Ministry has to superintend the strict observance of the conditions imposed on those in receipt of concessions to operate air lines ; it supervises the establishment and maintenance of aerodromes and air routes, and lighting and beacons ; it is responsible for the information service, the control of private wireless stations, the distribution of the " Berichten aan Luchtvarenden " (Notices to Airmen) and the publication of the " Gids voor Luchtvarenden " (Airmen's Guide), and for enquiring into the causes of accidents.

Dispensations from the various regulations and prohibitions contained in the Law on Air Navigation and the Decrees in connection therewith are granted either by the Ministry of " Waterstaat " or by the Director of the *Air Service.*

The State Aviation Research Department (Rijksstudiedienst voor de Luchtvaart), which is under the Ministry of " Waterstaat ", undertakes aerodynamic, technical and scientific research both for the authorities and for private persons ; supervises the building of aircraft and any important repairs thereto ; and tests materials and engines.

2 and 3. *The Royal Air Transport Company, Ltd.* (N. V. Koninklijke Luchtvaart Maatschappij K.L.M.), is controlled by a Board of Management of not more than nine members (five of whom are appointed by the Ministry of " Waterstaat "), under the supervision of a Board of Directors, consisting of not less than seven members (two of whom are appointed by the Ministry of " Waterstaat ").

The work of the company is carried on by one or more managers.

Important contracts, the selection of air lines, maximum fares and rates, the time-tables and the balance-sheet have to be passed by the Ministry of " Waterstaat ". The higher officials must be of Dutch nationality, and the material must be of Dutch manufacture, subject to the right of the Minister to waive the latter condition.

A summary of the air lines in operation in the summer of 1931 is given below :

	Kilometres
Amsterdam-Batavia and *vice versa*, up to October 1st, 1931, a fortnightly service; from October 1st onwards a weekly service K.L.M.	14,350
In Europe :	
Amsterdam-Rotterdam-London and *vice versa* (twice a day) K.L.M . . .	426
Amsterdam-London and *vice versa* (once a day) K.L.M.	373
Amsterdam-Rotterdam-Brussels-Paris and *vice versa* (once a day) Farman and K.L.M.	441
Amsterdam-Paris and *vice versa* (once a day) K.L.M.	428
Amsterdam-Bremen-Hamburg and *vice versa* (once a day) K.L.M. and D.L.H.	415
Amsterdam-Hamburg-Copenhagen-Malmö and *vice versa* (once a day) K.L.M. and A.B.A.	743
Amsterdam-Copenhagen-Malmö and *vice versa* (once a day) K.L.M. and A.B.A.	701
Amsterdam-Hanover-Berlin and *vice versa* (once a day) K.L.M. and D.L.H.	647
In the Netherlands :	
Amsterdam-Rotterdam and *vice versa* (once a day) K.L.M.	57
Rotterdam-Haamstede and *vice versa* (twice a week) K.L.M.	55
Amsterdam-Eelde and *vice versa* (once a day) K.L.M.	170

Co-operation with other Companies. — The Amsterdam-Batavia and Amsterdam-(Bremen)-Copenhagen-Malmö services are operated by the K.L.M.

The following services are operated by a pool :

Amsterdam-London, with the " Deutsche Luft-Hansa A.G. " ;
Amsterdam-Paris, with the " S.G.T.A. Farman " ;
Amsterdam-Copenhagen-Malmö, with the " A.B. Aérotransport ".

As regards transit traffic on the line Amsterdam-Copenhagen-Malmö for Brussels and Paris, there is a pool with the Satena and Farman, and for the Malmö-Copenhagen section with the " Deutsche Luft-Hansa " and " Det Danske Luftfartsellskab ".

4. Aviation for purposes of sport and pleasure is carried on in the Netherlands by the following organisations :

Koninklijke Nederlandsche Vereeniging voor Luchtvaart (Royal Aero-Club) ;
Nationale Luchtvaartschool (National Pilot School) ;
Rotterdamsche Aero-Club ;
Delftsche Studenten Aero-Club ;
Twentsche Aero-Club.

5. The K.L.M. and the National Pilot School are subsidised by the State.

K.L.M. — The financial aid accorded by the State was first given by means of a subsidy, then by means of a free grant (later transformed into a subsidy), and finally in the form of a subsidy up to a fixed maximum, in order to cover the company's losses. In the first instance, the subsidy was fixed by contract for several years, but the amount is now fixed annually.

The following amounts have been paid :

	Florins
Subsidy :	
1920 / 1921	420,000
1922	325,000
Free Grant :	
1923	400,000
1924	400,000
1925	300,000
1926	300,000
Subsidy :	
1927	500,000
1928	600,000
1929	925,000
1930	1,000,000
1931	900,000

Further, the Government is under obligation to take shares in the company for an amount not exceeding Fl.3,000,000, and to guarantee the interest and sinking fund of a debenture issue of Fl.2,500,000.

National Pilot School. — For the year 1931, the Government granted a subsidy not to exceed Fl.20,000, calculated according to the number of flying hours.

6. The wireless service is within the domain of the Director of the *Air Service.*

The following stations are in operation :

(a) Amsterdam (Schiphol). This station possesses a transmitter for communicating with aircraft, and a transmitter for communicating with aerodromes abroad ; it has also a direction-finding apparatus and several appliances for the reception of traffic and meteorological messages.

(b) Rotterdam (Waalhaven). This station has a transmitter for communicating with aircraft, a direction-finding post, and the necessary appliances for the reception of meteorological messages.

The Air Service supervises the wireless service by apparatus on board aircraft, and, *inter alia*, issues permits for the installation of wireless apparatus on board aircraft and inspects the fixing, construction and working of such apparatus.

7. The meteorological service for air traffic is controlled by the Air Service in co-operation with the Royal Institute of Meteorology.

Wireless messages containing the observations of the Royal Institute of Meteorology at De Bilt, and of certain observation stations of the K.L.M. and the Air Service, are broadcast at the hours internationally fixed for the transmission of regional meteorological telegrams.

Once or twice a day these messages are supplemented by forecasts of the state of the weather along the air lines.

The Schiphol and Waalhaven aerodromes receive, compile and publish all meteorological messages of value to air traffic ; in addition, synoptic meteorological maps are drawn up and placed at the disposal of those concerned.

		Kilometres
8. *(a)*	Internal system	282
	European system	2,642
	Communication with the East Indies	14,350
	Total	17,274

(a1) 352 km.
(b) 24.
(b1) 3.
(c) 2,224,330 km.
(d) 12,512 passengers.
(e) 81,926 kg. of mails and 723,500 kg. of goods.

II. Dutch East Indies.

1. Civil aviation is carried on by the " Koninklijke Nederlandsch-Indische Luchtvaart Maatschappij " (K.N.I.L.M.), which has concluded an agreement for the purpose with the Governor-General. In order to control civil aviation, the Governor-General has at his disposal the services of the Department of "Gouvernements-bedrijven", which has a bureau for aviation.

2. The K.N.I.L.M. operates the whole air system of the Dutch East Indies. The company and its head office are domiciled at Amsterdam. In the Dutch East Indies, the enterprise is managed by a representative who is directly under the orders of the head office. The appointment and the resignation of this representative are subject to the approval of the Governor-General. Such approval is also required for any change in the company's articles of association.

The following air services are in operation :

Batavia-Bandung and *vice versa* (twice a day).
Batavia-Samarang-Surabaya and *vice versa* (once a day).
Batavia-Palembang (Sumatra) and *vice versa* (once a week).
Batavia-Palembang-Singapore and *vice versa* (once a week).
Batavia-Palembang-Medan (Sumatra) and *vice versa* (once a week).

3. The K.N.I.L.M. operates the Batavia-Singapore service. The service between Medan and Singapore has been discontinued, owing to unsatisfactory results.

4. Private persons engaging in aviation for sport are organised as members of the " Nederlandsch-Indische Vliegclub " at Bandung (Java). At the end of 1931, 16 persons had obtained licences for the practice of aviation for sporting purposes ; no later figures are available.

5. While the agreement mentioned in paragraph 1 is in force, the Government contributes to the working expenses of the K.N.I.L.M. ; the Government receives three-quarters of any profits the company may make.

6. The Government wireless stations are available for communication with aircraft.

7. There is no special meteorological service for aviation, as depressions do not occur in the Dutch East Indies on account of their situation on the equator.

8. *(a)* Length of system : 4,015 km.
(a1) There is no night service.
(b) Number of airports : 7.
(b1) There are no airports organised for night flying.
(c) Kilometres flown in 1931 : 919,794.
(d) Passengers carried in 1931 : 15,358.
(e) Mails carried in 1931 : 18,818 kg. Parcels carried in 1931 : 92,360 kg.

Polish Delegation.

Geneva, April 1st, 1932.

1. In virtue of the Law of March 14th, 1928, on air navigation, civil aviation in Poland is under the authority of the Ministry of Communications.

The Minister directs civil aviation through the independent Department of Civil Aviation, which is under the direct authority of the Minister.

The Department of Civil Aviation is divided into four sections :

(1) General Administration Section ;

(2) Legislation and Air Policy Section ;

(3) Operating Section ;

(4) Ground Organisation Section.

Supervision exercised over civil aviation :

(a) As regards the professional qualifications of the members of the crew, the state of health is examined periodically by the air medical examination centre ; professional capacity must be approved by a special commission appointed by the Ministry of Communications.

(b) As regards material, the construction of the prototypes is supervised by the Institute of Aeronautical Research. Supervision over the material in use and material under construction is exercised by the Polish section of the Veritas Bureau.

(c) The observance of the rules and regulations is enforced by the commandants of the air ports and by the services of the other competent authorities (police, Customs, etc.).

2. There is only one company which operates all the air lines in Poland — namely, the Polskie Linje Lotnicze (Lot Company), a limited liability company.

The State and the municipalities of the chief towns in Poland participate in the share capital of the Lot Company, which amounts to 8 million zloty. This capital is divided into 100 shares of 80,000 zloty each. The State Treasury holds the greater part by statute ; up to the present, there has been no private capital.

At the head of this company is the Director, under whom are the technical and commercial heads and the Secretary-General and Legal Adviser. The company possesses branches and traffic directors in all the towns with which it has connections. The national system served by the Lot Company comprises 1,920 kilometres, and provides connections between the capital and six large towns, the majority of which are on the natural international line of air routes. These towns are Bydgoscz, Poznań, Katowice, Krakow, Lwów, and the Free City of Danzig.

Apart from the regular service, the company places at the public's disposal air taxis which only travel within the country.

The Lot Company has an air photography section which satisfies all the country's requirements as regards photographic surveying.

The company employs 300 persons, including managerial, clerical and technical staff, etc.

Its material comprises :

6 Fokker F.VII machines with 450 h.p. Lorraine-Dietrich engines.

9 Fokker F.VII 3 m. machines with three 220 h.p. Wright J5 engines.

12 F.13 Junkers machines with 300 h.p. J5 engines.

2 P.W.S.20 machines with 450 h.p. Lorraine-Dietrich engines.

1 D.H. Moth air taxi with 85 h.p. Gipsy engine.

The Warsaw workshops are equipped for general repairs on the largest scale.

The fact that there has never been any fatal accident on the Polish lines proves the absolute safety of air traffic in Poland.

The results of the Lot Company's activities from 1922 to 1931 may be summarised as follows :

(a) Kilometres travelled : 8,702,970.

(b) Passengers carried (regular service) : 72,273.

(c) Baggage and goods carried : 1,841,327.

(d) Mails : 229,433.

The Lot Company belongs to the I.A.T.A. (International Air Traffic Association).

Poland occupies a privileged geographical position in Europe from the point of view of air traffic. She is situated at the junction of the principal air lines connecting the western countries with the eastern countries and the northern with the southern ; moreover, the configuration of the ground, the abundant reserves of fuel and the climate offer almost ideal conditions for the development of air traffic in Poland.

3. *(a)* The Lot Company serves the following lines :

(1) Lwów-Cernauti-Galatz-Bucharest ;

(2) Bucharest-Sofia-Salonika ;

(3) Katowice-Brno-Vienna.

(b) The International Air Navigation Company Limited (CINA) operates the portion passing through Polish territory of the Prague-Warsaw section of the French air line Paris-Strasburg-Prague-Breslau-Warsaw.

A brief outline of the organisation of the Lot Company has been given above (see paragraph 2).

The services of the Lot Company abroad are subordinate to the Central Directorate at Warsaw. In the foreign countries where its services operate—namely, Austria, Czechoslovakia, Roumania, Bulgaria and Greece, this company has general representatives who act for it in relations with the authorities and with private individuals.

As regards the organisation of the CINA in Poland, it need only be said that the CINA, which is a French limited company with headquarters in Paris, has a branch at Warsaw directly responsible to the general management in Paris.

The Lot Company and the CINA operate their own systems independently.

The foreign lines operated by the Lot Company are much more difficult to administer than the national line, owing to the conditions of the ground. The route is a very difficult one in view of the mountainous nature of the countries flown over, which are not equipped for regular air traffic.

The most difficult line to operate in this respect is the Bucharest-Sofia-Salonika line. Nevertheless, the creation of this line provided a connection of great international importance. It established connection between three seas (the Baltic, the Black Sea and the Ægean), and by connecting several other sections of the international air system it established air communications between the north and the south of Europe, at the same time being connected with the lines going from Asia to Africa.

The prolongation of the line Danzig-Warsaw-Lwów-Bucharest as far as Sofia was also of great importance from the point of view of propaganda in favour of air communications, for in comparison with other means of locomotion it greatly shortens the duration of the journey. The journey from Bucharest to Sofia by rail takes about 20 hours, and from Sofia to Salonika about 30 hours, while by aeroplane this journey only takes 4 hours.

4. The central organisation responsible for encouraging sport and touring in Poland in every form is the Polish Aero-Club (member of the International Air Federation).

The Sporting Aviation Commission is the official body responsible for the direction of sporting aviation, This Commission ensures liaison between the Polish Aero Club and affiliated aero clubs on the one hand and the official authorities on the other.

To the Polish Aero Club are affiliated nine district aero clubs situated at Warsaw, Lwów, Kraków, Poznań, Katowice, Wilno, Liała Podlaska, Lublin and Lódż. In addition, the Polish students of the Danzig Polytechnic School have founded the Danzig Students' Aero Club.

The chief aim of the Polish aero clubs is the training of their member pilots, as well as air touring properly so called. At present, all the aero clubs comprise 1,100 active members, including a large number of pilots.

Apart from aeroplanes, the aero clubs use gliders, expeditions being organised in groups arranged by each aero club. These expeditions aim at the instruction of glider pilots of all three categories, as well as at training and the setting-up of records.

At present, 1,500 glider pilots, one-third of whom are in category C, are undergoing training and performing flights of several hours' duration.

Flights in tow of aeroplanes are also carried out by members of the aero clubs; recently, a magnificent towed flight of over 500 kilometres was performed over the route Warsaw-Lwów-Bezmiechowa.

Apart from the aero clubs, there are a certain number of private persons in Poland who own touring machines and practise flying as a sport or for touring purposes.

In Poland, there are at present 90 registered touring aeroplanes. The system of Customs pass-books is employed.

5. *(a)* The national undertaking, the Lot Company, is subsidised by the Government on the basis of a kilometric bonus.

(b) The CINA receives, as a subsidy in Poland, the free use of airports, hangars and installations, and of the meteorological and wireless services, as well as exemption from certain taxes and duties.

(c) The sporting organisations are subsidised to a trifling extent by means of a refund for each hour's flight and the partial supply of flying material.

6. The organisation of the wireless service comprises the following stations :

Warsaw : central station with an aerial power of 5 kw. (which can be increased in case of need to 8 kw.) ; maximum radiating power, 1,800 metre-ampères.

Lwów : district station with a maximum power of 2 kw. ; maximum radiating power, 500 metre-ampères.

Katowice and Poznań : same as Lwów.

In addition, in order to provide the Kraków aerodrome with a wireless service, it is connected by cable with the Katowice station, which enables it to manipulate that station as if it were at Kraków.

Thus all the aerodromes normally used by the air lines are provided with powerful wireless stations.

These stations are extremely modern, and their frequency stability is excellent ; they are stations with a powerful master-oscillator.

The power of the stations is sufficient to ensure liaison at any time with an aeroplane in flight at a distance of at least 300 kilometres.

On the other hand, during periods of slight interference (atmospheric or other), the power of the stations can be reduced to a quarter of its maximum, so as to avoid unnecessary interference with neighbouring stations.

The stations are designed to work at different frequencies. The change of frequencies is performed absolutely automatically by the operator in a few seconds.

The stations are supplied with extra-selective and sensitive receivers. They enable Warsaw to work comfortably at a frequency of 228 kc/s without trace of interference from the broadcasting station with an aerial power of 150 kw. working with a frequency of 212.5 kc/s.

Seven special stations have been established for direction-finding — at Warsaw, Lwów, Katowice, Poznań, Toruń, Sandomierz and Tarnopol. This very close system enables the position of the aircraft to be determined within 500 metres.

These direction-finding stations are of the most modern construction, and make no errors by night. This permits of safe and easy night flying.

This wireless organisation is at the disposal of all the companies operating regular lines in Poland.

The distribution of the wireless stations is indicated on the attached map (see Annex 1).

7. The meteorological service is constituted by a system of meteorological stations, some controlled by the Government Meteorological Institute, some by the military authorities, and some by the Ministry of Communications direct. This system comprises 38 synoptic stations, 42 information posts and 72 observation posts.

The information is centralised in the airports, where the port commandants circulate it to pilots.

The transmission of meteorological messages is effected partly by telegraph and telephone and partly by wireless.

Annex 2 herewith shows the meteorological posts and the zones protected.

8. Statistical particulars relating only to the Polskie Linje Lotnicze (Lot Company) :

(a) Length of air lines : 4,279 km.

(a1) Length of air lines equipped for night flying : 1,000 km.

(b) Number of air ports : 6.

(b1) Number of air ports completely equipped for night flying : 3.

(c) Number of kilometres flown : 1,440,489.

(d) Number of passengers carried (regular services) : 13,275.

(e) Mails and packages carried (in kilogrammes) : 406,313.

The figures for paragraphs *(c)*, *(d)* and *(e)* relate to 1931.

Annexes 3 and 4 herewith show the air routes in Poland and the lighthouses.

Annex 1.

LEGENDE: Terrains: ○ Militaires / Military ◑ Mixtes / Mixed ● Civils / Civil ◎ Hydravions militaires / Military seaplanes ◉ en construction / under construction

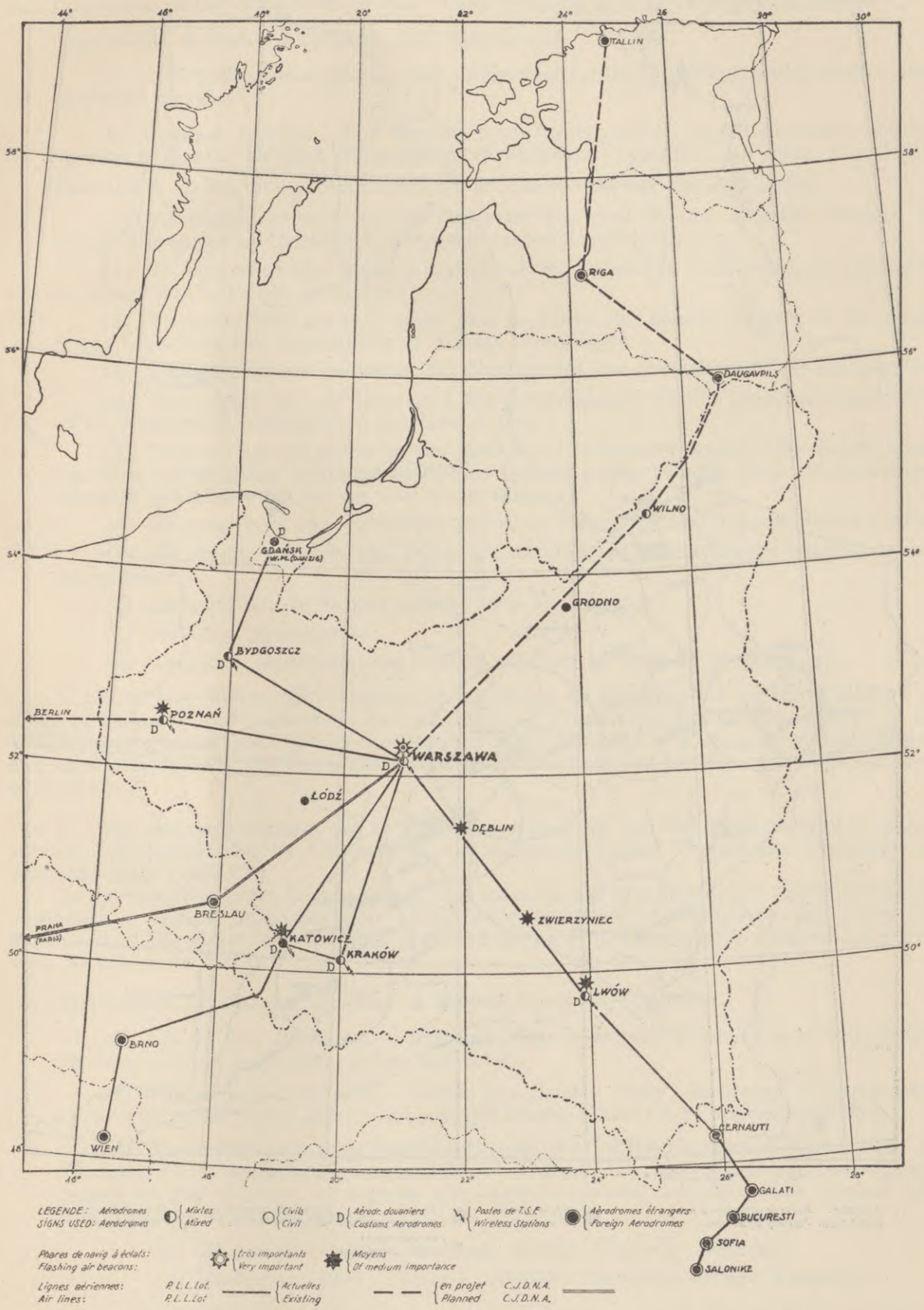
SIGNS USED: Landing grounds: T.S.F. / Wireless F Fermés au public / Closed to the public D Poste avec douane / Station with Customs

Annex 2.

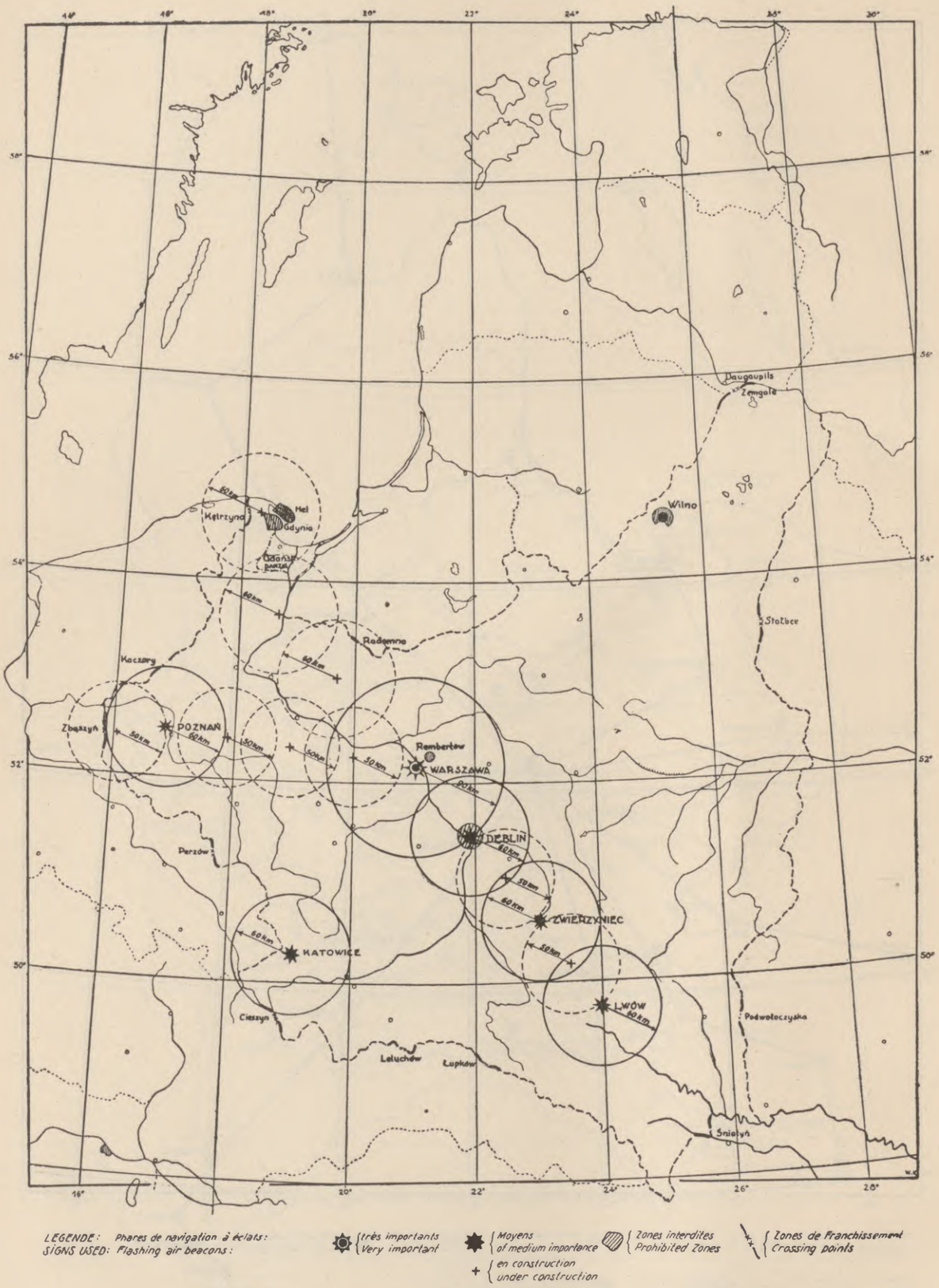
LEGENDE :
SIGNS USED:

- Postes météo très importants / Meteorological stations of great importance
- Stations synoptiques / Synoptic stations
- Postes météo moyens / Meteorological stations of medium importance
- Postes météo de renseignements / Meteorological information stations
- Postes météo de petite importance / Meteorological stations of small importance
- Postes d'observations / Observation stations

Annex 3.


TALLIN
RIGA
DAUGAVPILS
WILNO
GDAŃSK
GRODNO
BYDGOSZCZ
BERLIN
POZNAŃ
WARSZAWA
ŁÓDŹ
DĘBLIN
BRESLAU
PRAHA (PARIS)
KATOWICE
KRAKÓW
ZWIERZYNIEC
LWÓW
BRNO
WIEN
CERNAUTI
GALATI
BUCUREȘTI
SOFIA
SALONIKE
LEGENDE: Aérodromes
SIGNS USED: Aerodromes
Mixtes / Mixed
Civils / Civil
Aérodr. douaniers / Customs Aerodromes
Postes de T.S.F. / Wireless Stations
Aérodromes étrangers / Foreign Aerodromes
Phares de navig. à éclats: / Flashing air beacons:
très importants / Very important
Moyens / Of medium importance
Lignes aériennes: / Air lines:
P.L.L. Lot
Actuelles / Existing
en projet / Planned
C.J.D.N.A.

Annex 4.



LEGENDE: Phares de navigation à éclats: très importants / Very important; Moyens / of medium importance; en construction / under construction; Zones interdites / Prohibited Zones; Zones de franchissement / Crossing points

SIGNS USED: Flashing air beacons:

Roumanian Delegation.

April 5th, 1932.

1. Since 1929, civil aviation has been under the authority of the Ministry of Industry and Commerce, being dealt with by the " Civil Aviation and Air Navigation Service ".

This service is under a director, and comprises :

(1) *A Central Administration* (air navigation service ; administrative service and technical service).

(2) *External Services :* The airports open for the use of public air traffic and an operating service entitled Roumanian Government operated air lines (LARES).

The duties of the civil aviation and air navigation service are as follows :

(a) To direct, administer and supervise the central and external services of which it is made up (personnel, property, material and land) ;

(b) To centralise and study administrative, legislative and technical questions in connection with air navigation ;

(c) To study and prepare plans and to equip the general system of air lines. Study, direction and supervision of private aerodromes.

(d) To organise and maintain the services for the protection of air navigation ;

(e) To operate the air lines and the undertakings for the practical application of air locomotion belonging to the Government ;

(f) To draw up and supervise the execution of contracts between the Government and the undertakings holding concessions for air transport and other air activities, whether subsidised or not by the Government ;

(g) To enact laws and regulations regarding air traffic, and to control such traffic ;

(h) To study, prepare and carry out international agreements relating to air navigation ;

(i) To organise, direct and control civil air training ;

(j) Aviation propaganda ;

(k) To guide, encourage and control aviation for touring purposes, etc.

A bill is now before the Chamber of Deputies, on the proposal of the Ministers of War, of Industry and Commerce, and of Domains, which provides for the creation of an Under-Secretariat of State for the Air attached to the Ministry of War, to comprise military and civil aviation and the Central Meteorological Institute (at present under the Ministry of Domains).

2. The national air lines are at present operated by the Government civil aviation service, and specifically by the external organisation entitled Roumanian Government-operated lines (LARES).

As provided for in the law on public accountancy, the organisation of this undertaking comprises a central administration with its headquarters at Bucharest and operating centres in all the compulsory stopping-places of the air lines at present in existence or which may be set up in future.

The system of national air lines at present operated comprises :

(1) *The air line Bucharest - Galatz - Chisinau - Cernauti* three times a week ; public air transport of passengers, goods and mails.

(2) *The air line Bucharest - Constantza - Balcic :* daily ; transport of passengers, goods and mails. Only during the summer season (June 1st to September 15th).

(3) Apart from the lines just mentioned, the LARES service is authorised, on the basis of air agreements concluded with Poland, Czechoslovakia and Greece, with regard to the creation of regular air lines, to extend its operations beyond the frontiers on the following lines :

(a) Bucharest - Galatz - Cernauti - Lwów - Warsaw - Danzig ;

(b) Bucharest - Cluj - Užhorod - Košice - Bratislava - Brno - Prague ;

These lines will be operated under the conditions provided for in the agreements signed with the above-mentioned countries, and will begin to run as soon as all the necessary resources are available.

In principle, the lines mentioned above under *(a)* and *(b)* will be operated jointly with the air undertakings Polskie Linje Lotnicze (LOT) and Ceskoslovenské Statní Aerolinie (CSA), authorised to carry air transport in Roumania in the basis of the agreements concluded.

3. No national undertaking has yet operated any international air line.

On the basis of the agreements concluded with the Roumanian Government, the following foreign air undertakings are authorised to carry paying traffic between Roumania and other countries :

(a) *The Compagnie internationale de navigation aérienne* (CINA), a French joint-stock company with headquarters at Paris, operates the international air line Paris - Strasburg - Nuremberg - Prague - Vienna - Budapest - Belgrade - Bucharest - Istambul : Daily service between Paris and Bucharest. Three times a week between Bucharest and Istambul. Carries passengers, goods, baggage, mails and parcels.

In accordance with the agreement of January 11th, 1931, the stage Paris - Bucharest must be travelled in a single day ; the ground organisation of the stages Paris - Strasburg in France and Turnu - Severin - Bucharest in Roumania has been equipped for night flying.

(b) *The Polish Government undertaking, Polskie Linje Lotnicze* (LOT), limited liability company ; headquarters : Warsaw, operates on the basis of the agreement of May 9th, 1930, the international line Danzig - Warsaw - Lwów - Cernauti - Galatz - Bucharest - Sofia - Salonika. Three times weekly. Carries passengers, goods, baggage and mails.

(c) *Ceskoslovenské Statní Aerolinie* (CSA), Government undertaking ; headquarters : Václavské náměstí 72, Prague II, in accordance with the air agreement of June 20th, 1930, will begin this year to operate the international air line Prague - Brno - Bratislava - Košice - Užhorod - Cluj - Bucharest. Three times a week. Will carry passengers, goods, baggage and mails.

4. The organisations and private persons at present engaging in flying as a sport or for touring purposes in Roumania are the following :

(a) The Roumanian Association for Air Propaganda (ARPA) has created and maintains a civil pilots' school at the airports of Baneasa and Cernauti.

These schools possess 90 h.p. Messerschmidt sporting machines, and from 1930 up to the present have obtained 22 first-class air touring pilots' certificates and eight second-class certificates (international air touring certificates).

(b) The Ing. Mircea Cantacuzino, Roumanian association for the encouragement of air touring, has set up and maintains at the Baneasa airport a civil pilots' school which possesses Klemm-Daimler 20 h.p. sporting machines and, since 1928, has trained 18 pilots for first-class certificates and nine pilots for second-class certificates.

(c) There are at present six private persons owning aeroplanes of their own and practising flying for touring purposes.

5. Among the air transport undertakings, only the CINA receives an annual subsidy from the Roumanian Government, of not more than 8,000,000 lei.

This subsidy is paid to the company in the form of a kilometric bonus in proportion to the number of kilometres travelled in journeys regularly and completely carried out under the conditions of the above-mentioned agreement.

The tourist flying associations receive subsidies from the Roumanian Government in the form of grants for the purpose of school machines and various other advantages arising out of the fact that the schools are situated at the Government airports (free garaging for machines, reduced rates for repairs in the Government workshops, exemption from landing-fees, reductions on fuel, exemption from customs taxes, etc.).

Since the creation of the Civil Aviation Service (January 1st, 1930), the following sums have been granted for these purposes from the State budget : in 1930, 1,098,000 lei ; in 1931, 500,000 lei. For the current year, a sum of 400,000 lei is proposed.

The only advantages enjoyed by private persons owning aeroplanes are those of being allowed to keep their machines in the hangars belonging to the Government and of paying reduced rates for repairs and fuel.

6. For the transmission of the meteorological telegrams necessary for the protection of air navigation and for telegrams concerning air traffic and circulation, the Civil Aviation Service has created a series of wireless stations at intervals along the air lines in operation.

At present eight wireless stations are in operation in Roumania.

These stations transmit and receive meteorological and traffic telegrams according to a time-table based on the departures and arrivals of aeroplanes on regular services, as well as any other communications relating to air traffic outside the time-table.

7. The meteorological protection of air navigation in Roumania is ensured by a series of meteorological visual observation posts (without apparatus) and by several meteorological stations supplied with apparatus for air soundings.

Means of Transmission. — The visual meteorological posts transmit their observations by telephone to the wireless stations, which centralise them and retransmit them.

Codes. — Meteorological communications are made by means of telegrams in code. The code used is that adopted by the International Meteorological Congress of Copenhagen in September, 1929.

Time-tables. — The meteorological observations are taken in relation to the air lines in operation, and are transmitted one hour before the aeroplane's departure from the airport.

Protected Zones. — The meteorological posts are established in such a way as to ensure the protection of air navigation on the following lines :

Bucharest - Belgrade,
Bucharest - Sofia,
Bucharest - Istambul,
Bucharest - Galatz - Cernauti,
Bucharest - Galatz - Chisinau - Cernauti,
Bucharest - Cluj - Satu - Mare,
Bucharest - T. Severin - Arad,
Bucharest - Constantza.

8. *(a)* The length of the national air lines operated by LARES was 1,000 kilometres in 1931.

(a1) The length of air lines provided with beacons and equipped for night flying is 280 kilometres (Bucharest - T. Severin).

(b) Airports open for public air traffic :

Bucharest-Baneasa	Lat. 48°15′ N. Long. 25°56′ E.
Galatz	Lat. 45°27′ N. Long. 28°01′ E.
Chisinau	Lat. 47°03′ N. Long. 28°07′ E.
Cernauti	Lat. 48°15′ N. Long. 25°56′ E.
T. Severin (emergency) . .	Lat. 44°39′ N. Long. 22°38′ E.

Customs airports : Baneasa, Galatz, Cernauti.

Airports under construction :

Cluj	Lat. 46°38′ N. Long. 23°20′ E.
Balcic	Lat. 43°27′ N. Long. 28°12′ E.
Arad	Lat. 46°12′ N. Long. 21°16′ E.
Constantza	Lat. 44°08′ N. Long. 28°37′ E.

(b1) Airports equipped for night flying : Only Bucharest - Baneasa (preliminary announcement).

(c) Number of kilometres flown : During 1931, 105,875 kilometres were flown by the aeroplanes of the LARES service.

(d) Number of passengers carried (regular services) : During 1931, 728 passengers were carried by the air service of the LARES.

(e) Mails and parcels carried : Parcels amounting to 1,642 kilogrammes.

See annexed map.

Annex.

PARTICULARS FOR THE COMPILATION, IF DESIRED, OF STATISTICS OF NON-MILITARY FLYING EFFECTIVES AND OF PUBLIC FUNDS AT THEIR DISPOSAL.

I. Non-Military Flying Effectives in Roumania in 1931.

A. *Commercial Aircraft :*

1. Aeroplanes and seaplanes with 4 seats or more :

Type	Nominal h.p.	Passenger seats	Useful load allowed (Kilogr.)	Goods load allowed (Kilogr.)	Capacity of normal tanks	Volume of compartments assigned to normal load	Date put into service
Aeroplane Junkers F. 13 . .	280	4	800	420	360 l.	1 m³	1 in 1929 2 in 1931
Aeroplane Avia B. H. 25 .	420	5	1,020	440	440 l.	1.007 m³	1928
Farman Goliath bi-motor .	730	12	2,600	1,000	700 l.	2 m³	1928

2. Dirigibles : None.

3. Aeroplanes or seaplanes with 1 to 3 seats : None.

4. Aeroplanes or seaplanes assigned to special purposes and fitted with permanent equipment : 1 Messerschmidt aeroplane, type 18B, Siemens-Halske, 90 h.p., 2 Messerschmidt aeroplanes, type 12, 108/125 h.p. Walter engine, both adapted and equipped for air photography.

B. *Private Aircraft :*

8 touring aeroplanes, Messerschmidt 23 B two-seater, 90-h.p. Siemens-Halske engine.
3 touring aeroplanes, Klemm 23 B two-seater, Daimler 25-h.p. engine.
3 touring aeroplanes, De Havilland Moth two-seater, Gipsy D II I 85 h.p.
1 touring aeroplane, De Havilland Puss Moth two-seater, D H III 105 h.p.
1 touring aeroplane, Caproni two-seater, Gipsy D H 85 h.p.
1 touring aeroplane, S.E.T. (Roumanian manufacture), Salmson 9 Ab 230-h.p. engine.
2 touring aeroplanes, Farman four-seater, 190 Gnome engine and Rohne Titan 230 h.p.
1 touring aeroplane, Emsko three-seater, Prott and Witney Wasp 450-h.p. engine.

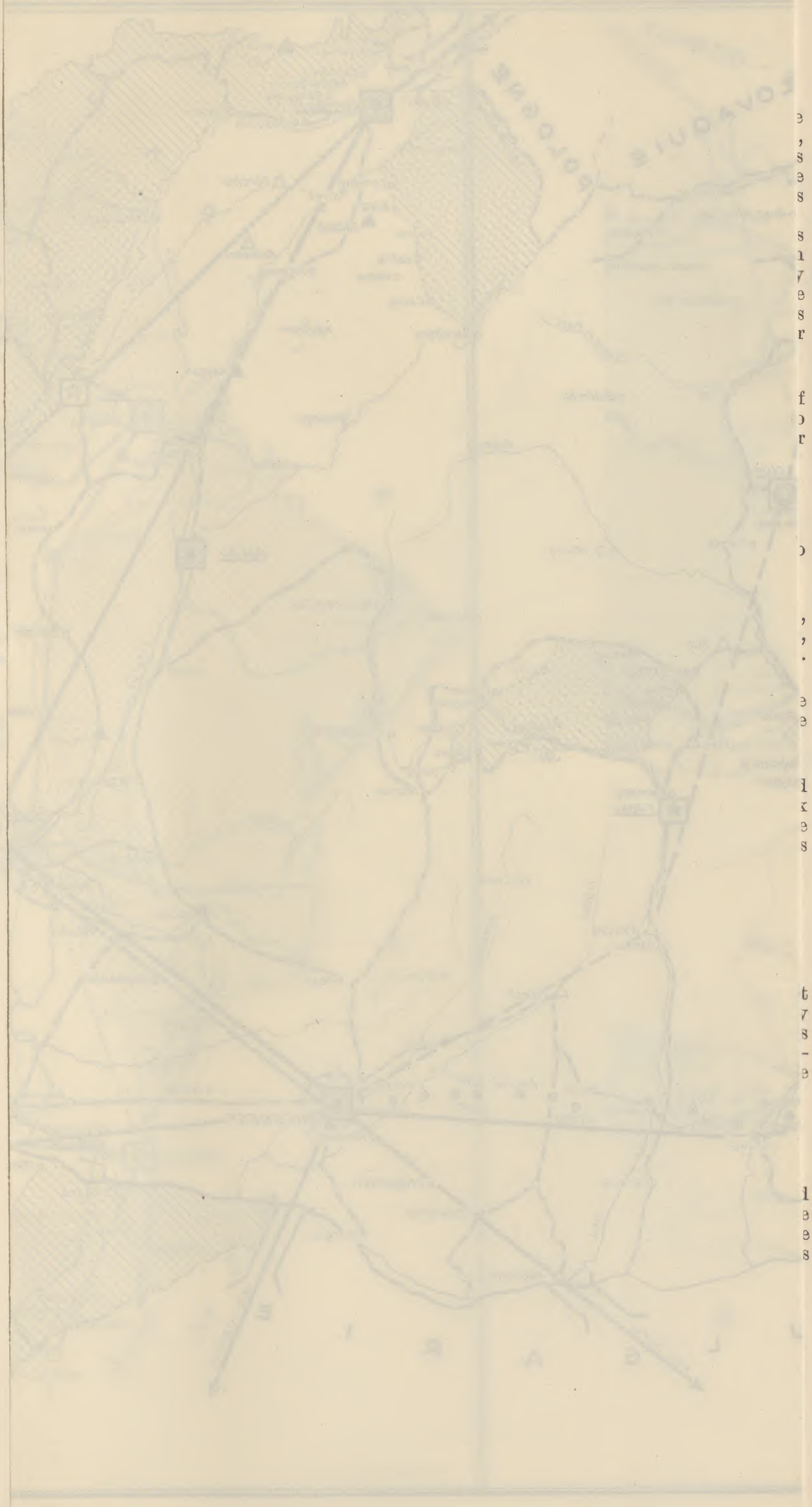
C. *Non-Military Aircraft at the Disposal of the Government or of Official Services :* None.

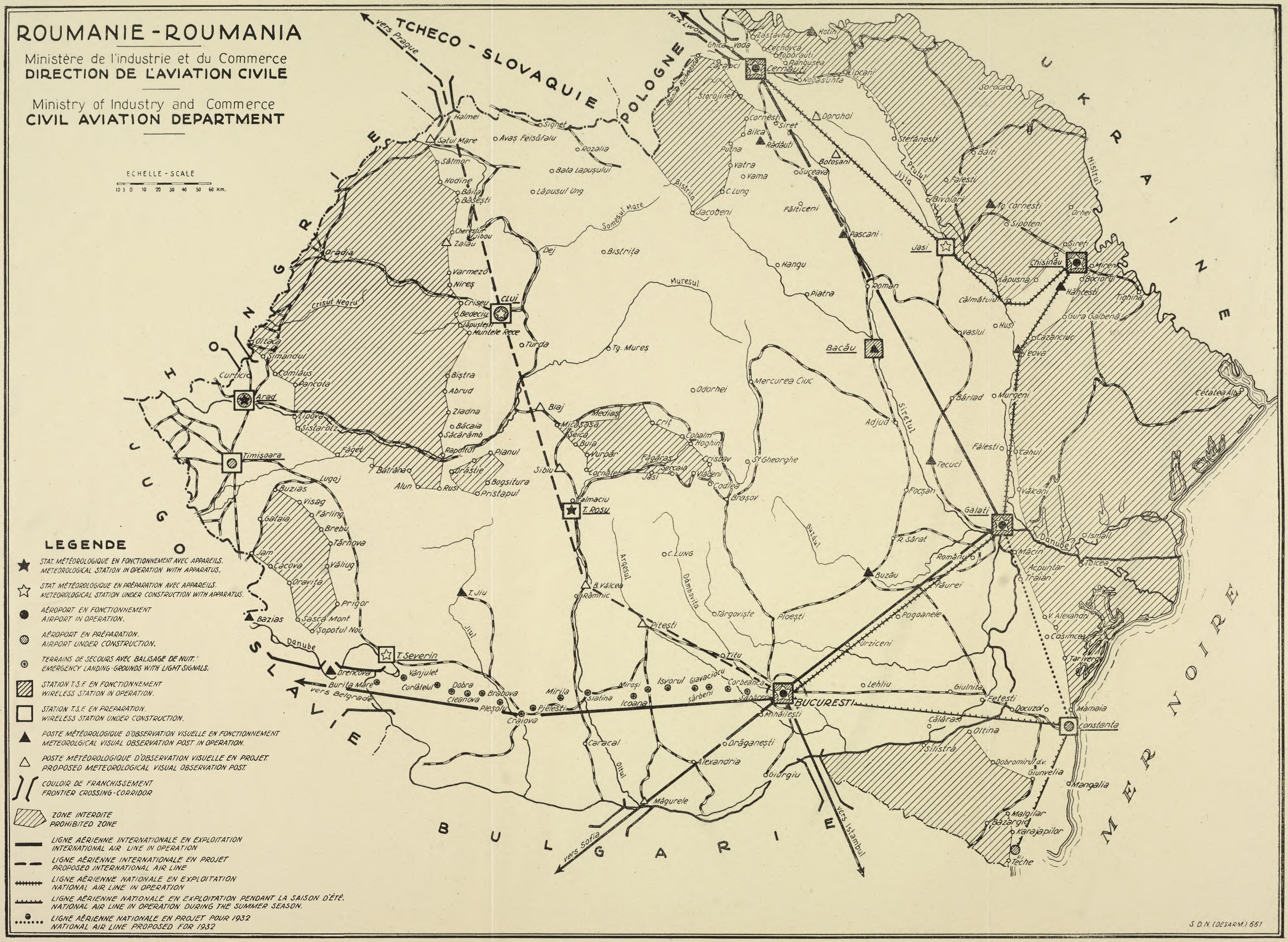
II. Expenditure from Public Funds on Non-military Flying.

The questions under A, B and C below have been dealt with in the replies to the questionnaire.

The funds assigned to commercial and private aviation out of the State budget amount to 36,219,032 lei for 1931. This sum was divided as follows :

Government Civil Aviation Service:	Lei
Personnel	12,216,232
Material and miscellaneous expenditure for the operation of Government airports and air lines	18,502,800
Subsidy to CINA	5,000,000
Subsidies to private aviation	500,000




ROUMANIE - ROUMANIA
Ministère de l'industrie et du Commerce
DIRECTION DE L'AVIATION CIVILE
Ministry of Industry and Commerce
CIVIL AVIATION DEPARTMENT
ECHELLE - SCALE
10 5 0 10 20 30 40 50 60 Km.
LEGENDE
STAT. MÉTÉOROLOGIQUE EN FONCTIONNEMENT AVEC APPAREILS.
METEOROLOGICAL STATION IN OPERATION WITH APPARATUS.
STAT. MÉTÉOROLOGIQUE EN PRÉPARATION AVEC APPAREILS.
METEOROLOGICAL STATION UNDER CONSTRUCTION WITH APPARATUS.
AÉROPORT EN FONCTIONNEMENT
AIRPORT IN OPERATION.
AÉROPORT EN PRÉPARATION.
AIRPORT UNDER CONSTRUCTION.
TERRAINS DE SECOURS AVEC BALISAGE DE NUIT.
EMERGENCY LANDING-GROUNDS WITH LIGHT SIGNALS.
STATION T.S.F. EN FONCTIONNEMENT
WIRELESS STATION IN OPERATION.
STATION T.S.F. EN PREPARATION.
WIRELESS STATION UNDER CONSTRUCTION.
POSTE MÉTÉOROLOGIQUE D'OBSERVATION VISUELLE EN FONCTIONNEMENT
METEOROLGICAL VISUAL OBSERVATION POST IN OPERATION.
POSTE MÉTÉOROLOGIQUE D'OBSERVATION VISUELLE EN PROJET.
PROPOSED METEOROLOGICAL VISUAL OBSERVATION POST.
COULOIR DE FRANCHISSEMENT
FRONTIER CROSSING-CORRIDOR
ZONE INTERDITE
PROHIBITED ZONE
LIGNE AÉRIENNE INTERNATIONALE EN EXPLOITATION
INTERNATIONAL AIR LINE IN OPERATION
LIGNE AÉRIENNE INTERNATIONALE EN PROJET
PROPOSED INTERNATIONAL AIR LINE
LIGNE AÉRIENNE NATIONALE EN EXPLOITATION
NATIONAL AIR LINE IN OPERATION
LIGNE AÉRIENNE NATIONALE EN EXPLOITATION PENDANT LA SAISON D'ÉTÉ.
NATIONAL AIR LINE IN OPERATION DURING THE SUMMER SEASON.
LIGNE AÉRIENNE NATIONALE EN PROJET POUR 1932
NATIONAL AIR LINE PROPOSED FOR 1932
TCHECO - SLOVAQUIE
POLOGNE
UKRAINE
HONGRIE
JUGOSLAVIE
BULGARIE
MER NOIRE
vers Prague
vers Lwow
vers Belgrade
vers Sofia
vers Istambul
Cernăuti
Jasi
Chisinău
Bacău
Cluj
Arad
Timişoara
T. Rosu
T. Severin
Galati
BUCURESTI
Constanta
Craiova
Oradia
Satul Mare
Halmei
Sighet
Dej
Bistrița
Tg. Mureş
Turda
Blaj
Sibiu
Braşov
Făgăraş
Mediaş
Roman
Piatra
Pascani
Suceava
Botosani
Dorohoi
Rădăuti
Siret
Bălti
Soroca
Orhei
Tighina
Cetatea Albă
Bârlad
Tecuci
Focşan
Buzău
Ploeşti
Piteşti
B. Vâlcea
Râmnic
Târgovişte
Urziceni
Giurgiu
Alexandria
Caracal
Slatina
Măgurele
Călăraşi
Silistra
Fetesti
Tulcea
Ismail
Măcin
Mamaia
Mangalia
Teche
Danube
Muresul
Siretul
Prutul
Nistrul
Oltul
Jiul
Argeşul
Dâmbovita
S.D.N. (DESARM.) 661

ROUMANIE - ROUMANIA

CIVIL AVIATION DEPARTMENT

DIRECTION DE L'AVIATION CIVILE

LEGENDE

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C. *Non*

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Siamese Delegation.

April 27th, 1932.

1. Civil aviation in Siam is under joint control of the Ministry of Defence and the Ministry of Commerce and Communications. By virtue of the law on aerial navigation, B.E. 2465, the Ministry of Defence has charge and control of civil aviation only in so far as its technique is concerned, such as the issuance of certificates of airworthiness and the licensing of personnel, etc., while the Ministry of Commerce and Communications controls civil aviation on its commercial side.

Private civil flights over Siamese territory may be carried out only after a previous authorisation has been obtained from the Ministry of Defence. As regards air-navigation lines, under the Act for the Control of Commercial Undertakings affecting the Public Safety or Welfare, B.E. 2471 (1928), no person may create and operate air lines over Siamese territory unless a Royal sanction or a concession has previously been obtained. Concessions embodying all the necessary conditions to be complied with by the company operating air lines in Siam are issued by the Ministry of Commerce and Communications.

2. The only company operating national air lines is the Aerial Transport Company of Siam, Ltd. It carries mail, passengers and goods. The line over which it is authorised to operate extends across the country from the Burmese frontier to the Indo-Chinese frontier in the north. It also operates local services in the north-eastern provinces.

3. None.

4. At present no flying club exists in Siam. There is only one private person who practises flying as a sport.

5. Neither the person above referred to nor the Aerial Transport Company of Siam, Ltd., is in receipt of a Government subsidy. The Aerial Transport Company is, however, under contract with the Government to carry mails for the Post and Telegraph Department.

6. There are two goniometric wireless stations, one at Laksi, near Bangkok, and the other at Pitsanuloke, which are in constant touch with flying aeroplanes. The stations are managed by the radio section of the Post and Telegraph Department.

7. The meteorological stations are under the control of the Ministry of Lands and Agriculture. In connection with civil aviation, such stations keep in touch with the Bangkok wireless station, which, in turn, broadcasts weather conditions daily at 13 o'clock. The above-mentioned wireless stations pick up this information and supply it to the planes when required.

8. *Statistical particulars :*

(a) Length of the air lines (in kilometres) : 620.

(a1) Length of air lines equipped for night flying : None.

(b) Number of airports : At present, there are three Customs aerodromes at Donmuang, Songkhla and Chiengmai, and another Customs aerodrome will shortly be opened at Nagor Panom. There are also landing grounds which are not Customs aerodromes and of which two have been completed — viz., at Korat and Pitsanuloke — while the others are still under construction. Among these, however, only one aerodrome (Donmuang) is provided with hangars and repair and other facilities.

(b1) Number of airports equipped for night flying : None.

(c) Number of kilometres flown : 69,425.

(d) Number of passengers carried (regular services) : 65.

(e) Mail and packages carried (in kilogrammes) : The total weight of mails and packages carried during the first three months of 1931 is 4,805.490 kilogrammes, there being no separate statistical particulars of mails and packages. For the next nine months, the statistical particulars of mails and packages carried are : mails 8,308.458 kilogrammes; packages, 836,847 kilogrammes.

Swedish Delegation.

April 15th, 1932.

1. Civil aviation is controlled by a special bureau belonging to the Ministry of Communications, — viz., the Bureau of Civil Aviation — at the head of which is the Director of the section of the Ministry responsible for questions connected with civil aviation. In addition to the chief official, the staff of the Bureau consists of an air engineer, an assistant, and a shorthand-typist. The Bureau of Civil Aviation prepares the rules and regulations for civil aviation, delivers registration certificates and other certificates necessary for aircraft and aviators, and exercises technical supervision over aircraft through a certain number of inspectors. It also deals with questions connected with Government subsidies to civil aviation and controls the use of the subsidies granted.

2 and 3. The only air transport undertaking is the limited liability company, " Aktiebolaget Aerotransport " (A.B.A.). At present, this undertaking only operates for commercial purposes air lines providing communication with abroad. These lines are the following :

Stockholm-Helsingfors (hydro-aeroplanes),
Malmö-Amsterdam.

As an experiment, a night postal air service has also been established between Stockholm and Gothemburg on the one hand and Amsterdam on the other, these services being carried on in conjunction with the postal authorities of the Scandinavian countries.

For the operation of the commercial lines mentioned above, " pooling " contracts exist between the A.B.A. and the Finnish company, Aero O/Y, for the Stockholm-Helsingfors line, and between the A.B.A. and the Dutch K.L.M., the German Luft-Hansa and the Danish Danske Luftfartsselskab for the lines Malmö-Hamburg, Malmö-Amsterdam, etc.

The A.B.A. works with private capital only. The Government appoints the Chairman of the Board of Directors and a controller. The company is subsidised by the Government, subject to the conditions stipulated in a special contract concluded with a view to the maintenance of a regular service on the lines Stockholm-Helsingfors and Malmö-Amsterdam. For details, see reply to No. 5.

4. The interests of flying as a sport and for touring purposes are in the hands of the Royal Aero Club (Kungl. Svenska Aeroklubben), which represents the International Air Federation in Sweden and aims at encouraging the development of aviation, and of the Swedish Air Association (Svenska Luftfartsförbundet), the membership of which consists of persons interested in flying for professional or other reasons.

5. *(a)* The subsidies granted to the A.B.A. have been laid down in a contract passed by Parliament in 1931, under which the A.B.A. is to receive an annual sum of 650,000 crowns during the financial years 1931 to 1936. The A.B.A. has undertaken to perform the following services : to operate during the whole year the line Malmö-Amsterdam and make 360 journeys in each direction ; to operate during eight months the line Stockholm-Helsingfors and to make 240 journeys in each direction. The contract also contains a clause with regard to regularity, under which the A.B.A. will receive the subsidies contracted for on condition that the number of journeys completed within the day on which they are begun will not be less than a percentage fixed for each year. The regularity required for the commercial lines is as follows :

	Malmö-Amsterdam Per cent.	Stockholm-Helsingfors Per cent.
1931-32	90	92
1933	91	93
1934	92	94
1935	93	95
1936	94	96

(It should be added that, in 1930, the regularity on the Malmö-Amsterdam line was 96 per cent and on the Stockholm-Helsingfors line, 97.9 per cent.)

The reduction which the A.B.A. may suffer if it does not fulfil the obligations mentioned above is fixed at two crowns per kilometre, after a calculation made by the Bureau of Civil Aviation and based on the information contained in the registers of the undertaking.

If the receipts of the undertaking are in excess of 6 per cent on the capital, half this sum will be transferred to a fund which may be utilised by the company to make good a deficit in subsequent years. Any balance remaining in this fund will be paid over to the Government at the expiration of the contract.

The type of aeroplanes is fixed by the Bureau of Civil Aviation. The Government determines the passenger and goods tariff, as well as the time-table and any other rules which it may think advisable.

SUÈDE — SWEDEN

SUÈDE — SWEDEN

Légende :

Signs :

I – VIII Indication des numéros figurant sur les cartes de détail des régions respectives.
Reference to the numbers on the local maps of the respective territories.

Zone interdite à la navigation aérienne en vertu du paragraphe 27 de l'Ordonnance No 85 de 1928.
Area prohibited for flying in conformity with paragraph 27 in Royal ordinance no. 85 in 1928.

Aviation civile. *civil.*
- Aéroport pour avions. *Aeroplane station.*
- Aéroport pour hydravions *Seaplane station.*
- Aéroport pour avions et hydravions. *Aeroplane and seaplane station*

militaire *military*
- Station d'avions *Aeroplane station.*
- Station d'hydravions. *Seaplane station.*

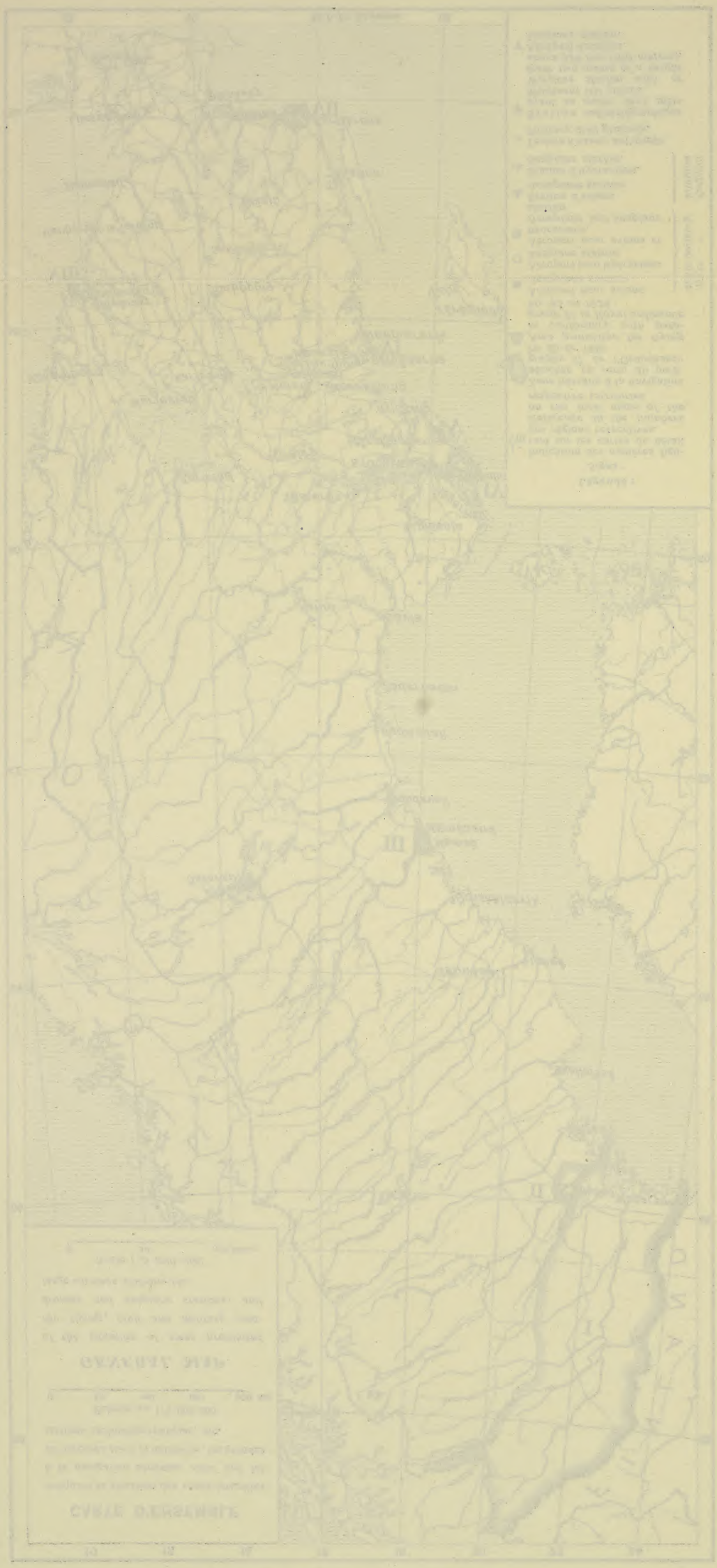
Terrain d'exerc. de l'armée. *Military drill grounds.*

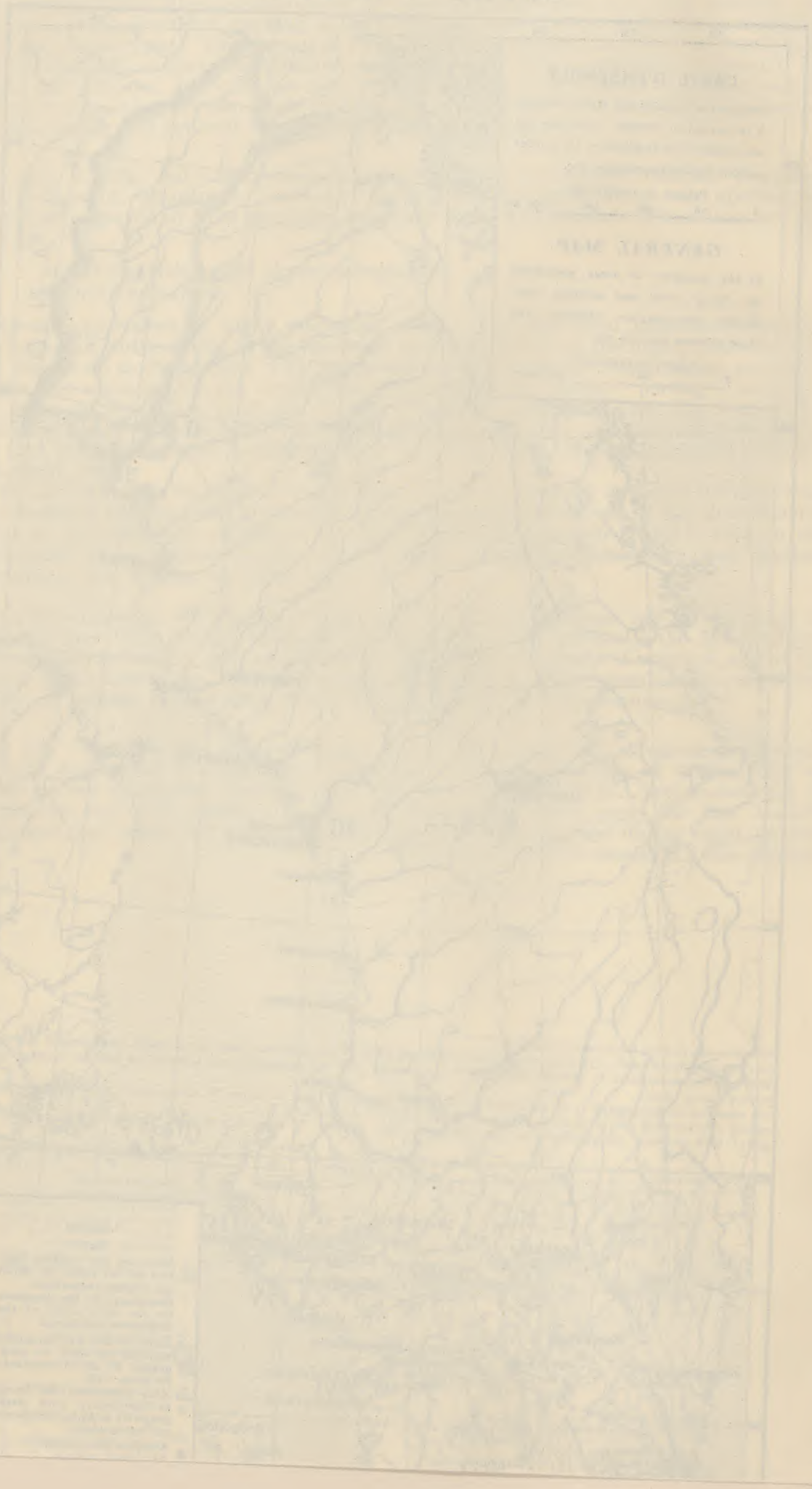
Station radiotélégraphique ayant au moins deux mâts dépassant 100 mètres. *Wireless station with at least two masts of a height above 328 feet (100 metres).*

T Aéroport douanier. *Customs station.*

Note : Aux aéroports de **Rinkaby**, de **Skillingaryd** et de **Vännäs**, ce n'est qu'à certaines époques de l'année qu'on peut obtenir du carburant, de l'huile et du personnel, ou exécuter des réparations.
Les aéroports de **Karlsborg** et de **Västerås**, actuellement (novembre 1929) en cours de construction, ne peuvent être utilisés jusqu'à nouvel ordre.

*Note : At the aerodromes of **Rinkaby**, **Skillingaryd** and **Vännäs** fuel, oil, attendance and repairs can only be obtained during certain times of the year. The aerodromes at **Karlsborg** and **Västerås** are at present (nov. 1929) under construction, and should therefore not be used until further notice.*





The proportions between the total receipts of the A.B.A. and the subsidies received have been as follows :

Subsidies as a percentage of total receipts.

1926	1927	1928	1929	1930	1931
53	49	44	44	41	38

(b) The Royal Aero Club and the Air Association receive no Government subsidies.

6. The wireless service is provided exclusively by the Telegraph Administration, which receives a special budget appropriation for the needs of civil aviation.

7. The meteorological service is provided by the Meteorological and Hydrographic Institute of the State, which receives special budget appropriations for the needs of aviation.

8. *(a)* The distance from Stockholm to Helsingfors is 415 kilometres; that from Malmö to Amsterdam; 697 kilometres, and the total distance covered by the aeroplanes of the postal service, 1,073 kilometres (Gothemburg, Malmö, Copenhagen, Hanover, Amsterdam).

(a1) Of the national air lines, only the Gothemburg-Malmö line is equipped for night flying.

(b) The number of airports is three — viz., the Lindarängen naval airport at Stockholm, the land and naval airport of Torslanda near Gothemburg, and the Bulltofta airport at Malmö.

(b1) Of these airports, two are equipped provisionally for night flying.

(c-e) Statistical particulars :

A.B.A.

	No. of km. flown	Paying passengers	Paying passenger-km.	Baggage kg.	Goods kg.	Mail kg.
1930	217,604	2,248	1,073,536	41,066	31,768	49,363
1931	—	1,791	807,429	29,911	—	—

Undertakings operated jointly.

	No. of km. flown	Paying passengers	Paying passenger-km.	Baggage kg.	Goods kg.	Mail kg.
1930	—	2,463	1,142,195	43,524	56,865	54,463
1931	—	4,230	1,901,590	72,452	—	—

Swiss Delegation.

Lausanne, April 2nd, 1932.

1. Civil aviation is under the *Federal Council* (Order of January 27th, 1920, Article 4).

By an Order dated August 3rd, 1923, the Federal Council delegated to the Department of Posts and Railways some of its powers in this connection (issuing of police regulations).

The Federal Council exercises its powers as a supervising authority through the *Federal Air Office* set up under paragraph 3 of Article 4 of the Order of January 27th, 1920 ; this office is attached to the Department of Posts and Railways.

The Air Office is at present organised as follows :

(a) *Director.* — Supervision and control of the work of the various departments of the Air Office. Representation of the office abroad. Safeguarding of the general interests of Switzerland as regards the development of air traffic.

(b) *Technical Service.* — Preliminary inspection and periodical inspection of machines in service. Supervision of aircraft construction. All technical questions connected with safety in the air : wireless, meteorology, etc.

(c) *Air Police Service.* — Supervision of the air personnel (pilots' licences, instruction), special flying permits (foreign pilots, meetings, aerial advertisements, etc.), detection of breaches of the air regulations. Drafting and distribution of safety warnings. Statistics.

(d) *Administrative Service.* — Preparation of air legislation for Switzerland and preparation for the adoption of international conventions. Study of public and private air law. Information. Administrative supervision of private *state-aided* undertakings.

2. Apart from foreign undertakings operating autonomously or in collaboration with Swiss companies, we will only mention the following Swiss undertakings. These are :

Swissair, Swiss air navigation company, Walcheplatz, 19, Zurich ;
Alpar, co-operative society, Berne-Belpmoos aerodrome ;
Ostschweizerische Aerogesellschaft, co-operative society, St. Gall.

The two latter companies only operate domestic lines (connections, improvement of postal communication, at any rate as regards the two towns of Chaux-de-Fonds — Alpar and St. Gall — Ostschweizerische Aerogesellschaft).

With certain exceptions that are, so far, of no great importance, the Swiss system only operates in summer. The " season " properly so called runs from May 1st to October 31st ; but certain services are stopped before October 31st.

The operation of a line in summer involves the running of a daily service, Sundays excepted, there being one journey in each direction unless interrupted by *force majeure* (very bad weather, absence of available machine ; regularity in 1931 : 97 per cent). In practice, there are several journeys per day on certain routes, because they form part of several lines.

Alpar Lines :

Basle - Berne - Lausanne - Geneva (in 1931 and 1932) ;
Berne - Bienne - Basle (in 1931 and 1932) ;
Geneva - Lausanne - Chaux-de-Fonds - Basle (in 1931 and 1932) ;
Berne - Lausanne (in 1932).

Ostschweizerische Aerogesellschaft :

Basle - St. Gall - Zurich (in 1931 and 1932).

Swissair Domestic Line :

Lucerne - Zurich (operates for a few weeks only).

3. The Swissair alone operates systems outside Swiss territory. For 1932, it operates the following systems :

Geneva - Basle - Mannheim - Frankfort - Cologne - Essen - Amsterdam.
Geneva - Berne - Zurich - Munich - Vienna.
Zurich - Stuttgart - Halle - Berlin.
Zurich - Basle - Paris (London).
Geneva - Paris (London).
Basle - Cherbourg or Le Havre (purely postal).

All these lines are operated jointly by the Swissair and a foreign company. The Basle-Zurich - Munich - Prague connection, which operated in 1930 and 1931, will not do so in 1932.

4. *Touring Aviation.* — Touring flights are made for profit by the three companies mentioned above (Swissair, Alpar and Ostschweizerische Aerogesellschaft) and by the following companies :

Borner-Geneva-Air-Express, Geneva ;
Aviatik beider Basel, Basle-Birsfelden.

Further, the sections of the Swiss Aero Club which have the necessary machines (*i.e.*, almost all sections) provide flying facilities for their members in return for partial or full payment of the cost.

Pleasure Aviation. — Of the 82 machines registered in Switzerland on January 1st, 1932, 55 were approved for pleasure or private touring only. Of the 186 pilots' licences at present granted, 156 were for pilots of categories I or II, who may not undertake any commercial transport. In other words, there are 156 civil pilots who practise pleasure flying (or private touring if they come under category II).

5. By " Government " are here meant three classes of public bodies : the Confederation, cantons and towns.

In the grants made by the Confederation, a distinction must be made between subsidies properly so called and payment for postal services. The latter payment has hitherto been made in the form of indirect subsidies. It will gradually cease to represent a subsidy and will become merely a payment for services rendered.

The post office is free to choose the lines it intends to use or subsidise, its criterion being utility for postal transport. It does not reserve its assistance for Swiss undertakings or for international traffic.

Actual subsidies by the Confederation are, however, granted, as bonuses for regularity, only to Swiss undertakings operating international lines of general interest. In practice, they are therefore given only to the Swissair.

As regards cantons and towns, they subsidise national or international lines and the Swiss or foreign undertakings whose activities are, in their opinion, of local or regional interest.

The amount of the subsidies depends on budgetary possibilities. In no case are they intended to ensure a profit for the operating company ; if the company makes a profit, it keeps it ; but the subsidy is reduced the following year. Subsidies are only intended to cover a deficit ; they are only granted if the company is reasonably well managed.

No subsidies are given directly to private individuals or for facilitating the purchase of machines. A certain sum is devoted to *instruction premiums* paid to sections of the Swiss Aero Club which devote their efforts to training pleasure pilots.

6. Since the beginning of 1931, the air wireless service has been organised with its centre at Zurich. The Zurich central station communicates by wire and by " ticker " with the aerodromes. The latter communicate similarly with one another, so that wireless between ground stations is used only for communications with abroad, and only in so far as the foreign station has not a cable connection with Switzerland. Besides the central station, Dubendorf, Geneva and Basle have aircraft communication stations (meteorological and directional messages). Lausanne has a reserve station which normally does not operate.

7. The meteorological service is also centralised as far as may be ; this is possible, thanks to cable communications (see under No. 6). The air meteorological service is organised by the Swiss central meteorological station at Zurich. This station keeps a specially trained professional meteorologist at each of the first-class Customs aerodromes (Basle, Zurich, Geneva).

8. *(a)* The total length of the air lines of Swiss companies in 1931, including foreign routes, was 5,079 kilometres. It will also be about 5,000 kilometres in 1932.

(a1) Nil.

(b) Six Customs aerodromes, together with two aerodromes for domestic traffic by land planes without permanent staff (Bienne, La Chaux-de-Fonds).

The following emergency landing-grounds must also be mentioned :

Aarau, Bellinzona, Bex, Bière, Bulle, Coire, Colombier-Planeyse, Delémont, Frauenfeld, Hilfikon, Lucerne-Horw, Olten, Payerne, Porrentruy, Spreitenbach, St. Gall-Winkeln, Thun, Granges-Soleure, Gland, Courtelary (the last three have not been finally approved).

(b1) Five.

(c) On lines operated by Swiss companies 919,400 kilometres.

(d) On lines operated by Swiss companies 12,895 passengers.

(e) On lines operated by Swiss companies 131,083 kilogrammes of mail ; 182,163 kilogrammes of packages ; 222,444 kilogrammes of chargeable luggage.

Czechoslovak Delegation.

April 20th, 1932.

1. Civil aviation is placed under the authority of the Ministry of Public Works, Prague.

It is administered by Section III B of the Ministry of Public Works. This section consists of four bureaux :

(13 *a*) Deals with technical and administrative questions concerning air lines, questions relating to air undertakings and subsidies ; air regulations, prohibited zones and frontier passages ; maps, meteorology ; propaganda; international air conventions ;

(13 *b*) Questions relating to tests of machines and engines; inspection of air park ; pilots' examinations ; flying instruction and training ; supervision of machines and pilots ;

(14 *a*) Questions relating to working and maintenance of aerodromes ; signals (wireless telephony and telegraphy, aerials, direction-finding) ; preparation of the air budget ;

(14 *b*) New aerodromes and buildings connected therewith.

The supervision of civil aviation is carried out by the Ministry of Public Works.

2. The national air lines are operated by Čs. státní Aérolinie, Prague, Čs. letecká společnost, Prague. Their organisation :

(a) The Čs. státní Aérolinie is managed by the Ministry of Public Works. The budget of the Company is included in the general budget of the Ministry of Public Works.

(b) The Čs. letecká společnost is a private undertaking, managed by its own directors.

3. The undertakings operating air lines outside the national territory are : Čs. státní Aerolinie and Čs. letecká společnost.

4. The organisations and private persons practising flying as a sport or for tourist purposes are: Aero Club of the Czechoslovak Republic, Prague ; Moravsko-Slezský Aero Club, Brno ; Východočeský Aero Club, Pardubice ; Slovenský Aero Club, Bratislava ; Západočeský Aero Club, Plzeň ; Masarykova Letecká Liga, Prague ; Association of German Flyers, Prague.

5. Subsidies : The Čs. státní Aerolinie is a State undertaking ; the Čs.letecká společnost is subsidised according to the number of kilometres flown.
The organisations mentioned in paragraph 4 receive a subsidy from the Ministry of Public Works in accordance with their activity in flying as a sport and with the sums available in the budget.

6. The wireless service is organised by the Ministry of Public Works and is operated by officials of the Ministry of Posts and Telegraphs.

7. The meteorological service is organised by the Ministry of Public Works and is operated by officials of the State Meteorological Institute, Prague.

8. Statistical particulars (for 1931) :

(a) Length of air lines : 3,555 km.

(a1) Length of air lines equipped for night-flying : 468 km.

(b) Number of airports : 7.

(c) Number of kilometres flown : 1,062,090 km.

(d) Number of passengers carried : 12,303 (regular services).

(e) Mail and packages carried : 438,688 kg.

Union of Soviet Socialist Republics Delegation.

[*Translation.*] May 9th, 1932.

Civil aviation in the Union of Soviet Socialist Republics is placed under the General Directorate of the Civil Air Fleet, known as the " Aeroflot ". The law of February 26th, 1932, provides that this Directorate shall be placed directly under the Union of Soviet Socialist Republics Council of the People's Commissars, which shall appoint the chief and deputy chief. The same law assigns to the Aeroflot the duty of organising the following units, which are run independently — the four aviation trusts dealing with air transport, construction, repairs and supplies and equipment. The Union of Soviet Socialist Republics Association for the Campaign against Animals and Insects harmful to Agriculture and Forestry also has its own air-park. Another State undertaking, the " Gosaerofotosiemka ", takes photographs from the air at the request of various economic organisations.

The law of February 26th, 1932, provides for the formation of a service to supervise the technical exploitation of air material employed by the various civil departments or organisations. This supervisory service forms part of the Aeroflot which, under this same law, controls all civil aviation activities. Another document, the Union of Soviet Socialist Republics Draft Air Code, which will be promulgated shortly, provides that all civil aircraft in the Union of Soviet Socialist Republics must be entered in the aircraft register kept by the Aeroflot, a few exceptions being made, however, in favour of foreign aircraft engaged in international air navigation.

The air lines of the Union of Soviet Socialist Republics are controlled by administrations which are grouped in an operating trust.

The international lines of the Union of Soviet Socialist Republics are also controlled by administrations grouped in an operating trust.

International services are run between the following places : Moscow-Berlin, Leningrad-Koenigsberg, Baku-Pahlevi, Tashkent-Kabul, Verkhne-Oudinsk-Oulan-Bator.

The national and international lines are enumerated in Table 1.

The Baku-Pahlevi line is run under a concession contract for an unlimited period concluded with the German Junkers-Dessau company. The Moscow-Berlin and Leningrad-Koenigsberg lines are run by the Soviet-German company " Deruluft " under a concession contract now in process of revision, concluded between the Union of Soviet Socialist Republics Government and the German " Luft-Hansa " company. The paid-up capital of the Deruluft is 1,350,000 German marks, which has been contributed in equal shares by each of the parties. Subsidies are paid to the Deruluft by the Aeroflot and the Luft-Hansa. The capital of the Deruluft is to be increased up to 2,700,000 marks. The Board of Directors consists of an equal number of Soviet and German members. This also applies to the material and personnel — one-half is Soviet, the other half German. The service runs six times a week from May 1st to October 31st. The new contract provides for the running of the Moscow-Berlin line all the year round.

The Union of Soviet Socialist Republics Draft Air Code provides that aircraft may be owned by the Aeroflot and its undertakings, other organisations or undertakings and by private individuals. Thus, the Statutes of the " Ossoaviakhim " Company of the Union of Soviet Socialist Republics, dated October 6th, 1930, provide in paragraph 3, sub-section *(e)* that the " Ossoaviakhim " Company " . . . shall organise air clubs, shall conduct propaganda in favour of flying as a sport and shall direct this; it shall undertake flights for purposes of propaganda, prospecting, records and other purposes ". The " Ossoaviakhim " Company does not receive any subsidy from the Government.

The civil aviation wireless service is in the hands of the local administrations of the Aeroflot lines, which possess permanent wireless stations.

The civil aviation hydro-meteorological service is directed by the " Central Weather Office ", which is under the Hydro-Meteorological Committee attached to the People's Commissariat for Agriculture of the Union of Soviet Socialist Republics. The local organisations of the Central Weather Office are the " Weather Announcement Offices ". At the request of the civil aviation organisations, information is also given by the meteorological stations and look-out posts.

Statistical particulars of civil aviation in the Union of Soviet Socialist Republics are given in Table 2 annexed to this document.

There are no regulations in the Union of Soviet Socialist Republics providing for the publication of particulars of the civil air fleet. These are published from time to time.

TABLE 1. — LIST OF CIVIL AIR LINES OF THE UNION OF SOVIET SOCIALIST REPUBLICS IN 1931.

	Name of line	Length of line (kilometres)
1.	Moscow - Irkutsk	4,700
2.	Moscow - Tiflis	3,025
3.	Moscow - Tashkent - Kabul[1]	4,179
4.	Moscow - Bobriki	200
5.	Moscow - Leningrad	650
6.	Sverdlovsk - Magnitogorsk	485
7.	Termes - Stalinabad	210
8.	Tashkent - Alma - Ata	813
9.	Tashkent - Tchardjui	630
10.	Stalinabad - Kuliab	180
11.	Stalinabad - Garm	170
12.	Tchardjui - Tachause	469
13.	Novo - Ourgentch - Tourtkoul	74
14.	Tashkent - Oche	448
15.	Alma - Ata - Djarkent	300
16.	Alma - Ata - Semipalatinsk	1,100
17.	Semipalatinsk - Kustanaï	1,400
18.	Sergiopol - Bakhty	254
19.	Semipalatinsk - Ridder	230
20.	Novosibirsk - Kouznetsk	450
21.	Irkutsk - Iakutsk	2,706
22.	Vitim - Bodaïbo	288
23.	Verkhneudinsk - Oulan - Bator[1]	540
24.	Khabarovsk - Okhé on Sakhalin Island	1,180
25.	Mariinsk - Alexandrovsk on Sakhalin Island	280
26.	Archangel - Syktyvkar	1,000
27.	Rostov - Sotchi	455
28.	Lugansk - Chakhty	75
29.	Kharkov - Derdiansk	240
30.	Kharkov - Odessa	625
31.	Baku - Pahlevi[1]	390
	Total	27,746

TABLE 2. — PARTICULARS OF THE OPERATION OF CIVIL AIR LINES IN THE UNION OF SOVIET SOCIALIST REPUBLICS IN 1931.

Item	Air lines operated by the U.S.S.R.	Air lines operated by the Deruluft	Air lines operated by the U.S.S.R. and the Deruluft combined
Length of air lines in kilometres	27,746	2,728	30,474
Number of kilometres flown	5,241,073	903,200	6,144,273
Number of passengers carried	18,984	3,658	22,642
Passengers per kilometre	11,991,086	2,078,851	14,069,937
Baggage and freight carried (in kilogrammes)	228,314	87,524	315,837
Tons per kilometre for baggage and freight	148,402	58,351	206,753
Mail (in kilogrammes)	324,214	29,057	353,271
Tons per kilometre for mail	242,125	20,699	262,824
Total weight (passengers, freight, mail) in kilogrammes	1,881,408	372,640	2,254,048
Total tons per kilometre	1,293,479	244,707	1,538,186

Campaign against Insects and Animals harmful to Agriculture and Forestry.

1.	Number of flights	10,870
2.	Kilometres flown	340,200
3.	Number of hectares disinfected	245,079

Flights for the Taking of Photographs

1.	Number of flights	995
2.	Number of kilometres flown	372,078
3.	Area photographed (in square kilometres)	103,201

Exploitation Service (Seal-hunting in the Kara Sea, etc.).

1.	Number of flights	318
2.	Number of kilometres flown	127,476

[1] International lines.

Venezuelan Delegation.

Geneva, April 4th, 1932.

1. Civil Aviation is placed under the authority of the Ministry of *Fomento* (of National Development). This department comprises the following branches : mines, national and international posts, telegraphs and telephones, immigration and colonisation, national statistics, commerce, banks and air navigation for civil and commercial purposes. To carry on these services it possesses three bureaux under its direct authority, one of them being the Directorate of Statistics and Communications, under which is civil aviation.

The Ministry of National Development checks the papers of aircraft and their crews ; it studies and decides on the advisability of subsidising existing or proposed air lines ; it decides upon the acceptance in Venezuela of foreign air navigation certificates and grants or refuses applications for permission to carry and utilise photographic, topographical and cinematographic apparatus on board aircraft ; it approves tariffs, prices, insurances, guarantees and rights in connection with public air navigation services and performs other functions stipulated in the law on aviation.

2. There are no Venezuelan civil aviation undertakings. The postal and passenger air service, both home and foreign, is at present carried on by three foreign companies, the Compagnie Générale Aéropostale, with headquarters at Paris, the Pan-American Airways, Inc., with headquarters at New York, and the " Sociedad Colombo-Alemana de Trasportes Aéreos (Scadta) " :

The Compagnie Générale Aéropostale carries on the following services :

On Tuesdays : Line Maracay - Coro - Maracaibo and *vice versa*, in Venezuelan territory ;

On Thursdays : Line Maracay - Ciudad Bolivar - Guasipati - Tumeremo, and *vice versa* in Venezuelan territory.

Services of the Pan-American Airways, Inc.

On Tuesdays : Line Maiquetia - Cristobal - Colon - Maturin, inland service ; and international service from Trinidad and the other Greater and Lesser Antilles, United States, Canada and Europe (via New York).

On Tuesdays and Saturdays : Line Maiquetia - Maracaibo, inland service ; and international service with the South American Pacific countries, Central America, Mexico, United States, Canada and Europe (via New York).

On Thursdays : Line Maiquetia - Maturin - Cristobal - Colon, inland service ; and international service with Trinidad and the South American Atlantic Republics.

The " Sociedad Colombo-Alemana de Transportes Aéreos (Scadta) ", runs a service between Venezuela, Colombia, Panama, El Ecuador and Curaçao, by means of a direct aerial connection between the aerial route established by the Scadta in those countries and the Venezuelan city of Maracaibo.

The airships of the Scadta can pursue the following routes :

1. From Barranquilla to Maracaibo and vice versa.
2. From the port of El Banco on the River Magdalena to the port of Encontrados on the River Catatumbo and thence to Maracaibo, and vice versa, with a facultative landing at Encontrados.
3. From Cúcuta to Maracaibo and vice versa, with facultative landing at Encontrados.
4. From Maracaibo to Curaçao and vice versa.

Note. — The oil companies, Standard Oil Company of Venezuela, Caribbean Petroleum Company, Colon Development Company, Ltd., and Venezuelan Petroleum Company employ, with the Government's permission, in Venezuelan territory exclusively, aeroplanes for the transport of their directors and employees and for taking air photographs of the areas in which their respective concessions are situated.

3. The foreign companies mentioned above.

4. There are no organisations nor private persons practising flying as a sport or for touring purposes.

5. No subsidies.

6. In Venezuela there is one principal wireless station and seven secondary stations — viz. :

Central Station :

MARACAY.

Position : Longitude : meridian of Caracas, 0° 40′ 18″ W. ; latitude : 10° 15′ 17″ N.

Waves 15/60 m., power 20 kw. at the aerial, with four aerials directed towards New York and Berlin. Receiver in connection with four aerials. Receives radiograms from all parts of the world and also transmits them all over the world. Permits of telephonic communications with the U.S.A. and Europe. Made by Telefunken.

Secondary Stations :

CARACAS.

Position : Longitude : 66° 55′ 49″ W. of Greenwich ; latitude : 10° 30′ 24″ N.

Wave 1,200 m., power 2 kw. For telegraphy. Made by Radio Corporation of America. Inland service and communication with Curação.

MAIQUETIA.

Position : Longitude : meridian of Caracas, 0° 1′ 45″ W. ; latitude : 10° 37′ 38″ N.

Wave 600/3,600 m., power 3 kw. For telegraphy and telephone. Made by Telefunken. Inland service and communication with Curação and ships at sea.

PUERTO CABELLO.

Position : Longitude : meridian of Caracas, 1° 5′ 12″ W. ; latitude : 10° 32′ 15″ N.

Wave 600/3,600 m., power 3 kw. For telegraphy. Made by Radio Corporation of America. Inland service and communication with ships at sea.

SAN CRISTOBAL.

Position : Longitude : meridian of Caracas, 5° 18′ 41″ W. ; latitude : 10° 32′ 15″ N.

Wave 28 m., power 200 w. For telegraphy. Made by Radio Corporation of America. Inland service.

MARACAIBO.

Position : Longitude : meridian of Caracas, 4° 40′ 47″ W. ; latitude : 10° 38′ 32″ N.

Wave 28 m., power 1 kw. For telegraphy. Communication with New York.

Wave 2,800 m., power 3 kw. For telegraphy. Made by Radio Corporation of America. Inland service.

PORLAMAR.

Position : Longitude : meridian of Caracas, 3° 5′ 8″ E. ; latitude : 10° 57′ 11″ N.

Wave 600/1,000 m., power 1.5 kw. For telegraphy. Made by Telefunken. Inland service.

MATURIN.

Position : Longitude : meridian of Caracas, 3° 44′ 59″ E. ; latitude : 9° 4′ 55″ N.

Wave 600/3,600 m., power 3 kw. For telegraphy. Made by Radio Corporation of America. Inland service and communication with ships at sea.

7. The meteorological stations are the following : Caracas, La Guaira, Puerto Cabello, Maracaibo, Ciudad Bolivar, Carupano, and seventeen other towns in Venezuela which supply any information asked for, but no special service has been created for aviation.

8. *(a)* Length of the air lines (in kilometres) :

	Kilometres
Line Maracay - Coro - Maracaibo	479
Line Maracay - Ciudad Bolivar - Guasipati - Fumeremo	773
Line Maiquetia - Cristobal Colon - Maturin	738
Line Maiquetia - Maracaibo	519
Total	2,509

(a1) Length of air lines equipped for night flying : Nil.

(b) Number of airports : 13.

(b1) Number of airports equipped for night flying : 1.

(c) Number of kilometres flown in 1931 : No statistics.

(d) Number of passengers carried (regular services) in 1931 : No statistics.

(e) Mail and packages carried (in kilogrammes) in 1931 : No statistics.

Yugoslav Delegation.

Geneva, April 1st, 1932.

1. Civil aviation is placed under the authority of the Directorate of Civil Aviation, which forms part of the Air Force Command of the Ministry of the Army and Navy.

The Directorate of Civil Aviation comprises three sections :

(1) General Section — dealing with all questions of an administrative and general character concerning commercial and sporting aviation ;

(2) Communications Section — dealing with all questions relating to the air service — *i.e.*, subsidies, time-tables, tariffs, conclusion of contracts with air navigation companies, etc. ;

(3) Technical Section — dealing with all questions of a technical nature concerning the material of commercial and sporting aviation, control of flying-machines, land installations, supervision of the national aeronautical industry, etc.

2. Commercial aviation in Yugoslavia is represented by the Aeroput National Air Navigation Company, which is a limited liability company. This company operates the following lines within the country under a long-term contract concluded with the State and published in the review *Droit aérien*, 1929, page 579 :

(a) Belgrade-Serajevo-Podgorica ;

(b) Belgrade-Serajevo-Split-Zagreb ;

(c) Sušak-Zagreb.

3. The same national air navigation company mentioned under 2 operates jointly with an Austrian and a French air navigation company the international line : Belgrade-Zagreb-Gratz-Vienna.

This international line has been prolonged as far as Salonica via Skoplje and is at present being operated by the Aeroput Company.

4. The Royal Aero Club of Yugoslavia, " Naša Krila ", contributes direct or through the district aero clubs to the development of private aviation in the country by means of the organisation of air meetings, competitions, lectures, publication of monthly reviews, etc.

5. The State only gives financial subsidies to the Aeroput National Air Navigation Company. This subsidy is based on kilometric bonuses varying from 26 to 39 dinars per kilometre, as well as on the air lines operated over national or foreign territory, and on the flying machines employed, whether single-engined or multi-engined.

6. The wireless stations at the Belgrade, Zagreb, Skoplje and Serajevo aerodromes which have receiving and transmitting apparatus are under the control of the military authorities and are placed at the disposal of civil aviation for its requirements.

7. The meteorological stations at the above-mentioned aerodromes and along the routes of the air lines are under the control of the military authorities and provide adequately for the meteorological protection of the regular air services.

8. Statistical particulars :

(a) Length of the air lines (in kilometres) : 2,332.6.

(a1) Length of air lines equipped for night flying : 150 kilometres.

(b) Number of Customs air ports : 3.

(b1) Number of air ports equipped for night flying : 3.

(c) Number of kilometres flown : 265,590.7 (jointly with other enterprises 336,200.7).

(d) Number of passengers carried (regular services) in 1931 : 2,442 (jointly 3,044).

(e) Mail and packages carried (in kilogrammes) in 1931 :

Baggage : 25,443 (jointly 31,432.210).
Mail : 1,804.5 (jointly 2,867.5).
Goods : 23,482 (jointly 39,481).

SECOND PART.

A. QUESTIONNAIRE (Document Conf. D./C.A.7.)

With reference to document Conf.D./C.A.6, dated March 18th, 1932, and with a view to completing the information requested, the Secretary-General of the Disarmament Conference, at the request of and in agreement with the President of the Air Commission, has the honour to request delegations who have not already done so to forward to him, before April 4th, 1932, at the same time as their reply to the questionnaire in document Conf.D./C.A.6, the reply to the questionnaire which is to be found on pages 8 and 9 of the document emanating from the Communications and Transit Organisation (document C.95.M.47.1932.VIII [Conf.D.53])[1] and reproduced below.

I. Effectives of Non-Military Aviation.

A. Commercial Aviation.

I. *Aeroplanes and seaplanes carrying four persons or more :*

(a) Nominal horse-power ;
Number of passengers carried in normal service ;
Useful load permitted ;
Freight permitted.
} According to the regulation certificates of airworthiness.

(b) Normal content of tanks ;
Volume of compartments holding freight.

(c) Date of entry into service.

(The particulars grouped under *(a)* and *(b)* might be given in aggregate figures, the number of aircraft to which they refer being indicated.)

2. *Dirigibles :*

Volume ;
Horse-power ;
Normal load ;
Range of flight with normal load.

3. *Aeroplanes or seaplanes carrying from one to three persons :*

Number and total horse-power.

4. *Aeroplanes or seaplanes used for special purposes involving permanent installations (photography, spraying of crops or forests, wireless for patrolling purposes) :*

Number and horse-power, by categories, according to purpose for which the aircraft are used.

B. Private Aviation.

Number and total horse-power, by categories of single-seaters, two-seaters, three to five-seaters and six or more seaters, aeroplanes, seaplanes and amphibians being classified separately.
Number and total horse-power of dirigibles.

C. Non-Military Aviation at the Disposal of the State or of Official Services.

This class would include, for instance — enumerated by categories according to use, and the total horse-power being indicated — police aircraft for forest patrols or attached to State meteorological or scientific services.

[1] The information requested is that relating to 1931.

II. Expenditure of Public Funds upon Non-Military Aviation.

A. Commercial Aviation.

Direct Assistance. — Mileage subventions ; postal contracts ; guarantees of minimum revenue from postal traffic ; indemnities for crew or passenger accommodation placed at the disposal of contributing parties ; subsidies to training schools for air transport crews ; exemption from taxation ; guaranteed interest on issues of bonds ; Treasury advances.

Indirect Assistance. — Establishment of airports and air routes ; meteorological services ; insurance funds ; other means of indirect assistance.

B. Private Aviation.

Expenditure on *civil training centres.*

Expenditure on *subsidised schools* for training pilots or specialists.

Expenditure on *clubs* possessing aircraft (engine-driven only) placed at the disposal of their members for learning to fly or for free use.

Purchase, upkeep and efficiency bonuses granted to private persons, whether or not such bonuses render the aircraft so acquired liable for service.

Requisition bonuses.

C. Non-Military Aviation at the Disposal of the State or of Official Services.

Relevant budget entries.

In each of the categories A, B and C, a distinction should be drawn between expenditure borne on the national or federal budget, on that of federated States, or of district, provincial or municipal organisations, according to the political and administrative structure of the country concerned.

B. REPLIES TO QUESTIONNAIRE (Document Conf. D./C.A.7.)

Union of South Africa Delegation.

Geneva, April 5th 1932.

I. Effectives of Non-Military Aviation.

A. *Commercial Aviation :*

1. Aeroplanes and seaplanes carrying four persons or more : Nil.

2. Dirigibles : Nil.

3. Aeroplanes or seaplanes carrying from one to three persons : 12 aeroplanes of the " Moth " or similar type.

4. Aeroplanes or seaplanes used for special purposes involving permanent installations, etc. : Nil.

B. *Private Aviation :* No statistics available. Not more than four light aeroplanes of the " Moth " or similar type.

C. *Non-Military Aviation at the Disposal of the State :* Nil.

II. Expenditure of Public Funds upon Non-Military Aviation.

A. Direct Assistance : Government subsidy of approximately £80,000 per annum to the Imperial Airways in respect of a London-Cape air-mail service ; Government subsidy of £80,000 to the Union Airways Limited in respect of a Union air-mail service ; subsidy of £7,000 to the Junkers Airway Company by the mandated territory of South West Africa.

Indirect Assistance : Airports are constructed by local authorities (municipalities) free of cost to the aviation companies. Meteorological information is furnished free by the State.

B. *Private Aviation :* No assistance is given by the State.

C. *Non-Military Aviation at the Disposal of the State :* Nil.

German Delegation.

Berlin, April 6th, 1932.

. . . . . .

As regards the League of Nations communication, document Conf. D./C.A.7, of March 22nd last, it should further be noted that Germany cannot yet reply to the questionnaire given on pages 8 and 9 of League document C.95.M.47.1932.VII (Conf. D.53). This questionnaire was originally prepared as a draft for the Convention to be concluded on the publication of information relating to civil aviation. The German Government has approved this questionnaire and is also ready to supply the particulars required. It would nevertheless draw attention to the fact that, in a letter on this subject to the Secretary-General of the League of Nations, it pointed out at the time that the questionnaire was, on some points, not entirely adapted to the position of aviation in Germany. In order to supply the required particulars, it would be necessary to bring the tables and lists kept in the Reich Ministry of Communications into harmony with the form of the questionnaire. This adaptation has not yet been carried out, since the draft questionnaire has, so far, not been finally accepted. Moreover, the League communication, C.L.197. 1931.IX, stated that the particulars required need only be supplied after the conclusion of the Convention on the publication of information relating to civil aviation.

United States of America Delegation.

Geneva, April 7th, 1932.

The American delegation would be glad to furnish the information desired, but regrets exceedingly that, as far as concerns the particulars requested in this questionnaire, no data has been compiled by the Government of the United States along these lines, and, furthermore, that American records are not maintained in a manner that would make such statistics available in the form desired.

The American delegation is disposed to furnish all information on the subject which might be helpful in the studies which the Air Commission desires to make in the premises, but would probably not be able to forward the pertinent statistics within a period of time which would make such data useful to the Air Commission for inclusion in its studies.

The American delegation may point out in this connection, however, that certain information with respect to civil aviation in the United States which was forwarded by the American delegation in its response of March 28th, 1932 (page 7), to the questionnaire contained in document Conf.D./C.A.6, of March 18th, 1932, might be helpful to the Commission as far as concerns the pertinent questions with regard to civil aviation. In fact, the response of the delegation, dated March 28th, transmitted most of the available information with regard to civil aviation in the United States.

If the Air Commission desires the American delegation to request any further data which might be available in Washington, we would be happy to forward such a request to the authorities in the United States.

Argentine Republic.[1]

January 19th, 1932.

I. Non-Military Air Effectives.

Private Aviation.

		Horse-power
60	two-seater aeroplanes totalling . .	5,910
25	three-seater aeroplanes totalling . .	3,780
1	five-seater aeroplane of.	225
3	six-seater aeroplanes totalling . . .	825
1	amphibian four-seater of	175

Commercial Aviation.

Pan-American Airways System.

Aeroplanes or flying-boats carrying four or more persons : " Commodore " type : 1 No. P-BDAA. — Nominal power : 2 air-cooled " Pratt and Whitney " engines of 175 h.p. each. Hornet B, 9-cylinder radial, of a total power of 1,150 h.p.

These craft carry from 16 to 20 passengers, according to the arrangement of the seats, which varies appreciably according to the machine.

The United States Department of Commerce authorises 3,450 kilogrammes. The Pan-American Argentine Aviation Co., Ltd., authorises and uses only 2,727 kilogrammes ; that is the available load of the aeroplane. The weight of petrol, oil, equipment, wireless apparatus, crew and special equipment, life-saving waistcoats, life-boats, anchors, etc., must be deducted from this total.

The usual load for an ordinary flight is as follows :

	Kilogrammes	
Fuel and oil	900	
Crew	280	
Aeroplane equipment	255	
Wireless equipment	69	
Crew's luggage	40	
Mail bags	5	
Total weight of equipment	1,549	(ordinary average)
Load which can be carried in the cabin	1,178	
Total authorised load	2,727	

The total weight empty of a " Commodore " is 10,000 lb. The gross authorised weight loaded is 17,600 lb., but the Pan-American only utilises 16,000 lb.

The foregoing shows that the total weight allowed for passengers, correspondence, luggage, parcels or goods is limited by the " weight which can be carried in the cabin ", which is determined mainly by the quantity of petrol and oil necessary to cover the distance between the points of departure and destination respectively, plus the necessary quantity to meet eventualities.

The total capacity of the tanks of a " Commodore " is 640 United States gallons (two tanks of 320 gallons each). These tanks are placed in the central part of the wing. Normally, each aeroplane carries 300 gallons of petrol and 36 gallons of oil. These craft have three compartments of about 230 cubic feet each, for the commercial load. In two of these compartments seats are placed ; the last is for luggage and cargo. In one compartment of about 270 cubic feet in front of these are situated the lavatory, wireless, life-saving apparatus and reserve provisions.

The P-BDAA flying-boat was put into commission on November 8th, 1931, after it had been completely overhauled in our workshops at Buenos Aires. At present, this is the only " Commodore " maintaining a regular service. Its base is at Buenos Aires, Puerto Nuevo.

The " Commodore " P-BDAA is undergoing repairs and is at present dismantled for repairs and complete overhauling in our Puerto Nuevo workshops. It cannot be put into commission again before the end of next January.

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[1] Reply to the questionnaire sent by the Communications and Transit Organisation, under date of August 10th, 1931.

The " Sikorski " type (Serquiplan amphibian) : L.P-BDAA reserve aeroplane. — Nominal power : two 420-h.p. engines — *i.e.*, 840 h.p. in all — " Pratt and Whitney " Wasp " C " type, 9-cylinder radial, air-cooled.

Can carry 5 passengers and a crew of 3.

The United States Department of Commerce authorises 1,820 kilogrammes useful load for a " Sikorski ".

The following is a table of loading for an ordinary flight :

	Kilogrammes
Oil and fuel	700
Crew	220
Crew's luggage	30
Wireless	70
Aeroplane equipment	170
Mail bags	5
Total weight of equipment	1,195
Load which can be carried in cabin	625
Total authorised load	1,820

The " load which can be carried in the cabin " of 625 kilogrammes is utilised entirely for passengers, mail, parcels and cargo. The weight of the aeroplane empty is 6,400 lb. ; its gross weight, 10,400 lb.

It possesses four tanks of 80 United States gallons each, or a total of 320 gallons of petrol ; two oil tanks of 15 gallons each, or 30 gallons in all. The normal average amount of fuel and oil required by a " Sikorski " of this type to accomplish a normal flight is 180 gallons of petrol and 20 gallons of oil.

The passenger cabin of a " Sikorski " is of about 220 cubic feet content. Under the prow, in the forepart of the pilot's cabin, there is a space of about 10 cubic feet for luggage, goods, life-saving apparatus and reserve provisions. After having been completely repaired and tested at the Puerto Nuevo base, the P-BDAA was put into commission on August 10th, 1931.

We shall shortly possess an aeroplane with a " Fairchild " cabin, which will be stationed at Moron and will have the following characteristics : A 420-h.p. " Pratt and Whitney " Wasp " C " 9-cylinder radial air-cooled engine. It will be able to carry 4 passengers and the pilot.

The United States Department of Commerce authorises 1,830 lb. useful load and 588 lb. commercial load in all.

This aeroplane has three tanks of 60 United States gallons each, totalling 180 gallons of petrol, placed in the wing, two oil tanks of 7½ gallons each — *i.e.*, a total of 15 gallons of oil. It is generally used fully loaded.

The total space available for passengers and luggage is approximately 180 cubic feet.

General Aeropostal Company.

Aeroplanes carrying 4 or more persons :

8 Laté 28 with wireless ; 1 500-h.p. engine ; 1 cabin for 8 passengers ; authorised useful load, 824 kilos; authorised commercial load, 824 kilos; fuel-tank capacity, 735 litres; oil-tank capacity, 60 litres.

The volume of the compartments of the commercial load is 0.5 cubic metre for the fore compartment and 1.5 cubic metre for the rear compartment.

These aeroplanes were put into commission in 1929 and 1930.

22 Laté 26 with wireless and 450-h.p. engine ; 1 cabin for 4 passengers and a pilot, one of the seats being reserved for the wireless operator ; authorised useful load, 1,092 kilos ; authorised commercial load, 1,092 kilos ; fuel-tank capacity, 820 litres ; oil-tank capacity 65 litres.

The volume of the compartment for the commercial load is as follows : 1 compartment behind the pilot's seat of 0.45 cubic metre ; 1 to the rear of the passenger cabin of 0.5 cubic metre ; 1 in front of the passenger seats of 1.2 cubic metre ; and 1 to the rear of the passenger seats of 1.1 cubic metre.

These aeroplanes were put into commission during 1927, 1928 and 1929.

15 Laté 25, not provided with wireless ; 450-h.p. engines ; 1 cabin for 4 passengers, in addition to the pilot ; authorised useful load, 750 kilos ; authorised commercial load 750 kilos ; fuel-tank capacity, 660 litres ; oil-tank capacity, 65 litres ; volume of compartments for cargo, 1 of 0.65 cubic metre and 1 of 0.95 cubic metre.

These aeroplanes were put into commission during 1926, 1927 and 1928.

Aeroplanes carrying from one to three persons :

5 Potez 25, not provided with wireless ; 450-h.p. engine ; place for 1 passenger and a pilot ; useful authorised load, 112 kilos. ; authorised commercial load, 112 kilos.

The tanks of these aeroplanes contain 500 litres of fuel and 35 litres of oil.

These aeroplanes were put into commission during 1929 and 1930, and are in service throughout the whole of South America.

Belgium.[1]

December 7th, 1931.

I. Effectives of Non-Military Aviation.

A. *Commercial Aviation.*

1. Aeroplanes and seaplanes carrying four persons or more (see tables attached).
2. Dirigibles : Nil.
3. Aeroplanes or seaplanes carrying from one to three persons :
   Number : 15.
   Total horse-power 1,640.
4. Aeroplanes or seaplanes used for special purposes involving permanent installations (photography, spraying of crops or forests, wireless for patrolling purposes) : Nil.

B. *Private Aviation.*

Single-seaters : Aeroplanes : Number : 4. Total horse-power 539.
Two-seaters : Aeroplanes : Number : 37. Total horse-power 3,530.
Three- to five-seaters : Aeroplanes : Number : 1. Total horse-power 230.
Six-seaters (or more) : Aeroplanes, Dirigibles } Nil.

C. *Non-Military Aviation at the Disposal of the State or of Official Services :* Nil.

Aeroplanes and seaplanes carrying four persons or more :

Belgium.

Registration of machines	Horse-power	Number of passengers	Useful load permitted Kg.	Freight permitted Kg.	Content of tanks Litres	Volume of compartments holding freight Cubic metres	Date of entry into service
00-AIB	240	5	696	320	296	5	26. 9.1927
00-AIC	240	5	702	346	276	5	25. 9.1927
00-AID	690	9	1,421	686	575	15	19. 9.1929
00-AIE	690	9	1,837	857	820	15	14.12.1929
00-AIF	690	9	1,785	805	820	15	14.12.1929
00-AIG	690	9	1,385	405	820	15	28.11.1929
00-AIH	690	9	1,797	819	820	15	27.12.1929
00-AII	690	9	1,790	810	820	15	31.12.1929
00-AIJ	690	9	1,734	754	820	15	16. 1.1930
00-AIK	690	9	1,749	769	820	15	28. 2.1930
00-AIL	690	9	1,767	787	820	15	30. 5.1931
00-AIM	690	9	1,769	789	820	15	14. 2.1930
00-AIN	690	9	1,776	796	820	15	3. 4.1931
00-AIO	690	9	1,788	808	820	15	15. 3.1930
00-AIP	690	9	1,733	753	820	15	1. 7.1930
00-AIQ	690	9	1,706	726	820	15	18. 7.1930
00-AIR	690	9	1,755	775	820	15	1. 8.1930
00-AIS	690	9	1,750	770	820	15	19. 8.1930
00-AIT	690	9	1,785	805	820	15	8. 9.1930
00-AGC	309	5	955	467	408	5	9. 7.1930
00-AGD	309	5	955	467	408	5	9. 7.1930
00-AGE	309	5	955	467	408	5	11. 8.1930
00-AGF	309	5	955	467	408	5	10. 9.1930
00-AHG	840	11	1,800	500	1,120	15	13. 9.1928
00-AHJ	720	13	1,497	540	782	16	1. 9.1928
00-AHL	720	13	1,497	540	782	16	11.10.1928
00-AHM	720	13	1,497	540	782	16	10.10.1928
00-AHY	840	11	1,840	540	1,120	15	13. 9.1928
00-AHZ	840	11	1,840	540	1,120	15	12. 9.1928
00-AKB	300	4	456.5	146.5	230	2	27. 3.1931
00-ALE	230	4	762	384	298	4	1. 8.1930
00-ALC	450	4	883	450	353	4	17. 6.1930

Schreck seaplane.

[1] Reply to the questionnaire sent by the Organisation for Communications and Transit, under date of August 10th, 1931.

Aeroplanes carrying four persons or more :

Belgian Congo.

Registration of machines	Horse-power	Number of passengers	Useful load permitted Kg.	Freight permitted Kg.	Content of tanks Litres	Volume of compartments holding freight Cubic metres	Date of entry into service
00-AIA	240	4	686.5	390	202.5	4	21. 3.1927
00-AIU	690	9	1,772.7	792.5	820	15	25. 9.1930
00-AIV	690	9	1,799	819	820	15	12. 6.1930
00-AIW	690	9	1,791	811	820	15	2. 6.1930
00-AIX	690	9	1,805	825	820	15	11. 5.1930
00-AIY	690	9	1,796	816	820	15	26. 4.1930
00-AIZ	690	9	1,775	795	820	15	5. 4.1930
00-AHN	840	11	2,170	739	1,201	15	13. 1.1925
00-AHO	840	11	2,157	706	1,201	15	7. 2.1925
00-AHP	840	11	2,170	739	1,201	15	12. 2.1925
00-AHQ	840	11	2,170	739	1,201	15	2. 3.1925
00-AHR	840	11	2,170	739	1,201	15	2. 6.1925
00-AHS	840	11	2,170	739	1,201	15	9. 7.1925
00-AHT	840	11	2,540	1,150	1,120	15	26. 3.1925
00-AHU	840	11	2,540	1,150	1,120	15	18. 5.1925
00-AHX	240	4	670	400	180	2	19. 6.1925
00-AHV	240	4	670	400	180	2	—
00-AHW	240	4	670	400	180	2	—

II. Expenditure of Public Funds upon Non-Military Aviation.

A. *Commercial Aviation.*

Direct Assistance. — In order to promote commercial air navigation, the State and the colony have participated in the constitution of the " Société anonyme belge d'exploitation de la navigation aérienne " ; as a result of the adoption of the Law of May 25th, 1929, the capital of the company was fixed at 20,000,000 francs, half of which was subscribed by the State and the colony.

The State and the colony have further authorised the company to issue mortgage or other bonds whose interest and sinking fund payments they guarantee. The proceeds of the issue of bonds enjoying this guarantee are reserved for the acquisition of the flying-machines required for the service and of the usual initial supplies of spare parts for these machines.

As regards the subsidies granted to cover the operating deficit of the company, the details vary for the services of the Congo, Europe and the future air line Belgium-Congo (see Statutes annexed) ; the budgets and accounts of these various services are clearly separated so as to enable continuous and regular activities to be carried on by each of these services.

The subsidies granted by the Belgian Government for the European services amounted in 1929 and 1930 to 14,743,354.11 and 22,939,167.24 francs respectively.

The subsidies granted by the colony for the same years amount to 7,500,000 and 6,000,000 francs.

The Transport Department granted to the civil aviation schools during the years 1929 and 1930 subsidies totalling 142,848 and 131,328 francs in respect of the contribution of civil aviation to the training of military pilots.

Indirect Assistance : 1. *In Belgium.* — The initial installation expenses in connection with the construction of aerodromes, buildings, sheds, wireless installations, etc., amounted in 1929 to 34,089,466 francs, and in 1930 to 14,743,959 francs.

The equipment of air lines for night flying cost 859,638 and 3,000,000 francs in 1929 and 1930 respectively.

The meteorological services necessary for the protection of aviation are provided by the Ministry of Science and Art at the Government's expense.

2. *In the Belgian Congo.* — Initial installation expenditure in connection with the establishment of aerodromes, buildings and sheds : 14,312,984 francs up to August 31st, 1931.

B. *Private Aviation.* — Subsidies to touring aviation clubs for the purchase of flying-machines : In 1929, 180,000 francs, plus 45,000 francs ; in 1930, 180,000 francs.

The machines acquired by means of these subsidies cannot be used for school purposes.

Pilotage grants amounted to 20,000 francs in 1929 and 20,000 francs in 1930.

Contribution to the operating expenses of a school of air navigation totalled 101,820 francs in 1929 and 101,820 francs in 1930.

C. *Non-Military Aviation at the Disposal of the State or of Official Services* : Nil.

United Kingdom Delegation.

May 2nd, 1932.

I. Effectives of Non-Military Aviation.

A. *Commercial Aviation* (effective aircraft on Civil Register on December 31st, 1931).

1. Aeroplanes and seaplanes carrying four persons or more :

Type of aircraft	Weight empty (lb.)	Useful load (lb.)	Maximum permissible weight authorised (lb.)	Commercial load (lb.)	Normal seating capacity (including crew)	Normal content of tanks (gallons)	Nominal horse-power	Number of aircraft on register
A . .	19,000	10,500	29,500	5,100	41	500	2,220	4
B . .	18,600	13,400	32,000	5,000	18	740	2,220	3
C . .	18,500	11,000	29,500	5,500	27	500	1,960	4
D . .	15,600	7,400	23,000	2,600	19	480	1,470	1
E . .	14,000	8,500	22,500	4,000	18	490	1,455	4
F . .	9,700	5,900	15,600	2,700	14	300	1,275	6
G . .	12,000	6,500	18,500	3,200	23	320	1,260	2
H . .	13,000	6,200	19,200	3,300	22	360	1,260	3
I . .	7,827	5,673	13,500	2,000	15	355	1,260	1
J . .	7,270	2,730	10,000	600	4	220	920	1
K . .	6,930	3,200	10,130	1,000	13	231	900	1
L . .	8,800	5,000	13,800	2,800	16	220	880	2
M . .	7,150	2,350	9,500	520	6	188	840	1
N . .	8,200	3,000	11,200	1,000	16	200	710	1
O . .	6,300	3,925	10,225	1,700	10	234	645	2
P . .	3,800	2,200	6,000	800	6	96	420	2
Q . .	3,000	2,000	5,000	900	5	104	300	2
R . .	3,715	2,238	5,953	1,070	6	140	280	2
S . .	2,600	1,600	4,200	750	5	55	240	1
T . .	2,200	1,100	3,300	500	4	54	210	2
U . .	2,600	1,100	3,700	500	4	50	208	3
								48

2. Dirigibles : Nil.

3. Aeroplanes or seaplanes carrying from one to three persons : 374 aircraft ; total horse-power, 52,781.

4. Aeroplanes or seaplanes used for special purposes, involving permanent installations : information not readily available from Air Ministry records.

B. *Private Aviation.*

1. Effective aircraft on Civil Register on December 31st, 1931 : 375 aircraft ; total horse-power, 40,945.

C. *Non-Military Aviation at the Disposal of the State or of Official Services.* — Except for a very few experimental civil aircraft, there are no non-military aeroplanes at the disposal of His Majesty's Government in the United Kingdom or of any services controlled by them.

Expenditure of Public Funds upon Non-Military Aviation

(Estimated Expenditure 1932-33).

A. *Commercial Aviation.*

Direct assistance. — Subsidies to air transport services :

	£
European services	110,000
England-India service	210,000
Egypt-South Africa service	231,000
	551,000
Deduct contributions from Dominion and Colonial Governments	166,000
Net subsidy	385,000

There is no other form of direct assistance. The carriage of mails is on a strictly commercial footing. The postal surcharge is based on the rate charged by the company for the transport, a small percentage being added for the expenses of the Post Office.

Indirect Assistance. — Meteorological and wireless services are placed by His Majesty's Government in the United Kingdom at the disposal of commercial aviation without payment ; but it would be impossible to estimate the precise value of such services. No other indirect assistance under the other headings named is given.

B. *Private Aviation.* — Estimated expenditure on clubs possessing aircraft (engine-driven only) placed at the disposal of their members for learning to fly, or for free use : £10,000. (The expenditure is in respect of grants to clubs on the basis of the number of pilots belonging to them who qualify for the issue or renewal of their pilots' licences.)

No other form of assistance is given to private aviation.

C. *Non-Military Aviation at the Disposal of the State or of Official Services.* — There is no estimated expenditure under this heading except for the cost of constructing a very few experimental civil aircraft and of the subsequent experimental flights with them.

Bulgarian Delegation.

[*Translation.*]

Geneva, April 11th, 1932.

I. Effectives of Non-Military Aviation.

A. *Commercial Aviation :*

1. Aeroplanes and seaplanes carrying 4 persons or more :

(*a*)
(*b*) Nil.
(*c*)

2. Dirigibles : Nil.

3. Aeroplanes or seaplanes carrying from 1 to 3 persons : Nil.

4. Aeroplanes used for special purposes, etc. : Nil.

B. *Private Aviation :* Nil.

C. *Non-Military Aviation at the Disposal of the State :*

(a) School and training aeroplanes : 20.
Total horse-power : 1,500.

(b) Aeroplanes used for liaison purposes : 10.
Total horse-power : 3,000.

II. Expenditure.

A. *Commercial Aviation :* Three foreign companies — the CINA, Luft-Hansa and LOT — operate certain lines in Bulgarian territory forming part of international routes.

Bulgaria affords these companies the following facilities :

Direct assistance : No subsidies, but exemption from taxation for all aviation material.

Indirect assistance : Free use of airports and hangars, the right to erect buildings on land granted by the Bulgarian Aviation Administrative Offices, free use of the Bulgarian meteorological service, the right to set up wireless and meteorological stations, right to use of workshops at cost price.

B. *Private Aviation :* Nil.

C. *Non-Military Aviation at the Disposal of the State :*

Budget entries	Leva
1923-24	8,438,835
1924-25	23,073,140
1925-26	78,086,310
1926-27	34,594,653
1927-28	46,829,252
1928-29	37,628,200
1929-30	38,601,675
1930-31	36,706,000
1931-32	36,400,000

Danish Delegation.

Geneva, April 21st, 1932.

1. Effectives of Non-Military Aviation.

A. *Commercial Aviation.*

1. Aeroplanes and seaplanes carrying four persons or more :

(a) Nominal horse-power : $4 \times 450 = 1,800$.
Number of passengers carried in normal service : $4 \times 8 = 32$.
Useful load permitted (in kilogrammes) : $4 \times 1,475 = 5,900$.
Freight permitted (in kilogrammes) : $4 \times 875 = 3,500$ (passengers and freight).

(b) Normal content of tanks (in litres) : $4 \times 400 = 1,600$.
Total content of tanks (in litres) : $4 \times 720 = 2,880$.
Volume of compartments holding freight : $4 \times 2 m^3 = 8 m^3$.
Volume of compartments holding passengers : $4 \times 11 m^3 = 44 m^3$.

(c) Date of entry into service :
Fokker F.VII. OY-DAC : March 16th, 1928.
Fokker F.VII. OY-DYF : May 8th, 1929.
Fokker F.VII. OY-DED : May 1st 1930.
Fokker F.VII. OY-DAD : May 15th, 1930.

2. Dirigibles : Nil.

3. Aeroplanes or seaplanes carrying from one to three persons :
Number : 1.
Total horse-power : 105.

4. Aeroplanes or seaplanes used for special purposes involving permanent installations : Nil.

B. *Private Aviation.*

Number of two-seater aeroplanes or seaplanes : 7 aeroplanes.
Total horse-power : 585.
Dirigibles : Nil.

C. *Non-Military Aviation at the Disposal of the State or of Official Services.*

Aeroplanes or seaplanes : Nil.

II. Expenditure of Public Funds upon Non-Military Aviation.

By way of direct assistance the Danish Air Navigation Company has been granted for four years (financial years 1931-32 to 1934-35) an annual Government subsidy of 250,000 crowns and an annual subsidy of 100,000 crowns from the commune of Copenhagen. These subsidies are not conditional on a certain number of kilometres being flown, but are merely subject to Government control in the form of Government representation in the company's management and of provisions whereby the company's budget and accounts and also its tariffs, time-tables and regulations must be submitted to the Ministry of Public Works.

Apart from these subsidies, no direct assistance is accorded to civil aviation.

As regards indirect assistance it may be noted that near Kastrup, in the island of Amager (a quarter of an hour by motor-car from the centre of Copenhagen), the Government has installed an airport, with the necessary annexes, to which are attached meteorological and wireless services. Further, for the purpose of the night-flying trials for the transport of mail which have been made during the last few years, the Government has established a system of lighting for aircraft by the fitting up of five beacons along the Copenhagen-Rødby route, in connection with which three lighted landing-grounds have also been equipped for forced landings.

Spanish Delegation.

Geneva, April 20th, 1932.

I. Effectives of Non-Military Aviation.

A. *Commercial Aviation.*

1. Aeroplanes and seaplanes carrying four persons or more :

Register	Nominal horse-power	Number of passengers carried in normal service	Useful load permitted	Freight permitted	Normal content of tanks (litres)	Volume of compartments holding freight	Date of entry into service
EC- BBA	300	5			460		1927
EC- ADA	900	9			1,300		1928
EC- AAF	900	9			1,300		1928
EC- FAA	900	9			1,300		1929
EC- AHH	780	8			1,000		1929
EC- HHA	450	5			300		1929
EC- AKK	780	8			1,000		1930
EC- KKA	900	10			800		1930
EC- LAA	260	4			153		1930

2. Dirigibles : There are no non-military dirigibles in Spain.

3. Aeroplanes and seaplanes carrying from 1 to 3 persons : Nil.

4. Aeroplanes or seaplanes used for special purposes involving permanent installations (photography, spraying of crops or forests, wireless for patrolling purposes) : Four.

B. *Private Aviation.*

Number of aeroplanes		Number of seaplanes	Number of amphibians	Total horse-power
Single-seaters	—	—	—	—
Two-seaters.	64	—	—	7,225
Three to five-seaters .	1	—	—	120
Six-seaters (or more). .	—	—	—	—

C. *Non-Military Aviation at the Disposal of the State or of Official Services.* — There are at present no machines used for police duties, patrolling forests or attached to State meteorological or scientific services.

II. Expenditure of Public Funds upon Non-Military Aviation.

A. *Commercial Aviation.*

Direct Assistance. — Amount of the subsidies granted each year by the Spanish Government to air lines : 3,500,000 pesetas.

Indirect Assistance. — Amount of the subsidies granted each year by the Spanish Government for the establishment of airports: 1,300,000 pesetas.

B. *Private Aviation.* — The Government grants a subsidy of 90,000 pesetas per annum to clubs possessing aircraft (engine-driven only) and of 48,000 pesetas in respect of purchase bonuses.

C. *Non-Military Aviation at the Disposal of the State or of Official Services.* — There are no machines of this category.

Estonian Delegation.

Geneva, April 5th, 1932.

I. Effectives of Non-Military Aviation.

A. *Commercial Aviation :*

1. Nil.
2. Nil.
3. Nil.
4. Nil.

B. *Private Aviation :* One 2-seater sports model aeroplane; horse-power : 60.

C. *Non-Military Aviation at the Disposal of the State or of Official Services :* Nil.

II. Expenditure of Public Funds upon Non-Military Aviation.

A. Nil.

B. Nil.

C. Nil.

Greek Delegation.

Geneva, April 5th, 1932.

I. Effectives of Non-Military Aviation.

A. *Commercial Aviation :*

1. Aeroplanes and seaplanes carrying four persons or more :

4 Junker machines G.24 he.

(a) Nominal horse-power : 960 ;
Number of passengers carried in normal service : 13 ;
Useful load permitted : 2.580 kilogrammes (passengers, goods and fuel) ;
Freight permitted : 1,223 kilogrammes (passengers and goods) ;

(b) Normal content of tanks : 1,050 kilogrammes ;
Volume of compartment-holding freight : 3.33 cubic metres.

(c) Date of entry into service : July 1931.

II. Expenditure of Public Funds upon Non-Military Aviation.

A. *Commercial Aviation :* Direct assistance : The Hellenic Air Communications Company receives a mileage subvention, the rate of which is at present fixed at 42 drachmæ per kilometre flown. Under a postal contract with the State, the company pays the postal authorities 5 per cent of the proceeds of the sale of air-mail stamps. It enjoys exemption from taxation in various forms (on fuel, machines and material used in operating the lines, the company's shares and bonds, etc.).

Indirect assistance : The company uses the State airports in return for the payment of certain landing and airport dues. The Central Hellenic Meteorological Office, which is administered separately from the Air Ministry, gives its services to civil aviation free of charge.

Hungarian Delegation.

Geneva, April 12th, 1932.

I. Effectives of Non-Military Aviation.

A. *Commercial Aviation :*

1. Aeroplanes and seaplanes carrying 4 persons or more : 5.

   Particulars in aggregate figures :

   (a) Nominal horse-power : 3,360 ;
   Number of passengers carried in normal service : 48 ;
   Useful load permitted : 5,300 kilogrammes ;
   Freight permitted : 1,460 kilogrammes.

   (b) Normal content of tanks : 2,982 kilogrammes ;
   Volume of compartments holding freight : 11.69 cubic metres.

   (c) Date of entry into service :
   1928 : 3 aeroplanes ;
   1929 : 2 aeroplanes.

2. Dirigibles : Nil.

3. Aeroplanes or seaplanes carrying from 1 to 3 persons : 12.
   Total horse-power : 2,880.

4. Aeroplanes or seaplanes used for special purposes involving permanent installations : Nil.

B. *Private Aviation :*

Aeroplanes : 3-seaters : 1 ; horse-power : 105.
2-seaters : 35 ; aggregate horse-power : 3,800.
Dirigibles : Nil.

C. *Non-Military Aviation at the Disposal of the State or of Official Services :*

Police aircraft : Nil.
Forest patrol aircraft : Nil.
Aircraft used for photography : 4 ; aggregate horse-power : 1,680.
Aircraft attached to meteorological services : 6 ; aggregate horse-power : 2,520.
Aircraft attached to scientific services : 12 ; aggregate horse-power : 5,040.

II. Expenditure of Public Funds upon Non-Military Aviation.

A. *Commercial Aviation :* Direct assistance : Magyar Légiforgalmi RT " Malert " : a Hungarian navigation company ; the only company, but has no monopoly.
Subsequent subsidy : 200,000 pengö per year : State.
Advance subsidy : 30,000 pengö per year : the towns interested along the national lines.
Postal contracts : Of no material importance.
Customs and tax exemption : Partial.

Indirect assistance : The State places at the " Malert's " disposal, without charge, the aerodrome and buildings required for the traffic, and the meteorology and wireless services.

B. *Private Aviation :* receives no subsidy.

C. *Non-Military Aviation at the Disposal of the State or of Official Services :* Relevant budget entries :

(a) 200,000 pengö.
(b) Nil.
(c) 5,200,000 pengö.

India. [1]

December 23rd, 1931.

I. Effectives of Non-Military Aviation.

A. *Commercial Aviation.*

1. Aeroplanes and seaplanes carrying four or more persons : Nil.
2. Dirigibles : Nil.
3. Aeroplanes or seaplanes carrying from one to three persons :
   Seaplanes : Nil.
   Number of aeroplanes carrying one person : Nil.
   Number of aeroplanes carrying two persons : 3 (also used for photography).
   Number of aeroplanes carrying three persons : 6 (include three used for photography).
   Total horse-power of aeroplanes carrying :
   Two persons : 295.
   Three persons : 1,035.
4. Aeroplanes or seaplanes used for special purposes involving permanent installations (photography, spraying of crops or forests, wireless for patrolling purposes) : Nil.

B. *Private Aviation.* — Number and total horse-power, by categories, of single-seaters, two-seaters, three to five-seaters and six-seaters, aeroplanes, seaplanes, etc. :

Seaplanes : Nil.

Aeroplanes : single-seaters : 2.
two-seaters : 37.
three-seaters : 11.
four-seaters : 1.
five-seaters : Nil.
six-seaters : Nil.

Total horse-power :

Single-seaters : 67.
Two-seaters : 2,915.
Three-seaters : 1,150.
Four-seaters : 240.
Five-seaters : Nil.
Six-seaters : Nil.

C. *Non-Military Aviation at the Disposal of the State or of Official Services.* — One 10-seater totalling 645 horse-power.

II. Expenditure of Public Funds upon Non-Military Aviation.

A. *Commercial Aviation.*

Direct assistance. — Subsidised air service : £38,900 per annum. Ceases December 1931.

Indirect assistance :

Establishment of aerodromes and airship stations : Rs. 54,35,000. [2]
Establishment of wireless and meteorological stations : Rs. 16,93,800. [2]

B. *Private Aviation.* — Expenditure on clubs possessing aircraft (engine driven only) placed at the disposal of their members for learning to fly or for free use : Rs. 1,70,000. [3]

C. *Non-Military Aviation at the Disposal of the State or of Official Services.* — Actual expenditure to the end of November 1931 : £11,270.

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[1] Reply to the questionnaire sent by the Organisation for Communications and Transit, under date of August 10th, 1931.
[2] Capital expenditure to end of August 1931.
[3] Sanctioned for the year 1931-32.

Japanese Delegation.

Geneva, April 8th, 1932.

I. Effectives of Non-Military Aviation.

A. *Commercial Aviation :*

1. Aeroplanes and seaplanes carrying four persons or more :

(a) Nominal horse-power : 11,105.
Number of passengers carried in normal service : 183.
Useful load permitted : 32,365 kilogrammes.
Freight permitted : 2,525 kilogrammes.

(b) Normal content of tanks : 15,400 kilogrammes.
Volume of compartments holding freight : 35 cubic metres.

(c) Date of entry into service :

Number of aircraft	Date	
1	June	1927
1	December	1927
1	March	1928
1	April	1928
2	May	1929
3	June	1929
1	July	1929
2	August	1929
3	October	1929
1	December	1929
1	January	1930
2	May	1930
4	August	1930
1	October	1930
1	December	1930
1	October	1931
1	December	1931
1	January	1932
1	February	1932
1	March	1932
Total 30		

2. Dirigibles : Nil.

3. Aeroplanes or seaplanes carrying from one to three persons :
Number of aeroplanes : 18.
Total horse-power : 5,155.
Number of seaplanes : 8.
Total horse-power : 1,680.

4. Aeroplanes or seaplanes used for special purposes involving permanent installations (photography, spraying of crops or forests, wireless for patrolling purposes) : Nil.

B. *Private Aviation :* Number and total horse-power by categories of single-seaters, two-seaters, three- to five-seaters and six-seaters (or more) : aeroplanes, seaplanes and amphibians being classified separately.

Aeroplanes :	
Single-seaters	18
Two-seaters	63
Three- to five-seaters	1
Seaplanes :	
Two-seaters	5
Three- to five-seaters	3
Amphibians :	
Two-seaters	1
Total	91

Total horse-power : 13,130.

C. *Non-Military Aviation at the Disposal of the State or of Official Services :* Nil.

II. Expenditure of Public Funds upon Non-Military Aviation.

A. *Commercial Aviation:* Direct assistance: Mileage subventions, granted in respect of the number of miles flown: 898,068 yen (financial year 1931).

Indirect assistance: Expenditure on the establishment of airports: 787,486 yen (financial year 1931); expenditure on meteorological services: 156,506 yen (financial year 1931).

B. *Private Aviation:* The Students' Sporting Aviation Union is subsidised.

C. *Non-Military Aviation at the Disposal of the State or of Official Services:* Nil.

Latvia. [1]

Riga, October 17th, 1931.

Latvia has no commercial aviation, air traffic through Latvia being in the hands of the joint Russo-German Company " Deruluft ".

Private aviation is in the hands of the two following organisations : the " Aviators' Club of the Latvian Republic " and the " Aviation Society of Latvia ", which possess the following sporting machines :

1 2-seater machine (130 h.p.)
1 4-seater machine (185 h.p.)
1 2-seater machine (45 h.p.)
1 2-seater machine (80 h.p.)
1 single-seater machine (25 h.p.)

No direct subsidies are granted by the Latvian Government to private aviation.

As indirect assistance may be regarded the permission given to private aviation to utilise the Spilve aerodrome at Riga free of charge, this aerodrome also being placed at the disposal of commercial aviation for a moderate fee.

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[1] Reply to the questionnaire sent by the Organisation for Communications and Transit, under date of August 10th, 1931.

Mexico. [1]

November 30th, 1931.

The Mexican Government has no dirigibles at present.

The Federal Government is encouraging the development of aviation by means of intense propaganda conducted periodically through the Press ; it grants facilities to companies, institutions and private persons in order to promote the development of aviation, and it intends to open an official school for the training of pilots. Up to the present, it has granted no subsidies to the existing companies which provide regular air services, but it is now contemplating a scheme of financial assistance to be granted to these undertakings in the future.

In virtue of an explicit decision by the Executive, imported flying material pays no import duty, the only compulsory tax being the income-tax.

The civil flying-schools at present in existence have been established by private persons and societies. The following may be mentioned : seven schools in Mexico City, one at Morelia (Mich.), two at Tampico (Tamps.), one at Chihuahua (Chih.), one at San Luis Potosí (S.L.P.), one at Tijuna (B.C.), and one at Veracruz (Ver.).

There are various private societies whose aim is to encourage aviation and to create a favourable attitude towards it among the public.

The chief of these societies are the Aero-Club of Mexico and the Mexican Air Association; both have various local sections and a considerable number of members.

List of Commercial and Touring Aeroplanes registered at the Air Communications Bureau.

	Registration letters	Aeroplane, type and number	Engine, type and number
1.	X-BACB	Bip. Avro 504, No. 24	Radial Gnome, No. 31
2.	X-BACC	Bip. Avro 504, No. 187	Radial Gnome, s/n
3.	X-BACE	Mon. Stinson Det., No. 246	Pratt-Whitney, 978
4.	X-BACG	Mon. Stinson jr., No. 1036	Werner Scarab, s/n
5.	X-BACH	Avro Avian, Mark IV	Cirrus, 88-III-228.3
6.	X-BACI	Bip. Avro Avian, No. 305	Cirrus III
7.	X-BACJ	Bip. Curtiss J.N., 4-D.	Hispano-Suiza, s/n
8.	X-BACK	Bip. Eagle Rock, 8-A-14	Wright J6, A.14/29
9.	X-BACL	Bip. Lincoln Std., s/n	Hispano-Suiza, 82138
10.	X-BACM	Mon. Stinson jr., M-1024	Warner Scarab, No. 51
11.	X-BACQ	Bip. De Havilland Moth, 923	Gipsy 606, No. 204
12.	X-BACR	Bip. Avro 504, No. 28	Gnome M. Soupape, 27
13.	X-BACS	Bip. Fairchild, No. 391	Wright J6, No. 11230
14.	X-BACW	Mon. Fairchild, No. 31	Wright J5, No. 8107
15.	X-BACY	Bip. Travel Air, No. 1101	Wright J6, No. 10412
16.	X-BACZ	Mon. Travel Air, No. 2008	Wright J6, A-12420
17.	X-BADA	Mon. Lockheed Sirius	P. & W., No. 425
18.	X-BADE	Mon. Cessna, No. 234	Wright J5, B-9196
19.	X-BADF	Mon. Spartan, No. B.X.4	Wright jr., No. 893
20.	X-BADG	Bip. Avro, 504, s/n	Hispano-Suiza, 43254
21.	X-BADH	Bip. Spartan, A-2	Wright J6, 12230
22.	X-BADJ	Mon. Curtiss Robin, No. 686	Challenger, No. 522
23.	X-BADK	Bip. Avro Avian, No. 180	Jenet Major, 14909
24.	X-BADM	Bip. Spartan, No. 147	Wright J6, A-11567
25.	X-BADO	Mon. Curtiss Robin, No. 649	Challenger, No. 482
26.	X-BADP	Mon. Ryan, No. 218	Wright J6, 10692
27.	X-BADR	Bip. De Havilland Moth, 971	Cirrus, No. 369.3
28.	X-BADS	Bip. Travel Air, No. 3000	Hispano-Suiza, s/n
29.	X-BADU	Bip. De Havilland Moth, s/n	Gipsy, No. 172
30.	X-BADV	Mon. Fairchild, No. 108	Wright J5, 10272
31.	X-BADW	Mon. Fairchild, No. 513	P. & W. Wasp, No. 833
32.	X-BADX	Bip. Spartan, No. 129	Wright J6, 11393
33.	X-BADY	Mon. Stinson jr., No. 1015	Warner, No. 32
34.	X-BADZ	Curtiss Robert, No. 556	Challenger, No. 66
35.	X-BAEA	Mon. Aeromarine, No. 2-61	Leblonf 7, DF 724
36.	X-BAEC	Bip. Xaco, No. 3396	Kinner B. 5, 46
37.	X-BAEB	Mon. Fairchild	
38.	X-BAEE	Mon. Fairchild PC2, No. 24	Wright J5, 24-10-27
39.	X-BAEF	Mon. Ryan, No. 110	Wright J5, 8460
40.	X-BAEG	Bip. De Havilland Moth, 159	Gipsy, No. 50019

Note. — A list of 194 landing-grounds is attached, many of which are provided with numerous facilities — maintenance and mechanics' service, lighting, paved tracks, meteorological service, communications service. Other documents are also attached to this communication, but we reproduce only those replying to the questions in the two questionnaires C.A.6 and C.A.7.

[1] Reply to the questionnaire sent by the Communications and Transit Organisation under date of August 10th, 1931.

Registration letters		Aeroplane, type and number	Engine, type and number
41.	X-BAEH	Mon. Bellanca P.M., No. 171	Wright J6, 10668
42.	X-BAEI	Mon. Davis, No. 506	Kinner, No. 1139
43.	X-BAEJ	Bip. Eagle Rock, No. 881	Hispano-Suiza, s/n
44.	X-BAEL	Bip. Avro 504 Anahuac, s/n	Gnome, No. 15787
45.	X-BAEN	Mon. Curtiss jr., No. 1080	Szekeley, No. 865
46.	X-BAEM	Bip. Avro Avian, No. 954	Cirrus III, 1229-228, 3
47.	X-BAEO	Bip. Fleet	Warner, No. 111
48.	X-BAEP	Bip. Avro 504, s/n	Wright J6, 11308
49.	X-BAEQ	Bip. Avro 504, s/n	Gnome Rot, No. 15260
50.	X-BAER	Bip. Stearman, No. 147	Wright J5, No. 9027
51.	X-BAES	Mon. Curtiss jr., No. 1238	Szekeley, No. 1125
52.	X-BAET	Mon. Stinson jr., No. 8033	Lymoming, No. 560
53.	X-BAEU	Mon. Curtiss jr., CW1-1239	Szekeley, No. 1126
54.	X-BAEV	Bip. Eagle Rock, No. 588	Hispano-Suiza, s/n
55.	X-BAEW	Mon. Verville, No. 4	Wright J6, 12266
56.	X-BAEX	Bip. Spartan, No. 100	Walter, No. 11140
57.	X-BAEY	Bip. Avro, 504 Anahuac	Kinner B-5, No. 249
		Government Aeroplanes.	
58.	X-BAGA	Mon. Curtiss Robin, 696	
59.	X-BAGC	Mon. Stinson, No. 264	
60.	X-BAGD	Mon. Stinson, No. 268	
61.	X-BAGE	Bip. Eagle Rock, No. 613	
62.	X-BAGF	Bip. Bird, No. 4030	
		Mexican Aviation Co.	
63.	X-ABCA	Trimotor Ford, No. 22	
64.	X-ABCB	Trimotor Ford, No. 12	
65.	X-ABCC	Trimotor Ford, No. 11	
66.	X-ABCF	Trimotor Ford, No. 40	
67.	X-ABCH	Fairchild F.C.2-71, No. 618	
68.	X-ABCI	Fairchild F.C.2-71, No. 603	
69.	X-ABCK	Fairchild F.C.2-71, No. 601	
70.	X-ABCM	Fairchild F.C.2-30	
71.	X-ABCO	Fairchild F.C.2-43	
72.	X-ABCR	Fokker F-10, No. 1050	
73.	X-ABCS	Fokker F-10, No. 1053	
74.	X-ABDC	Stearman, No. 204	
		Air Transport Association.	
75.	X-ABHA	Mon. Lockheed Vega, No. 62	
76.	X-ABHB	Mon. Lockheed Vega, No. 59	
77.	X-ABHD	Mon. Ryan, No. 56	
78.	X-ABHE	Mon. Ryan, No. 174	
79.	X-ABHF	Mon. Ryan, No. 175	
80.	X-ABHG	Mon. Ryan, No. 176	
81.	X-ABHH	Mon. Ryan, No. 177	
82.	X-ABHI	Mon. Lockheed Vega, No. 103	
83.	X-ABHJ	Mon. Lockheed Vega, No. 61	
84.	X-ABHK	Mon. Lockheed Vega, No. 100	
85.	X-ABHM	Mon. Lockheed Vega, No. 88	
86.	X-ABHO	Mon. Bellanca Air Buss, No. 701	
		School.	
87.	X-AEX1	Bip. Ecole.	
88.	X-AEX2	Mon. Alco jr., Allison No. 1	

TABLE SHOWING CIVIL AVIATION ACTIVITY IN MEXICO IN FIRST HALF OF 1931.

Services	Number of kilometres flown	Time		Number of passengers	Mail, in kilogrammes	Packages, in kilogrammes	Baggage	
		Hours	Minutes				Number of pieces	Kilogrammes
Mexican Aviation Co., Ltd.	637,234	3,760	12	4,774	30,773.310	34,257.525	6,892	65,534.500
Air Transport Association, Ltd.	884,315	4,454	2	3,501	8,593.965	159,659.773		33,448.618
Mexico-Cuba Air Transport Co.	25,821	188	10	95	105.270	5,935.700		
Occasional and pleasure flights	117,293	746	35	2,381			428	3,326.000
	1,661,663	9,148	59	10,751	39c472.545	199,852.998	7,320	102,309.118

Norway. [1]

November 23rd, 1931.

I. Effectives of Non-Military Aviation.

A. *Commercial Aviation.* — There exists in Norway no real commercial aviation with Norwegian aircraft, only some occasional or trial aviation by means of aircraft which must be called private aircraft.

The reply to the question under paragraph A must, therefore, be : Nil.

B. *Private Aviation.*

Land aeroplanes : Four, having altogether 869 h.p. ; whereof : 2 five-seaters, 1 three-seater, and 1 two-seater.

Seaplanes : Six, having altogether 944 h.p. ; whereof : 1 six-seater, 1 five-seater, and 4 two-seaters.

Amphibium-aircraft : One 20 h.p. two-seater.

C. *Non-military Aviation at the disposal of the State or of Official Services :* Nil.

II. Expenditure of Public Funds upon Non-Military Aviation.

A, B, and C. — For the financial year July 1931 to June 1932, the Norwegian State has granted the following sums :

	Kroner
Towards administration	9,000
Towards establishment of airports and their use	46,500
Towards assistance for private aviation	10,000
Towards Conventions, etc.	7,000

[1] Reply to the questionnaire sent by the Organisation for Communications and Transit, under date of August 10th, 1931.

Netherlands Delegation.

May 2nd, 1932.

I. Non-Military Aircraft.

A. *Commercial Air Fleets :*

1. Aeroplanes and seaplanes carrying four and more persons :

Type of aircraft	Number of this type at present in service	Nominal power (h.p.)	Seats for passengers in normal service	Authorised useful load (kilogrammes)	Authorised commercial load (kilogrammes)	Normal capacity of tanks (litres)	Volume of compartments for commercial load (cub. metres)	When put into service
Fokker								
FVII	1	480	8	1,404	560	720	12.75	1925
FVII*a*	7	480	8	1,392	545	720	12	1 in 1925
				1,587	730			2 in 1926
								2 in 1927
								2 in 1929
FVII*b*	4	720	8	1,865	380	1,440	12	2 in 1929
				2,240	560			2 in 1931
FVIII	5	960	16	2,075	830	1,000	20	1928
				2,235	1,000			
FIX	1	1,440	18	3,700	1,100	2,640	25	1929
FXII	6	1,275	14	2,680	315	2,010	23	1 in 1930
				2,970	1,150			4 in 1931
								1 in 1932
Koolhoven FK 40	1	240	5	726	215	360	5.4	1929
Werkspoor (cargo)	1	480	0	1,697	935	600	14.5	1930

2. Dirigibles : None.

3. Aeroplanes or seaplanes carrying from 1 to 3 persons : None.

4. Aeroplanes or seaplanes permanently equipped for special purposes : 1 photographic aeroplane (type Fokker FVII*a*), power 480 h.p.

B. *Private Aircraft.*

	International horse-power per aeroplane	Number in category	Total horse-power per category
Single-seaters :			
1 Pander DB	24	2	129
1 Koolhoven FK 45	105		
Two-seaters :			
3 Pander EC	60	15	1,154
3 Pander EF 85	70		
1 Pander EF 85	85		
2 Pander EG 1	92		
1 Pander P2	85		
1 Pander P3	110		
1 Koolhoven FK 41*c*	105		
1 Koolhoven FK 44	105		
1 Curtiss-Wright Junior	45		
1 Klemm VL 25 IA	45		
Three-seaters :			
1 Koolhoven FK 41	60	3	251
1 Koolhoven FK 41*b*	86		
1 De Haviland Puss Moth	105		

C. *Non-Military Aircraft at Disposal of the State or Official Services.*

One experimental aeroplane (type Fokker F II, horse-power 185) belonging to the State Aerotechnical Research Service at Amsterdam.

II. Expenditure of Public Money on Non-Military Aircraft.

A. *Commercial Flying.*

Direct Support. — The Government grants the Koninklijke Luchtvaart Maatschappij voor Nederland en Koloniën (K.L.M.) a subsidy to meet the loss incurred up to a certain fixed maximum. At present, the amount of the grant is determined each year ; previously, the sum was decided by agreement for several years in advance.

Sums allotted since 1920 :

Grant :

	Florins
1920 / 1921	420,000
1922	325,000

Advance free of charge (later converted into grant) :

1923	400,000
1924	400,000
1925	300,000
1926	300,000

Grant :

1927	500,000
1928	600,000
1929	925,000
1930	1,000,000
1931	900,000

The Government has also undertaken to take up K.L.M. shares to an amount not exceeding Fl. 3,000,000, and to guarantee the interest and sinking fund on a debenture loan of Fl. 2,500,000.

As regards postal traffic between the Netherlands and the Dutch Indies, the K.L.M. receives a fixed payment from the Post Office for each flight.

In 1931, the Government founded a course for public transport pilots as a branch of the Naval School at Amsterdam. An item of Fl. 28,000 was included in the budget for this purpose.

Indirect Support. — The Government has aided flying by installing the ground organisation required for safe flying. The Government had also intended to prepare and maintain the principal airports, but it has now generally entrusted this task to the communes.

As regards ground organisation, the Government undertakes :

1. To provide a forwarding service divided into three principal branches :
   (a) Communications between aerodromes (traffic service) ;
   (b) The wireless service with aircraft (aircraft service) ;
   (c) Meteorological reports for air traffic (meteorological service).

2. To provide secondary aerodromes and emergency landing-grounds on the air routes.

3. To provide lighthouses on these routes.

4. To publish *Notices to Air Pilots* and *The Air Pilots' Guide*, with supplements.

B. *Private flying.*

In 1931, the Government granted a subsidy of Fl. 20,000 to the National School for Air Pilots. Of this, Fl. 15,000 was granted as a subsidy at the rate of Fl. 10 per flying-hour up to the maximum of the loss sustained. The other Fl. 5,000 was to compensate the undertaking for expenditure incurred in the practical training of pupils taking part in the Government training course for public transport air pilots.

C. *Non-Military Aircraft at the Disposal of the State or Official Services.*

The State Aerotechnical Research Service at Amsterdam.

During the period 1921-1932, the following sums were included in the national budget :

Year	A		B	C
	Direct aid : grant to K.L.M.	Indirect aid : grounds, lighting, wireless and meteorological services	Private flying	Aerotechnical Research Service
	Florins	Florins	Florins	Florins
1920 and 1921	420,000	225,000	—	155,350
1922	325,000	318,000	—	125,300
1923	400,000	107,100	—	95,035
1924	400,000	54,900	—	95,987
1925	300,000	62,125	—	90,822
1926	300,000	44,160	—	91,590
1927	500,000	45,800	—	101,185
1928	600,000	66,250	—	97,228
1929	925,000	81,187	—	124,170
1930	1,000,000	91,331	—	132,106
1931	900,000	115,750	20,000	150,226
1932	803,500	59,900	14,000	150,334

Swiss Delegation

Berne, April 9th, 1932.

I. Effectives of Non-Military Aviation.

A. *Commercial Aviation:*

1. Aeroplanes and seaplanes carrying 4 persons or more.

Position on December 31st, 1931.

Registration No	Type of machine	a				b			c
		Nominal horse-power	Number of passengers carried in normal service	Useful load permitted (kilogrammes)	Freight permitted (kilogrammes)	Normal content of tanks (litres)	Volume of compartments holding freight (approximate) in cubic metres		Date of entry into service
							Cabin for passengers	Hold for freight	
	Aeroplanes								
CH 142	Dornier-Merkur	450	6	1,124	700	700	7.4	1.5	20.V.1927
CH 157	Fokker F.VIIa	420	8	1,524	1,000	720	7.9	2.4	11.IV.1927
CH 162	Fokker F.VII3m	900	8	2,180	1,000	1,440	7.9	2.4	11.III.1930
CH 163	Fokker F.VII3m	900	8	2,153	1,000	1,440	7.9	2.4	11.III.1930
CH 164	Fokker F.VII3m	900	8	2,153	1,000	1,440	7.9	2.4	11.III.1930
CH 165	Fokker F.VII3m	900	8	1,903	1,000	1,440	7.9	2.4	28.II.1931
CH 166	Fokker F.VII3m	900	10	2,074	1,000	1,440	7.9	2.4	25.III.1931
CH 171	Dornier-Merkur	450	6	1,134	700	700	7.4	1.5	9.VIII.1927
CH 186	Hopfner HV 628	300	4	713	400	560	3.5	1.0	19.IV.1929
CH 188	Fokker F.XI	240	4	636	400	372	5.3	1.3	5.VI.1929
CH 189	Comte A.C.8	230	5	605	400	350	3.4	0.9	27.VI.1930
CH 190	Fokker F.VII3m	690	8	1,763	1,000	1,440	7.9	2.4	28.II.1929
CH 191	B.F.W.M18 D	230	6	650	480	250	4.3	0.5	10.IV.1930
CH 192	Fokker F.VII3m	690	9	1,800	1,000	1,440	7.9	2.4	1.V.1930
CH 280	Comte A.C.8	300	5	636	400	350	3.4	0.9	6.VI.1930
CH 282	Comte A.C.8	300	5	590	400	350	3.4	0.9	29.VI.1930
CH 283	Junkers F. 13 ke	280	5	1,055	500	418	4.5	0.5	21.IV.1931
Total	17 aeroplanes	9,080	113	22,693	12,380	14,850	105.8	28.2	

Seaplanes : Nil.

2. Dirigibles : Nil.

3. Aeroplanes or seaplanes carrying from 1 to 3 persons : Aeroplanes : 8.

Registration No.	Type of machine	Engine hp.
CH 125	Caudron C.59	180
CH 146	Caudron G.3	80
CH 187	Comte A.C.4	105
CH 246	B.F.W. M.23	40
CH 262	Comte A.C.4	105
CH 264	Comte A.C.4	105
CH 284	Klemm L.26	80
CH 285	Comte A.C.11	200
	Total	895

Seaplanes : Nil.

4. Aeroplanes or seaplanes used for purposes involving permanent installations (photography, spraying of crops or forests, wireless for patrolling purposes) : Nil.

B. *Private Aviation:* Aeroplanes:

Single-seaters: Nil.
Two-seaters: 41 aeroplanes with a total horse-power of 3,185.
Three to five-seaters: 15 aeroplanes with a total horse-power of 1,590.
Six-seaters (or more): Nil.
Seaplanes and amphibians: Nil.

C. *Non-Military Aviation at the Disposal of the State or of Official Services:* Nil.

II. Expenditure of Public Funds upon Non-Military Aviation for the Year 1931.

A. *Commercial Aviation:*

Direct assistance:

	Francs
Mileage subventions granted to Swiss and foreign lines by the Confederation	460,000
Subventions granted by cantons and towns interested in Swiss and foreign lines	375,000
Total	835,000
Postal contracts, postal indemnities to Swiss and foreign lines (Confederation)	1,300,000
Guarantees of minimum revenue from postal traffic	—
Indemnities for crew or passenger accommodation placed at the disposal of contributing parties	—
Subsidies to training schools for air transport crews	—
Exemption from taxation	—
Guaranteed interest on issues of bonds	—
Treasury advances	—

Indirect assistance:

Establishment of airports and air routes:	
Confederation	10,000
Cantons and towns	600,000
Meteorological services: Confederation	50,000
Insurance funds	—
Other forms of indirect assistance: Aviation Safety Service (wireless, radiogoniometry, cables, signals, etc.):	
Confederation	95,000
Cantons and towns	100,000
Total	195,000

B. *Private Aviation:*

Expenditure on training centres	—
Expenditure on subsidised centres for training pilots or specialists.	—
Expenditure on *clubs* possessing aircraft (engine-driven only) placed at the disposal of their members for learning to fly or for free use (Confederation)	5,000
Purchase, upkeep and efficiency bonuses granted to private persons, whether or not such bonuses render the aircraft so acquired liable for service	—

C. *Non-Military Aviation at the Disposal of the State or of Official Services:* Relevant budgetary entries — —

Czechoslovak Delegation.

Geneva, April 20th, 1932.

I. Effectives of Non-Military Aviation.

A. *Commercial Air Service.*

1. Commercial Aeroplanes :

Date of registration	Mark	Type	Number of seats	Total horse-power	Useful weight	Commercial weight	Weight of tanks
13. VI.28	OK-AAB	A-23	6	420	824	3,160	450
22. VI.28	OK-AAC	A-23	6	420	824	3,170	450
2. VII.28	OK-AAD	A-23	6	420	824	3,170	450
25. VII.28	OK-AAE	A-23	6	450	840	3,200	450
25.VIII.28	OK-AAF	A-23	6	420	825	3,200	450
25.VIII.28	OK-AAG	A-23	6	420	835	3,200	450
5. X.29	OK-ACB	A-38	8	420	1,075	3,170	325
8. II.30	OK-AUA	A-35	5	225	435	1,900	232
1. II.30	OK-ACC	A-38	8	420	1,060	3,200	325
21. II.30	OK-ACD	A-38	8	420	1,055	3,200	320
9. VII.30	OK-AFA	Fokker FVII 3 m.	8	720	1,163	5,200	781
28. VII.30	OK-AFB	Fokker FVII 3 m.	8	720	1,240	5,200	770
13. X.30	OK-AUB	A-35	5	240	520.50	1,900	220
23. XI.30	OK-AUC	A-35	5	240	520	1,930	210
28. XI.30	OK-AUD	A-35	5	240	520	1,930	215
14. III.31	OK-AUE	A-35	5	240	529	1,930	213
14. III.31	OK-AUF	A-35	5	240	527	1,930	218
14. III.31	OK-AUG	A-35	5	240	528	1,930	217
2. XII.31	OK-AFC	Fokker FVII 3 m.	8	720	1,110	5,200	790
13. XI.31	OK-ADA	S-32	5	435	540	2,750	300
2. XII.31	OK-AFD	Fokker FVII 3 m.	8	720	1,115	5,200	790
	OK-AFE	Fokker FVII 3 m.	8	720	1,010	5,200	790
25. II.28	OK-ABB	BH-25	5	420	733	3,005	382
2. III.28	OK-ABC	BH-25	5	420	730	2,980	382
26. III.28	OK-AAH	Fokker FVII a.	8	420	924	3,500	524
26. III.28	OK-AAI	Fokker FVII a.	8	420	951	3,500	524
7. V.28	OK-ABE	BH-25	5	420	750	2,980	382
4. VI.28	OK-ABF	BH-25	5	420	678	2,950	382
12. VI.29	OK-ABA	BH-25	5	420	704	3,100	400
18. VII.30	OK-ABM	Fokker FVII 3 m.	8	630	1,146	5,100	720
4. IX.30	OK-ABO	Fokker FVII 3 m.	8	720	1,208	5,200	725
17. XI.30	OK-ABP	Fokker FVII 3 m.	8	630	1,155	5,100	740
24. I.31	OK-ABR	Fokker FVII 3 m.	8	720	1,085	2,200	775
9. III.32	OK-ABS	Fokker FVII 3 m.	8	750	1,150	5,200	790
9. III.32	OK-ABT	Fokker FVII 3 m.	8	750	1,121	5,200	785
9. III.32	OK-ABN	Fokker FVII 3 m.	8	630	1,155	5,100	740
Total number of commercial aeroplanes:		36	237	17,280	31,389	128,986	17,667

2, 3, 4. — Czechoslovakia has no airships or aeroplanes coming under the paragraphs mentioned above.

B. *Private Aviation.*

	Total number	Total horse-power
Single-seaters	7	1,441
Two-seaters	58	9,705
Three- to five-seaters.	19	4,115
Six-seaters	2	960

C. *Non-Military Aviation placed at the Disposal of the State or of Official Services.* — Two machines with a total horse-power of 240, used for the meteorological and navigation services and for experiments and transport by the "Čs. státní Aerolinie" Company and by the Ministry of Public Works.

II. Expenditure of Public Funds upon Non-Military Aviation.

A. *Commercial Aviation.*

Direct Assistance. — The Ministry of Public Works subsidises air navigation companies in proportion to the number of kilometres flown. There is no minimum grant to provide for a regular postal service ; there are no indemnities to the air navigation companies in respect of reduced rates granted for the conveyance of the navigating personnel or of accommodation placed at their disposal ; there are no subsidies for the training of commercial pilots ; there is no exemption from taxation.

Indirect Assistance. — The State builds airports at its own expense ; meteorological information is supplied to air lines free of charge.

B. *Private Aviation.* — Expenditure on training centres and expenditure on schools for training pilots or specialists : The civil centre for training pilots or specialists is at Prague—Central School for Pilots. This school was opened at the beginning of 1930 and received an initial subsidy of 500,000 Czechoslovak crowns.

For working expenses it has received from the State the following subventions :

	Kč.
At the end of 1930	200,000
In 1931	50,000
Total in two years	250,000

Further, in connection with the flying clubs, there are civil flying schools for members of these clubs ; the schools are at Plzen, Brno, Bratislava, Pardubice and Olomouc ; they are not subsidised.

Expenditure on clubs possessing aircraft (engine-driven only) placed at the disposal of their members for learning to fly or free use : The Ministry of Public Works gives an annual subsidy to pleasure-flying organisations. The total of this subvention in 1931 amounted to 534,000 Czechoslovak crowns.

So far no purchase, upkeep or efficiency bonuses have been given in Czechoslovakia.

C. *Non-Military Aviation at the Disposal of the State or of Official Services.* — The sums necessary for the upkeep of the two machines mentioned in paragraph C are drawn from the budgets of the " Čs. státní Aerolinie " and of the Ministry of Public Works.

Items in this budget : In the State budget for 1932, expenditure on civil aviation appears under the heading of Ministry of Public Works.

	Kč.
Expenditure on personnel, in accordance with laws and decrees in force	4,062,500
Expenditure on material	6,825,300
Extraordinary expenditure on material :	
Subsidies to air lines	13,600,000
Meteorological and wireless service	1,500,000
Encouragement of flying	1,200,000
Purchase of machines	8,500,000
Completion of equipment of the " Čs. státní Aerolinie " Company	300,000
Purchase of land for airports, buildings, etc., on these lands, and State subsidy to air undertakings.	11,600,000
Preparation of aerodromes	1,900,000
Total	38,600,000

There is no item for civil aviation in the budgets of the other State departments.