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Geneva, June 8th, 1932.

LEAGUE OF NATIONS

CONFERENCE FOR THE REDUCTION AND LIMITATION  
OF ARMAMENTS

AIR COMMISSION

**Addendum**

to the Collection of Replies to the Questionnaires  
concerning the Organisation of National Civil Aviations

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

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

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## FIRST PART

### QUESTIONNAIRE (DOCUMENT CONF. D./C.A.6).

#### Brazilian Delegation.

Geneva, June 23rd, 1932.

1. Civil aviation in Brazil is under the "Departamento de Aeronautica Civil" (Department of Civil Aviation), which comes directly under the "Ministerio da Viação e Obras Publicas" (Ministry of Communications and Public Works).

The Department of Civil Aviation, the task of which is to supervise the services connected with civil and commercial aviation, was created by Decree No. 19902 of April 22nd, 1932.

It consists of three sections: I. Administration; II. Operation; III. Traffic. These sections maintain up to date a register of aircraft, supervise the condition of the material and the navigating and technical staff, control the traffic revenue and draw up statistics concerning movement.

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

1. "Empresa de Viação Aerea Rio Grandense (Varig)": Brazilian nationality. Seat: Porto Alegre.
2. "Sindicato Condor Limitado": Brazilian nationality. Seat: Rio de Janeiro.
3. "Panair do Brazil, S.A.": Brazilian nationality. Seat: Rio de Janeiro.
4. "Compagnie Générale Aéropostale": French nationality. Seat: Paris.

The largest shareholder of the "Empresa de Viação Aerea Rio Grandense" is the Government of the State of Rio Grande do Sul, and the line receives, in addition, a subsidy and other advantages from that State.

The "Sindicato Condor Limitado" is financially assisted by the German group of the "Luft-Hansa."

In the same way, the "Panair do Brazil", joint-stock company, is connected with the North-American group of Pan-American Airways, Suc., and its lines in Brazil belong to the system of airways operated by that group, which are subsidised by the United States Postal Department.

Finally, the "Compagnie Aérienne Aéropostale" receives a grant from the French Government to keep in operation the international airway France-South America, to which the Brazilian branch belongs, from Natal along the coast as far as the Uruguayan frontier.

In addition to these undertakings, the following have received concessions to operate commercial air lines in Brazil: the "Empresa de Transportes Aereos, Cia Ltda" (Eta) and the "Companhia Aeropostal Brasileira," both being of Brazilian nationality. These companies are not at present in operation.

The lines operated by the four above-mentioned undertakings are the following:

A. "Empresa de Viação Aerea Rio Grandense" (Varig):

(a) *Central line*: Porto Alegre-Santa Cruz-Santa Maria, with optional and occasional calls at Cachoeira and a projected extension as far as Cruz Alta. *Length of line*: to Santa Maria, 269 kilometres; to Santa Cruz, 396, kilometres. *Frequency of journeys*: one flight per week in each direction.

(b) *Southern lines*: (1) Porto Alegre-Pelotas-Rio Grande. *Length of line*: 255 kilometres. *Frequency of journeys*: one flight per week in each direction. (2) Porto Alegre-Rio Grande-Pelotas-Bagé-Sant'Anna do Livramento. *Length of line*: 630 kilometres. *Frequency of journeys*: two flights a week in each direction.

The traffic on the above three lines (in the central line, to begin with, only as far as Cruz Alta) will be inaugurated early in April of the present year for the transport of passengers, packages and mail.

B. "Sindicato Condor Limitado":

(a) *Rio-Natal line*: Rio-Victoria - Caravélas - Belmonte - Ilhéos - Bahia - Aracajú - Penedo - Maceió - Recife - João - Pessôa - Natal. *Length of line*: 2,345 kilometres. *Frequency of journeys*: one flight per week in each direction.

(b) *Rio-Porto Alegre line* : Rio-Santos-Paranaguá-S. Francisco-Florianopolis-Porto Alegre. *Length of line* : 1,415 kilometres. *Frequency of journeys* : one flight per week in each direction.

(c) *Corumbá-Cuyabá line* : Corumbá-Porto Joffre-Cuyabá. *Length of line* : 465 kilometres. *Frequency of journeys* : one flight per week in each direction.

The traffic on these three lines, for the transport of passengers, packages and mail, is maintained with complete regularity. The undertaking is considering the extension of the line from Corumbá as far as S. Paulo, the following being the probable itinerary : S. Paulo-Baurú-Araçatuba-Tres Lagôas-Campo Grande-Corumbá-Cuyabá. This will make it possible to establish at Corumbá, or at Porta Suarez, joint traffic with the "Lloyd Aérien Bolivien".

The undertaking also operates a postal service for Europe in connection with the German liners of the South-American lines ; the transshipment of postal mail is effected off the island of Fernando do Noronha.

It is probable that at some future date the system of air lines of the undertaking will be joined up with that of the "Luft-Hansa" by means of the Zeppelin dirigible line, which will again be tested this year (four journeys, one every fortnight between Friedrichshafen and Natal, during March, April and May, and six others in the course of September, October and November).

C. "*Panair du Brésil, S.A.*" :

This operates a line *Belem (State of Pará)-Buenos Aires* : Belem-S. Luiz-Amarração-Camocim - Fortaleza - Natal - Recife - Maceió - Bahia - Ilhéos - Caravellas - Victoria - Rio-Santos-Paranaguá-Florianopolis-Porto Alegre-Rio Grande-Montevideo-Buenos Aires. *Length of line* : 6,485 kilometres. *Frequency of journeys* : one flight per week in each direction, for the transport of passengers, packages and mail.

This line operates jointly with the Pan-American Airways, Inc., at its two extremities : (a) at Belem with the Pan-American aeroplanes, which have authorisation from the Brazilian Government to fly over the north coast of Brazil from Oyapock to Belem, whether bound for North America via the Antilles and Miami, or for Venezuela, Colombia, Central America and Mexico, via Cristobal ; (b) at Buenos Aires with the aeroplanes of Pan-American Grace Airways, Inc. (Panagra), which operate the air traffic along the Pacific coast from Buenos Aires to Cristobal, via Santiago (Chile).

With a view to accelerating postal interchange between the two Americas, the "Panair du Brésil, S.A." is studying the possibility of establishing an internal line which will go from S. Paulo to Belem via the Tocantins and Araguaya rivers.

D. "*Compagnie Générale Aéropostale*" :

*Brazilian Section of the international line France-South America* : Natal-Recife-Maceió - Bahia - Caravellas - Victoria - Rio - Santos - Florianopolis - Porto Alegre-Pelotas. *Length of line (Natal-Buenos Aires section)* : 4,650 kilometres. *Frequency of journeys* : one flight per week in each direction.

The South-American air section of the international line (Natal-Buenos Aires-Santiago, covering 5,850 kilometres) is connected with the Europe-Africa air section (Toulouse-Perpignan-Barcelona-Alicante-Malaga-Tangier-Rabat-Casablanca-Agadir-Cape Juby-Villa Cisneros-Port Etienne-St. Louis-Dakar, 4,695 kilometres in length) by means of the transoceanic section (Dakar-Porto Praia-Fernando do Noronha-Recife, 3,090 kilometres in length) which is covered by rapid boats (*avisos*) only. The company only carries mail.

3. Of the four undertakings just mentioned, two at present operate lines outside Brazilian territory : (1) the "Panair du Brésil, S.A.", section Belem-Buenos Aires, over Uruguayan and Argentine territory ; (2) the "Compagnie Générale Aéropostale", in the Europe-Africa section and the South-American section, in the part corresponding to the Uruguayan, Argentine and Chilean territories.

To sum up, the Brazilian commercial air lines are as follows :

	Kilometres	
<i>Varig</i> : Porto Alegre-Santa Maria . . . . .	269	} 1,154
Porto Alegre-Rio Grande . . . . .	255	
Porto Alegre-Sta. Anna do Livramento . . . . .	630	
<i>Condor</i> : Belem-Buenos Aires . . . . .	2,345	} 4,225
Rio-Porto Alegre . . . . .	1,415	
Corumbá-Cuyabá . . . . .	465	
<i>Panair</i> : Belem-Buenos Aires . . . . .	6,485	
<i>Aéropostale</i> : Natal-Buenos Aires . . . . .	4,650	
Total . . . . .	16,514	

These lines are operated autonomously by the four companies mentioned; the Government does not know of any pool having been organised among them.

4. At present there are four organisations in Brazil for the purpose of practising flying as a sport :

(a) The Brazilian Air Club, with its headquarters at Rio de Janeiro, which is the Brazilian delegate to the "Fédération Aéronautique Internationale".

(b) The Natal Air Club, having its headquarters at Natal (State of Rio Grande do Norte);

(c) The Air Club of S. Paulo, at S. Paulo.

(d) The Air Club of Paraná, at Curityba (State of Paraná).

These organisations are not yet in full activity. It is thought, however, that in the course of this year they will be able to co-operate effectively for the development of touring by air, for which Brazil offers great possibilities.

5. None of the above-mentioned undertakings for commercial air traffic in Brazil receives subsidies from the Government; they have its support, however, as regards all possible administrative facilities, to the extent and in the form laid down by Article 53 of Decree No. 20914, which regulates the operation of civil air services in Brazil. These companies are exempt from federal, State and municipal taxation. They also enjoy reduced rates for Customs duties on imported material.

6. The wireless service provided for the safety, guidance and traffic administration of commercial aviation is at present supplied by the air undertakings themselves by means of stations installed at the principal places of call on their lines. Stations of the different companies are established at the following points :

*Condor* : Natal, Bahia, Rio de Janeiro, Santos, Paranaguá and Porto Alegre ;

*Panair* : Belem, Fortaleza, Bahia, Rio de Janeiro and Porto Alegre ;

*Aéropostale* : Natal, Recife, Maceió, Bahia, Caravellas, Victoria, Rio de Janeiro, Santos, Florianopolis, Porto Alegre and Pelotas.

These stations, which are installed and operated on a provisional basis, will be placed under the "Regulations for the Operation of Wireless Services".

7. The air meteorological service is provided by the Directorate of Meteorology, by means of observations supplied direct to the air navigation undertakings by the Central Institute of Meteorology at Rio de Janeiro.

The Directorate of Meteorology is now thinking of laying the foundations of the air meteorological system, so as to be able to ensure, with its own resources and those of the undertakings, the weather forecast service, which constitutes an indispensable factor for the safety of air navigation.

8. The annexed tables and diagram contain statistics concerning commercial aviation in Brazil during the period from 1927 to 1931.

(a) The extension of traffic lines during this period (1927 to 1931) is shown in the statistical tables mentioned above. During the present year (1932), the distance covered (as from the month of April when the service "Empresa de Viação Aerea Rio Grandense" will be inaugurated) will amount to 16,514 kilometres.

(b) The only line equipped for night flying is that from Natal to Pelotas, which forms part of the South-American section of the international line France-South America, operated by the "Compagnie Générale Aéropostale", the aeroplanes of which make use of the airports of the "Compagnie Aéropostale brésilienne" which have been prepared and installed at Natal, Recife, Maceió, Belmonte, Caravellas, Victoria, Rio de Janeiro (Jacarépaguá), Santos, Florianopolis, Porto Alegre and Pelotas, and also the "Campo dos Affonsos (Rio de Janeiro)" of the Army Aviation School.

The airports of the "Compagnie Aéropostale brésilienne" are marked by red lights, and each possesses, in addition, two groups of reflectors of the Brandt and Feuilleret type.

The "Compagnie Générale Aéropostale" has a night service on its line between Buenos Aires and Pelotas, and between Victoria and Maceió, going north, and between Natal and Maceió and Santos and Pelotas, going south, when the atmospheric conditions are favourable. When that is not the case, the aeroplanes remain at Victoria for the night, going north, and at Santos, going south.

(c) There are at present two types of airports, installed on a provisional basis, which will have to comply with the provisions of Decree 20914, Article 54 :

*Land Aerodromes :*

Natal, Pitimbú aerodrome ; Recife, Iburá aerodrome ; Maceió, Maceió aerodrome ; Bahia, Itapoan aerodrome ; Belmonte, Belmonte relief aerodrome ; Caravellas, Caravellas aerodrome ; Victoria, Goiabeiras aerodrome ; Rio de Janeiro, Jacarépaguá aerodrome ; Santos, Santos aerodrome ; Florianopolis, Adolphe Konder aerodrome ; Porto Alegre, Grevatahy aerodrome ; Pelotas, Pelotas aerodrome ; Jaguarão, Jaguarão relief aerodrome.

These aerodromes belong to the " Compagnie Aéropostale brésilienne " and are utilised by the aeroplanes of the " Compagnie Générale Aéropostale " which normally land and take off at Rio de Janeiro, at the military airport of the " Campo dos Affonsos ". Under Decree No. 20,914, these aerodromes, as stated above, will enter the category and comply with the regime of airports in general — that is, they will cease to be private use as they have been hitherto and may be utilised by aircraft belonging to any individual or undertaking.

*Maritime Aerodromes.*

These aerodromes consist of areas marked off by the Ministry for Communications and Public Works in the ports of call of seaplanes. Only the " Sindicato Condor " and " Panair du Brésil " at present make use of seaplanes.

There are areas set apart for seaplanes in the following ports : Belem, S. Luiz, Amarracão, Fortaleza, Natal, João Pessoa, Recife, Maceió, Aracajú, S. Salvador, Ilhéos, Belmonte, Caravellas, Victoria, Campos, Rio de Janeiro, Santos, Paranaguá, S. Francisco, Florianopolis, Laguna, Porto Alegre, Pelotas and Rio Grande.

For the present, aeroplanes from abroad pass through the Customs at the airports of Belem (State of Pará) when they are aircraft of the Pan-American Airways coming from North America, Rio Grande when they are aircraft coming from Buenos Aires, and Pelotas when they are aircraft of the " Compagnie Générale Aéropostale " coming from the Argentine. Aeroplanes of the latter company coming from Dakar pass through the Customs at Recife.

The " Panair " of Brazil and the " Sindicato Condor " have established at the maritime aerodromes of call for their seaplanes, in proportion to the importance of the lines which they serve, the most necessary land installations for the purpose of guiding and ensuring the safety of traffic, of refuelling aircraft and of taking on and landing passengers and packages.

(d) Only the airports of the " Compagnie Aéropostale brésilienne " are prepared for night flying as mentioned above (reply to item 8(b)).

(e) and (f) The statistical tables hereafter contain data concerning the passengers and mail carried in 1931.

OBSERVATION.

Brazil is a signatory to the protocols of three international Conventions on aerial navigation :

The Convention of Paris of October 13th, 1919 ;

The Ibero-American Convention of Madrid of November 1st, 1926 ;

The Havana Convention of February 15th, 1928.

The general provisions of the Convention of Paris — accepted in the Madrid and Havana Conventions with very slight amendments — have served as a basis for Brazil's international aviation policy, principally as regards the administrative provisions appearing in the Annexes to the Paris Convention.

TABLE OF BRAZILIAN CIVIL AIRCRAFT (March 23rd, 1932).

Registered No.	Kind	Type	Passenger Accommodation	Useful load (in kilogrammes)
<i>Empresa de Viação Aérea Rio Grandense (Varig).</i>				
P-BAAC	Aeroplane	Morane Saulnier	1	85
P-BAAD	»	Nieuport Delage	4	380
P-BAAF	»	Junkers F 13	4	400
P-BAAG	»	Junkers F 13	4	400
P-BAAH	»	Junkers Junior	1	75
P-BBAC	»	Klemm L 25	1	195
P-BBAD	»	Klemm L 25	1	195
<i>Sindicato Condor Limitado.</i>				
P-BAAA	Seaplane	Dornier Wal	9	1,000
P-BAAB	»	Dornier Merkur	6	360
P-BABA	»	Junkers G 24	8	1,040
P-BAFA	»	Junkers F 13	4	360
P-BAGA	»	Junkers F 13	4	360
P-BAIA	»	Dornier Wal	10	1,150
P-BAJA	»	Junkers F 13	4	320
P-BAKA	»	Junkers F 13	4	320
P-BANA	»	Junkers W 34	7	250
P-BAOA	»	Junkers W 34	7	250
P-BAPA	»	Junkers W 34	7	250
P-BAQA	»	Junkers G 24	11	820
<i>Companhia Aerpostal Brasileira.</i>				
P-BEAA	Seaplane	Laté 25	4	1,073
P-BEAB	»	Laté 25	4	851
<i>Panair do Brasil, S.A.</i>				
P-BDAA	Seaplane	Commodore C 16	20	1,741
P-BDAB	Amphibian	Sikorsky S 38 B	8	810
P-BDAC	»	Sikorsky S 38 B	8	810
P-BDAD	»	Sikorsky S 38 B	8	810
P-BDAE	Seaplane	Commodore C 16	20	1,741
P-BDAG	»	Commodore C 16	22	1,741
P-BDAH	»	Commodore C 16	24	1,741
P-BDAI	»	Commodore C 16	22	1,741
P-BDAJ	»	Commodore C 16	22	1,741
P-BDAK	Amphibian	Sikorsky S 38 B	8	739
P-BDAL	»	Sikorsky S 38 B	8	739
<i>Private or Sporting Aviation.</i>				
			Name of owner	
P-BBAA	Aeroplane	Klemm L 20	Egon Prates et Carlos Chevalier	
P-BABB	Seaplane	Dornier-Libelle	Karl Loyd	
P-BABF	Aeroplane	Phœnix Meteor L 2 d	Joao Derschum & Cia	
P-BABH	»	Schwalbe K 1 1 c	Carlos Llubisch	
P-BABJ	Convertible	Fleet 2	Paulo da Rocha Vianna	
P-BABL	Aeroplane	Moth D. H. 60	Raphael d'Oliveira	
P-BABM	»	Moth 60 X	Raphael d'Oliveira	
P-BARR	»	Bréguet Bidon 19	Joao Ribeiro de Barros	

STATISTICS OF COMMERCIAL AVIATION IN BRAZIL.

Year	Average length of line (in kilometres)	Flying personnel and material in use		Traffic				Transportation					
		Aircraft	Pilots	Number of flights	Distance flown (in kilometres)	Duration of flights		Passengers	Packages Gross weight (in kilogrammes)	Luggage (in kilogrammes)	Freight (in kilogrammes)		
						Hours	Minutes						
1927:													
Varig <sup>1</sup>	290	4	3	104	28,310	243	35	643	101,225	5,789	210,355		
Condor Sindikat <sup>2</sup>	1,415	2	2	29	21,860	152	27	—	—	—	—		
Latécoère <sup>3</sup>	4,650	9	9	25	69,415	448	10	—	156,241	—	—		
Total	6,355	15	14	158	119,585	844	12	643	257,466	5,789	210,355		
1928:													
Varig	530	8	7	358	95,360	738	10	1,483	158,566	10,666	452,768		
Condor	1,415	9	7	711	335,814	2,466	14	1,021	1,417,000	9,593	1,458,000		
Aéropostale	4,650	47	16	109	481,185	3,410	55	—	8,112,820	—	—		
Total	6,595	64	30	1,178	912,359	6,615	19	2,504	9,688,386	20,259	1,910,768		
1929:													
Varig	530	7	7	353	98,235	768	54	1,510	409,995	10,536	1,122,466		
Condor	1,415	8	10	902	508,590	3,552	25	2,141	4,967,000	19,081	6,486,000		
Eta <sup>4</sup>	650	2	2	111	37,500	375	00	—	12,821	—	169,622		
Aéropostale	4,650	40	11	110	495,805	3,515	33	—	18,660,711	—	—		
Total	7,245	57	50	1,476	1,140,130	8,211	52	3,651	24,050,527	29,617	7,778,088		
1930:													
Varig	290	8	7	285	81,360	582	17	893	487,180	6,647	2,411,750		
Condor	4,225	11	12	1,244	734,236	4,838	06	2,529	6,318,000	17,217	6,965,000		
Nyrba <sup>5</sup>	6,338	11	13	130	412,251	3,163	00	1,245	1,947,956	—	232,000		
Aéropostale	4,650	40	14	108	480,130	3,429	42	—	23,193,135	—	—		
Total	15,503	70	46	1,767	1,707,977	12,013	05	4,667	31,946,271	23,864	9,608,750		
1931:													
Varig	524	5	4	281	40,921	318	48	168	186,408	661	612,220		
Condor	4,515	13	10	1,023	705,730	4,570	32	2,837	12,381,670	24,938	9,154,716		
Panair	6,485	13	8	337	619,795	3,953	34	2,097	10,884,000	21,019	12,149,000		
Aéropostale	4,650	37	7	105	488,250	3,254	03	—	24,455,678	—	—		
Total	16,174	68	29	1,746	1,854,696	12,096	57	5,102	47,907,756	46,618	21,915,936		

<sup>1</sup> "Empresa de Viação Aérea Rio Grandense".

<sup>2</sup> In 1928, converted into "Sindicato Condor Limitado".

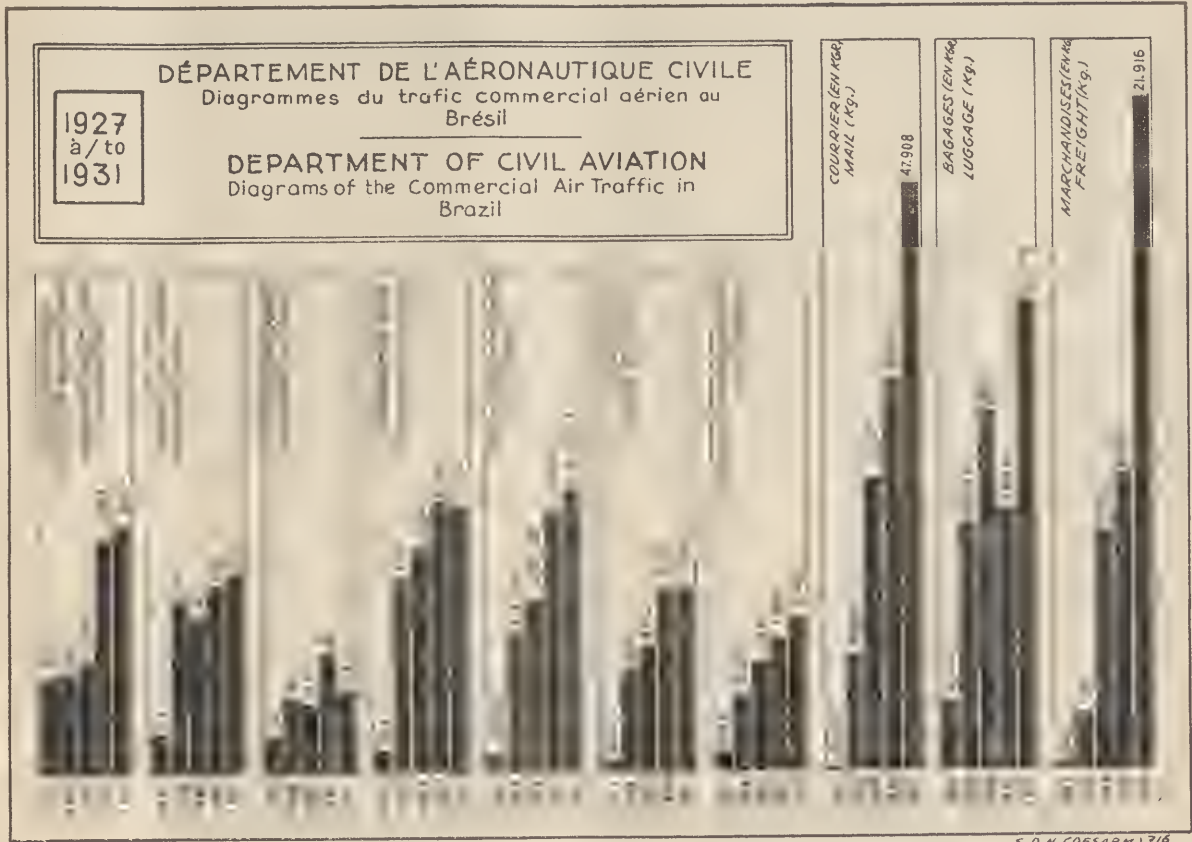
<sup>3</sup> In 1928, transferred to "Compagnie Générale Aéropostale".

<sup>4</sup> "Empresa de Transportes Aereos".

<sup>5</sup> "Nyrba do Brasil S.A.", in February 1931, changed its name to "Panair do Brasil S.A.".



DIAGRAM CONCERNING COMMERCIAL AVIATION IN BRAZIL FROM 1927 TO 1931.



Canadian Delegation.

Geneva, July 5th, 1932.

1. In Canada, aeronautics is a function of the Federal Government and is administered by the Minister of National Defence.

The Civil Aviation Branch is a division of the Department of National Defence. Its head, the Controller of Civil Aviation, reports to the Deputy-Minister of National Defence.

Air regulations were promulgated on December 31st, 1919, and provide for the registration and inspection of aircraft, aerodrome licences, examination and licensing of personnel, rules of the air, dangerous flying, interstate flying, etc.

The Civil Aviation Branch has two main divisions — *e.g.*, Air Regulations Division and Airways Division.

Each division is in charge of a superintendent.

The superintendent (Air Regulations) has a staff of inspectors to carry out the duties. To afford prompt and efficient service to aircraft operators, the country has been divided into five districts with branch offices and resident district inspectors (Civil Aviation).

The superintendent (Airways) is charged with the inspection, licensing, and registration of airports; the supervision, development and maintenance of Government civil airports; and the investigation and development of air-mail routes. A staff of inspectors is employed and the country divided into two districts, with branch offices and resident district inspectors (Airways).

2. The following air-mail services are operated under contracts with the Post Office Department (June 1st, 1932) :

Route	Route Miles	Operator
Amos-Chibougamau . . . . .	190	General Airways Ltd.
Amos-Siscoe . . . . .	42	General Airways Ltd.
Leamington-Pelee Island . . . . .	22	National Air Transport Ltd.
Moncton-Charlottetown . . . . .	110	Canadian Airways Ltd.
Moncton-Magdalen Islands . . . . .	200	Canadian Airways Ltd.
Narrow Lake-Sioux Lookout . . . . .	336	Canadian Airways Ltd.
Peace River-North Vermillion . . . . .	167	Canadian Airways Ltd.
Quebec-Seven Islands . . . . .	345	Canadian Airways Ltd.
Seven Islands-Anticosti . . . . .	120	Canadian Airways Ltd.
Winnipeg-Pembina . . . . .	66	Canadian Airways Ltd.
McMurray-Aklavik . . . . .	1,676	Canadian Airways Ltd.
Montreal-Albany . . . . .	200	Canadian Colonial Airways.
Montreal-Rimouski . . . . .	330	Royal Canadian Air Force.
Prince Albert-Lake La Ronge . . . . .	162	Brooks Airways Ltd.
Vancouver-Victoria . . . . .	61	Canadian Airways Ltd.

3. Montreal to Albany, N.Y., air-mail service is operated by Canadian Colonial Airways Ltd.

A passenger and freight service is operated between Toronto, Ontario, and Detroit (Michigan) by Canadian Airways Limited.

An air-mail and passenger service is operated between Winnipeg and Pembina to connect with the United States air line to Chicago, Ill. The mail between Winnipeg and Pembina is carried under Post Office contract with Canadian Airways Ltd.

A passenger service is operated between Vancouver, Victoria, and Seattle by Canadian Airways Ltd.

4. Twenty-three Light Aeroplane Clubs, with a total membership of 2,639, and 41 private owners of aircraft.

5. Light Aeroplane Clubs are subsidised by the Government, the following being the system on which a subsidy is granted :

Each club is required to :

(a) Provide its own flying field ;

(b) To arrange for the services of an instructor and air engineer ;

- (c) Have at least thirty members prepared to qualify as pilots ;
- (d) Have not less than ten members already qualified.

And in return the Government provides :

(e) Each approved club will receive two aeroplanes and engines as an initial grant ;

(f) A further issue annually, for a period of five years, will be made of one aeroplane and engine complete, providing the club purchases an aeroplane of equal value ;

(g) The sum of \$100 will be granted to each club in respect of each member who qualifies as a pilot ;

(h) The sum of two dollars per hour will be granted to each club for a club member continuing his training and qualifying for a commercial pilot's certificate.

(i) An issue of closed aircraft in lieu of open aircraft to clubs graduating at least twenty-five pilots will be made ;

(j) One parachute will be loaned to clubs providing one at their own expense.

6. The stations of the Royal Canadian Corps of Signals are available to aircraft operators if required. Five radio directional beacon stations were erected in Western Canada as an aid to navigation on the night-flying air-mail service between Winnipeg and Edmonton. These beacons were erected and are maintained by the Royal Canadian Corps of Signals, Department of National Defence.

7. Meteorological information for civil aviation is available on request from the Meteorological Office, Department of Marine.

A copy of the Report on Civil Aviation 1931 is attached. Detailed information on the foregoing is contained therein.

8. (a) Length of the air lines : 8,108 kilometres.
- (a1) Length of air lines equipped for night-flying : 2,116 kilometres.
  - (b) Number of airports : 77.
  - (b1) Number of airports equipped for night-flying :
    - Lighted airports : 11.
    - Lighted intermediate airports : 38.
  - (c) Number of kilometres flown : 11,337,458.
  - (d) Number of passengers carried (regular services in 1931) : 3,720.
  - (e) Mail and packages carried :
    - 1. Total mail carried : 213,589 kilogrammes.
    - 2. Total freight carried additional to 1 : 1,077,100 kilogrammes.
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## Spanish Delegation.

Geneva, May 4th, 1932.

1. The official civil aviation services are organised by a general technical directorate of aviation known as the "General Directorate of Civil Aviation".

This General Directorate is placed under the Under-Secretariat for Communications, which in its turn is attached to the Ministry of the Interior; it consists of a General Secretariat, five Sections and the scientific services dealing with psycho-technical matters and bibliography. An Advanced Aero-technical School, which trains aeronautical engineers, specialists in aircraft and air engines, and air pilots, is attached to the General Directorate.

The national air traffic, over both land and sea, is also supervised by this General Directorate, which has representatives in all aerodromes open for traffic.

Lastly, it has supreme control over and regulates the operations of the company "Líneas Aéreas Postales Españolas".

The General Secretariat which, like all the other sections, has its own special functions, is responsible for general matters, questions of an international character and air policy, air propaganda, regulations and general legislation, archives and library. The publications of this organisation include, in particular, an *Aeronautical Year-Book* and an *Atlas-Guide* to Spanish aerodromes.

The First Section deals with all matters connected with the installation of airports and their auxiliary services (plans, estimates and works), such as meteorology, wireless communications, etc. This Section also deals with matters relating to the Central Airports Council and its secretariat.

The Second Section is responsible for matters connected with aviation material and navigating personnel, the training of the latter and the inspection of both, registration and the issue of airworthiness and other certificates, as well as log-books, licences, aeronautical statistics and the medical service.

The Third Section deals with the aeronautical industry, laboratories and the Advanced Aero-technical School, and the technical matters connected with those questions.

The Fourth Section is responsible for national and international air traffic, policy, the operation of lines and aerodromes and, in general, the jurisdiction of the State in aeronautical matters.

There is a Fifth Section, known as the Accounts Section, which, in addition to all matters coming within its sphere relating to pay, etc., is responsible for the National Air Traffic Fund, which was created in 1929 and ratified by decree of the Provisional Government of the Republic in 1931.

The Directorate also publishes a monthly official bulletin containing any special provisions relating to aviation and complete statistics of the air lines.

2 and 3. The national air lines are operated by the State through a commercial company known as the "Líneas Aéreas Postales Españolas", the board of directors of which is appointed by the Government, in accordance with the law.

The lines in operation are Madrid-Seville and Madrid-Barcelona. There is a daily service operated by triple-engined machines and a subsidy is granted in proportion to the number of kilometres flown.

There may be other lines, but these are not subsidised by the State.

4 and 5. Flying for tourist purposes and as a sport is organised in the form of regional federations of clubs, which in their turn constitute the National Federation known as the "F.A.E.". This Federation is controlled by the Government and receives a subsidy to be distributed among its member clubs for the purpose of organising competitions, encouraging air propaganda and training pilots.

6. The aviation wireless service is at present ensured solely by the stations of the military aerodromes.

The Directorate of Civil Aviation considers it essential to improve the means of inter-communication and is now organising for that purpose a radiogoniometric service on the Mediterranean coast and in the Balearic Islands, and also on the Seville-Larache-Cape Juby-Canaries route, as it is of great importance that both routes should be properly equipped as soon as possible.

7. The meteorological aviation service receives direct the latest bulletins regarding atmospheric conditions on the most important routes, the chief of which go from Madrid to Corunna, San Sebastian, Saragossa-Barcelona, Los Alcázares, Granada-Melilla, Seville-Larache and Cáceres.

Observations are transmitted twice daily to Cuatro Vientos, where they are centralised and sent out to all aerodromes. There are 75 telegraph or wireless stations which transmit local observations and 10 wireless stations belonging to aerodromes which undertake this task jointly with the aircraft service. The meteorological service is carried out by the

Military Aviation Department and can easily be made use of by civil aviation, since various military aerodromes are acting as airports pending the construction and organisation (now in progress) of national airports by the Directorate of Civil Aviation.

General weather forecasts are issued by the National Meteorological Institute and its meteorological bulletins are received by the military aviation system mentioned above.

Spain has already adopted the International Meteorological Codes for Aviation, in virtue of the agreement with France and Italy concluded at the First Mediterranean Conference (May 1930), and also the time-table agreed upon for regional transmissions, and her wireless stations will shortly be working at the frequencies stipulated. Spain is also engaged in organising the meteorological observation service on her vessels in the Mediterranean, in accordance with the decisions of the Third Mediterranean Aeronautical Conference (November 1931).

8. (a) 920 kilometres.

(a1) There is no air line equipped for night flying.

(b) Airports under construction : Barajas (Madrid), Gando (Canary Islands).  
Aerodromes open for air traffic : Barajas (Madrid) — León — Gamonal (Burgos) — Logroño — Prat del Llobregat (Barcelona) — Tablada (Seville) — Granada — Los Alcázares. Maritime aerodromes : Barcelona — Alicante — Cádiz — Vigo — Málaga — Gran Canaria — Teneriffe — Palma (Majorca) — Bahía de Alcudia (Majorca) — Bahía de Pollensa (Majorca).

(b1) Tablada (Seville), Cape Juby, Villa Cisneros (African possessions).

(c) 603,035 kilometres.

(d) 6,300 passengers.

(e) Goods : 31,965 kilogrammes.

Mail : 6,925 kilogrammes.

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Indian Delegation.

Geneva, May 17th, 1932.

1. Civil aviation is directly under the control of the Director of Civil Aviation in India, who is responsible to the Government of India in the Department of Industries and Labour. The Director is assisted by a Deputy-Director. The First Director of Civil Aviation in India was appointed in the year 1927.

The inspection and airworthiness of aircraft is supervised by an Inspector of Aircraft, who was engaged in 1929 and is responsible to the Director of Civil Aviation. An Assistant Inspector is being appointed shortly. Air traffic at the civil aerodromes at Karachi, Calcutta, Allahabad and Rangoon on the trans-India route is controlled by aerodrome officers.

2. The Delhi and United Provinces Flying Club Limited, a club subsidised by the Government of India, is at present temporarily operating an air-mail service between Karachi and Delhi. It is expected that, in the very near future, air-mail services on the routes (i) Karachi-Moghul Serai and (ii) Karachi-Bombay-Madras will be inaugurated by certain Indian companies. The Karachi-Moghul Serai service will supersede the Karachi-Delhi service.

3. Nil.



4. The following organisations exist for the encouragement of flying and the training of civil air pilots :

- (1) The Delhi and United Provinces Flying Club, with centres at Delhi, Cawnpore and Lucknow.
- (2) The Punjab Flying Club, Lahore.
- (3) The Karachi Aero-Club, Karachi.
- (4) The Bengal Flying Club, Calcutta.
- (5) The Bombay Flying Club, Bombay.
- (6) The Madras Flying Club, Madras.
- (7) The Jodhpur Flying Club, Jodhpur (Jodhpur State).

The number of private persons who are holders of current " A " class pilots' licences is 177. Of these, 21 are private owners of aircraft.

5. The first six flying clubs mentioned in paragraph 4 above are under the control of a parent club known as the Aero-Club of India and Burma Limited. The latter club received a subsidy from the Government of Rs.20,000 for the financial year 1931-32 and the flying clubs at Delhi, Lahore, Karachi, Calcutta, Bombay and Madras were each granted a subsidy of Rs.20,000 for the same year and, in addition, a bonus calculated at the rate of Rs.150 for each pilot trained during the year, subject to a maximum of Rs.5,000. These subsidies have been reduced in 1932-33 to a total of Rs.1,30,000. No other undertakings or private persons are in receipt of a Government subsidy.

6. Details of the stations in India and Burma normally available for communication with aircraft are given in the table attached. The following services are available :

- (a) Exchange of messages between aeronautical ground stations and aircraft ;
- (b) Exchange of messages between aircraft ;
- (c) Exchange of communications necessary for direction finding ;
- (d) Meteorological service for emission and reception of meteorological messages.

7. A meteorological service for aviation is provided by the Government of India (under the Director-General of Observatories). Information and advice from certain stations, details of which are attached, may be obtained for flights over any part of India and Burma.

- 8. (a) The length of the air line from Karachi to Delhi is 1,104 kilometres.
- (a1) Nil.
- (b) 

Airports	Aerodromes	Civil landing-grounds
2	3	14
- (b1) Nil.
- (c) 101,568 kilometres were flown.
- (d) The number of passengers carried was 108.
- (e) The weight of mails and packages carried was 2,248.69 kilogrammes.

**WIRELESS STATIONS OPERATING WITH AIRCRAFT.**

Station	Call sign	Normal wavelength (in metres)	Power of transmitter (in kilowatts)	Type of direction-finding apparatus
1. Akyab . . . . .	VTA	900	3	Marconi Bellini-Tosi
2. Allahabad . . . . .	VWA	900	3	Nil
3. Bassein . . . . .	VTX	900	1 ½	Nil
4. Calcutta . . . . .	VWC	900 and 600	6	Marconi Bellini-Tosi
5. Chittagong . . . . .	VTC	900	1 ½	Nil
6. Delhi . . . . .	VWD	900	6	Nil
7. Jodhpur . . . . .	VWI	900	3	Marconi Bellini-Tosi
8. Karachi . . . . .	VWK	900 and 600	6	Marconi Adcock
9. Rangoon . . . . .	VTW	900 and 600	6	Marconi Adcock
10. Sandoway . . . . .	VTS	900	1 ½	Nil
11. Victoria Point . . . . .	VTV	900	10	Nil

**FORECASTING STATIONS.**

Air station	Area for which forecasts are issued. Reference map attached
1. Karachi . . . . .	I
2. Calcutta . . . . .	III
3. Poona . . . . .	V
4. Peshawar . . . . .	Punjab, N.W.F.P., Waziristan
5. Quetta . . . . .	Baluchistan and Sind

OBSERVATION STATIONS.

Station	Information obtainable
1. Agra . . . . .	} See note 1
2. Ahmedabad . . . . .	
3. Akyab . . . . .	} See notes 1 and 2 <sup>1</sup>
4. Allahabad . . . . .	
5. Bahrein <sup>2</sup> . . . . .	
6. Bangalore . . . . .	
7. Chittagong . . . . .	
8. Dacca . . . . .	
9. Delhi . . . . .	
10. Gwadar <sup>2</sup> . . . . .	
11. Hakimpet (Hyderabad) . . . . .	} See note 1
12. Jodhpur (Station not yet started) <sup>3</sup> . . . . .	
13. Jubbulpore . . . . .	
14. Lahore . . . . .	
15. Madras . . . . .	
16. Mucat <sup>2</sup> . . . . .	
17. Patna . . . . .	
18. Rangoon . . . . .	

Notes.

1. Latest available information on request, regarding the local surface and upper winds, in plain language or code, during office hours, to pilots leaving the station or their agents.
2. Weather reports from nearest forecasting centre and local weather situation.

<sup>1</sup> Only at present.

<sup>2</sup> These stations are in the Karachi forecasting area and are shown in this list for information, although they are not in India.

<sup>3</sup> Weather reports and forecasts supplied from Karachi.



Portuguese Delegation

Geneva, July 5th, 1932.



1. Civil aviation in Portugal is controlled by the National Air Council.

This body is directly under the Prime Minister's Department, which establishes liaison between the Ministries concerned.

The National Air Council is responsible for the supervision of civil aviation. It includes, amongst others, the Directors of Military and Naval Aviation and representatives of the Ministries for Foreign Affairs, Commerce, Finance, and the Colonies. This Council is assisted by the legal adviser of the Ministry for Foreign Affairs.

2. All international negotiations with reference to air traffic are directed by the Portuguese Government. Without prejudice to this right and the observance of existing obligations, the Government has agreed to allow a national undertaking to use the landing-grounds in the European and oversea territories, the company being responsible for the installation of the necessary ground equipment and the operation of the air lines. This undertaking is known as the Portuguese Aviation Company, and does not receive any Government subsidy.

3. The company has undertaken by the contract to operate the international lines projected and required by the Portuguese Government.

4. The Portuguese Aviation Company controls flying for touring purposes, and the Aero Club of Portugal controls flying as a sport.

5. No company, club or private undertaking is in receipt of a special direct subsidy from the Government.

6. The wireless service is under the Ministries of Marine and Commerce. The Radio-Marconi Company is responsible for the commercial operation of this service.

7. The necessary information is furnished by the meteorological services of the army and navy.

8. Statistics :

(a) Length of air lines : 8,750 kilometres.

(a1) There is no night service.

(b) Number of airports : 1 in service and 22 under construction.

(b1) Airports equipped for night flying : none.

(c) Kilometres flown in 1931.

(d) Number of passengers carried in 1931. } No services were in operation.

(e) Mail carried (in kilometres) in 1931. }

All these particulars refer to the initial organisation as it exists at the present time ; it is proposed to develop this.

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SECOND PART

QUESTIONNAIRE (DOCUMENT CONF. D./C.A. 7).

Australian Delegation.

Geneva, May 20th, 1932.

*Statistics regarding the Effectives of Non-Military Aviation and Details of Public Funds expended on Such Aviation.*

I. EFFECTIVES OF NON-MILITARY AVIATION.

A. Commercial Aviation.

1.<sup>1</sup> Aeroplanes and seaplanes carrying four or more persons :

Aircraft	Normal horse-power	No. of passengers	Weight unloaded	Weight loaded	Pay load	Normal contents of tank	Number of aircraft
			Lb.	L .	Lb.	Gallons	
Type A	645	8	6,000	10,225	4,225	150	5
Type B	350	4	—	—	—	—	1
Type C	230	4	2,300	4,000	1,700	50	2
Type D	220	4	2,387	4,200	1,813	55	15
Type E	450	8	3,726	7,000	3,274	83	3
Type F	900	14	8,890	15,600	6,710	300	2
Type G	240	4	1,100	2,000	900	55	2
Type H	900	10	6,832	11,460	4,628	315	3
Type I	450	—	3,280	6,600	3,320	75	7
Type J	220	4	2,600	3,700	1,100	70	1
Type K	330	4	4,000	5,600	1,600	120	1
Type L	900	12	7,800	12,350	4,550	300	2
Type M	420	5	2,250	4,000	1,750	83	1
Type N	240	4	2,032	3,364	1,332	64	1
Type O	240	4	2,126	3,694	1,568	74	1

2. Dirigibles.— Nil.

3. Aeroplanes or seaplanes carrying from one to three persons :

Number of machines	Total horse-power
36	3,800

4. Aeroplanes or seaplanes used for special purposes involving permanent installations. — Nil.

B. Private Aviation.

Number of machines	Total horse-power	Dirigibles
98	11,700	Nil

C. Non-Military Aviation at the Disposal of the State or of Official Services.

Number of machines	Total horse-power
23	2,500

These machines are held by the Controller of Civil Aviation and allotted to various aero-clubs for training purposes, etc.

<sup>1</sup> In regard to Item (c) — “Date of Entry into Service” — under subhead A.1(c), information under this item is not available.

With reference to “Freight permitted” under Item A.1 (a), the information has been furnished in the column headed “Pay load”.

With regard to the types of aircraft shown under the heading I.A.1, type “B” is a Bristol monoplane of obsolete type, in regard to which no further information is possessed by the delegation.

II. EXPENDITURE OF PUBLIC FUNDS UPON NON-MILITARY AVIATION.

A. *Commercial Aviation.*

Direct Assistance. — Subsidies to Air Transport Services : £94,330.

The amount of £94,330 represents payments made to various operating companies during 1930-31. There is no other form of direct assistance, as the carriage of mails is on a strictly commercial footing, the postal surcharge being based on the rates charged by the company for the transportation of mails.

Indirect Assistance. — Meteorological and wireless services controlled by the Commonwealth Government in Australia are at the disposal of commercial aviation without payment, while the maintenance of Government aerodromes and landing grounds is also provided for, but it is not possible to estimate the value of such services. No other indirect assistance is afforded.

B. *Private Aviation.* — The aero-clubs in the Commonwealth (ten in all) receive assistance from the Controller of Civil Aviation in the form of aircraft on loan for training purposes and/or cash bonuses in respect of pilots trained at such schools who reach the requisite standard required by regulations.

C. *Non-Military Aviation at the Disposal of the State or of Official Services* : £1,400. — This amount is provided for the maintenance of machines held by the Controller of Civil Aviation.

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**Austrian Delegation.**

Geneva, June 8th, 1932.

**I. EFFECTIVES OF NON-MILITARY AVIATION.**

**A. Commercial Aviation.**

1. Aeroplanes and seaplanes carrying four persons or more . . . . .	11
(a) Nominal horse-power . . . . .	5,500
Passenger capacity . . . . .	65
Total load (kilogrammes) . . . . .	13,125

(It was not possible to make a distinction between "useful load permitted" and "freight permitted", as the regulation certificates in Austria state the total load only ("Zuladung", which means the load added to the net weight of the machine); this includes the useful load, the weight of the petrol, lubricants and other substances consumed, and of the crew.)

(b) Content of tanks : 7,300 litres of petrol, and 510 litres of lubricants.

(The volume of the compartments holding freight cannot be given, as the registration and admission certificates do not contain the necessary data.)

(c) These 11 aeroplanes were put into service in the following years : 1 in 1923 ; 1 in 1925 ; 3 in 1927 ; 2 in 1928 ; 3 in 1929 ; 1 in 1931.

2. Dirigibles : Nil.

3. Aeroplanes or seaplanes carrying from 1 to 3 persons : 17 aeroplanes and 1 seaplane with a total horse-power of 2,050.

4. Aeroplanes or seaplanes used for special purposes involving permanent installations : Nil.

**B. Private Aviation.**

Twenty-four aeroplanes (1 single-seater, 20 two-seaters, 3 three-seaters) with a total horse-power of 2,410.

No dirigibles.

**C. Non-Military Aviation at the Disposal of the State or of Official Services.**

One two-seater aeroplane, 230 horse-power, belonging to the Federal Ministry of Commerce and Communications (for official journeys, meteorological observations, etc.).

**II. EXPENDITURE OF PUBLIC FUNDS UPON NON-MILITARY AVIATION.**

**A. Commercial Aviation.**

Direct assistance :

	Schillings
Kilometric subventions granted to the Austrian Air Navigation Company . . . . .	2,087,000
Sums paid for the transport of mail :	
To the Austrian Air Navigation Company . . . . .	17,063
To foreign aviation companies . . . . .	24,207
For the training of commercial air pilots . . . . .	27,120

No other grants are made.

Under the Law for the encouragement of air traffic of July 18th, 1929, *Bulletin of Federal Laws* No. 261, favoured treatment is granted to air navigation undertakings operating public air services in Austria, in respect of stamp duty, judicial and other charges, taxes and Customs duties.



Indirect assistance :

	Schillings
Miscellaneous installations at airports run by the Government (at Vienna, Graz and Klagenfurt) . . . . .	167,772
Cost of administration of those airports . . . . .	257,596
Contributions to foreign airports . . . . .	27,000
Miscellaneous installations for the purpose of increasing the safety of aviation (wireless and meteorological services) . . . . .	212,603
Administration of the services intended to increase the safety of aviation . . . . .	266,865

B. *Private Aviation.*

No grants.

C. *Non-Military Aviation at the Disposal of the State or of Official Services.*

Expenditure on the aeroplane mentioned under I.C. is charged against the funds enumerated under II.A.

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Canadian Delegation.

Geneva, July 5th, 1932.

I. EFFECTIVES OF NON-MILITARY AVIATION (1931).

A. *Commercial Aviation.*

1. Aeroplanes and seaplanes carrying four persons or more . . . . .	108
(a) Nominal horse-power . . . . .	37,740
Passenger capacity . . . . .	554
Useful load permitted (lb.) . . . . .	200,120
Freight permitted (in lieu of passengers) (lb.) . . . . .	116,460
(b) Normal tankage (Imperial gallons) . . . . .	9,460
Volume of freight compartments . . . . .	Not obtainable
(c) Date of entry into service : 1 in 1922, 12 in 1927, 27 in 1928, 24 in 1929, 23 in 1930, 21 in 1931.	
2. Dirigibles . . . . .	Nil
3. Aeroplanes and seaplanes carrying from one to three persons . . . . .	208
Total horse-power . . . . .	22,540
4. Aeroplanes and seaplanes used for special purposes . . . . .	—

*Note :* Certain of those under Section 1 above are adaptable for photography, spraying, etc., and are used as such as required.

B. *Private Aviation.*

Single-seater aeroplanes . . . . .	16
Horse-power . . . . .	660
Single seater seaplanes or amphibians . . . . .	—
Two-seater aeroplanes . . . . .	37
Horse-power . . . . .	5,695
Two-seater seaplanes . . . . .	4
Horse-power . . . . .	515
Two-seater amphibians . . . . .	—
Three-seater and up aeroplanes . . . . .	9
Horse-power . . . . .	920
Three-seater and up seaplanes . . . . .	1
Horse-power . . . . .	180
Three-seater amphibians . . . . .	—
Dirigibles . . . . .	—

C. *Non-Military Aviation at the Disposal of the State or of Official Services.*

Forest Patrol <sup>1</sup> . . . . .	36
Horse power . . . . .	9,220
Control of Civil Aviation . . . . .	7
Horse-power . . . . .	890
Light Aeroplane Clubs . . . . .	74
Horse-power . . . . .	7,316

II. EXPENDITURE OF PUBLIC FUNDS UPON NON-MILITARY AVIATION.

A. *Commercial Aviation.*

Direct assistance given by the Federal Government :

	Dollars
Air Mail — Post Office Contracts (April 1st, 1931, to March 31st, 1932)	910,877.77
Air Mail routes (April 1st, 1931, to March 31st, 1932) . . . . .	246,466.00
St. Hubert Aerodrome and Airship Base (April 1st, 1931, to March 31st, 1932) . . . . .	90,218.00

By Municipalities :

Airports . . . . .	Information Not available
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<sup>1</sup> Forest Patrol aircraft owned and operated by the Province of Ontario.

B. *Private Aviation.*

	Dollars
Light Aeroplane Clubs, including equipment and bonuses (April 1st, 1931, to March 31st, 1932). . . . .	37,525.00

C. *Non-Military Aviation at the Disposal of the State or of Official Services.*

	Dollars
Maintenance and operation of aircraft used by Civil Aviation Branch. . . . .	11,900.00
Control of Civil Aviation . . . . .	56,000.00

*Note:* Figures not available as regards maintenance of Ontario Provincial Forest Protection Service.

*Aircraft of a Non-Military Type at the Disposal of the State, but owned by the Department of National Defence, and operated by Military Air Personnel.*

Category	Active	Reserve
Transportation . . . . .	30	31
General Purpose. . . . .	6	
Photographic . . . . .	26	
Test and Experimental . . . . .	4	
Total Brake Horse-power		Total Brake Horse-power
19,080		7,730



## Siamese Delegation.

Geneva, June 9th, 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 :

There are 4 single-engined cabin monoplanes with engines of 120 horse-power, a total of 480 horse-power.

4. Aeroplanes or seaplanes used for special purposes involving permanent installations (photography, spraying of crops or forests, wireless for patrolling purposes) :

There are no aircraft fitted for photography, spraying of crops or forests, no planes fitted with wireless for one-way or two-way radio, nor are any planes fitted with wireless for patrolling purposes.

#### B. *Private Aviation.*

There is only one privately-owned aircraft, with engine of 90 horse-power. There are no private dirigibles.

#### C. *Non-Military Aviation at the Disposal of the State or of Official Services.*

The four aircraft enumerated above are not at the disposal of the State except in case of national emergency.

### II. EXPENDITURE OF PUBLIC FUNDS UPON NON-MILITARY AVIATION.

#### A. *Commercial Aviation.*

Direct assistance :

Mileage subventions : Nil.

Postal contracts : Contract with the Post and Telegraph Department to carry mail between internal towns.

Indemnities : There are no indemnities for space at disposal of contracting parties.

Subsidies for schools : There are no subsidies for training schools for air-transport crews.

Exemption : There is no exemption from taxation.

Interest : No guaranteed interest on issued bonds.

Treasury advances : There are no Treasury advances, for the Company is a private company registered under Company Law.

Indirect assistance :

Airports and Air Routes : Aerodromes and landing-grounds are being constructed by the Government at its own expense, and air routes are fixed by the Government.

Meteorological Services : Meteorological information and weather reports are furnished by the Ministry of Agriculture.

Wireless stations and goniometers are being erected for use both of Siamese and of foreign aircraft.

There is no insurance fund.

Apart from the above, there are no other methods of indirect assistance.

#### B. *Private Aviation.*

There are no civil training centres or schools for training pilots, and there are no flying clubs in this country.

#### C. *Non-Military Aviation at the Disposal of the State or of Official Services.*

As already stated in I.-C, in national emergency the civil aircraft can be commandeered, but there is no Government budget for the purpose.

**Yugoslav Delegation.**

Geneva, July 12th, 1932.

I. EFFECTIVES OF NON-MILITARY AVIATION.

A. *Commercial Aviation.*

1. Aeroplanes and seaplanes carrying four persons or more :

6 aeroplanes, type "Potez" 29, 1 triple-motor "Farman", type 301.

"Potez" aeroplanes 29 :

- (a) Nominal horse-power : 450.  
Number of passengers carried in normal service : 5.  
Useful load permitted : 1,045 kg.  
Freight permitted : 480 kg.
- (b) Normal content of tanks : Motor spirit, 355 kg. ; oil, 50 kg.  
Volume of compartments holding freight : 10.8 cubic metres.
- (c) Date of entry into service : February 1928.

"Farman" aeroplane 301 :

- (a) Nominal horse-power : 720.  
Number of passengers carried : 8.  
Useful load permitted : 1,800 kg.  
Freight permitted : 800 kg.
- (b) Normal content of tanks : Motor spirit, 765 kg. ; oil, 75 kg.  
Volume of compartments holding freight : 14 cubic metres.
- (c) Date of entry into service : June 1931.

2. Dirigibles : Nil.

3. Aeroplanes or seaplanes carrying from one to three persons :

1 "Puss Moth" aeroplane, 120 h.p.

4. Aeroplanes or seaplanes used for special purposes : Nil.

B. *Private Aviation.*

1. 17 two-seater aeroplanes, 2,070 h.p.

1 amphibian, 85 h.p.

2. Dirigibles : 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.

A. *Commercial Aviation.*

Direct assistance : Mileage subsidy : 26 dinars per kilometre. Contract between the State and the National Air Navigation Company dated January 25th, 1927, published in *Le Droit aérien*, 1929, page 579.

Postal contract between the National Company and the Ministry of Communications, Postal Service, 0.065 gold dinar per 100 grammes per 100 km.

The subsidy in question amounted to :

Financial Year	Dinars
1928-29. . . . .	5,000,000
1929-30. . . . .	6,500,000
1930-31. . . . .	8,000,000
1931-32. . . . .	10,000,000

Indirect assistance : Subsidies in kind : airports (ground organisation), the meteorological and wireless services of the military air force are used by commercial aircraft.

B. *Private Aviation.*

Indirect assistance to clubs as with commercial aviation.

General administrative expenses for the encouragement of private aviation :

Financial Year	Dinars
1928-29 . . . . .	600,000
1929-30 . . . . .	800,000
1930-31 . . . . .	800,000
1931-32 . . . . .	1,000,000

C. *Non-Military Aviation at the Disposal of the State or of Official Services.*

Nil.

THIRD PART

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ERRATA TO DOCUMENT CONF. D./C.A.8.

1. Page 15, end of sixth paragraph, *after* the words “ Vienna-Budapest ” *add* “ and also with the ‘Magyar Légiforgalmi R.T.’, as regards the last line ”.
  2. *Replace* “ CINA ” *by* “ CIDNA ” in the following places :
    - Page 32, in the table, first column ;
    - Page 51, paragraph 3(*b*) (four times) and paragraph 5(*b*) ;
    - Page 58, paragraph 3(*a*) and paragraph 5 ;
    - Page 60, last line but one.
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