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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S. d. N. 1.839 (F) 1.285 (A).5/32.— Imp. de la T. de G.
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 aviatiions 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.


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 km
   - Cape Town to Johannesburg: 1,200 km
   - South West Africa to Kimberley: 1,440 km
   - That portion of the London to Cape Air-Mail Service flying over Union territory: 2,080 km

   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.


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 the Air 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.

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>In hands of aeroplane manufacturers</td>
<td>489</td>
</tr>
<tr>
<td>Air transport companies</td>
<td>561</td>
</tr>
<tr>
<td>Government owned civil aeroplanes</td>
<td>69</td>
</tr>
<tr>
<td>Non-aeronautical companies</td>
<td>211</td>
</tr>
<tr>
<td>Dealers, distributors, and flying services</td>
<td>1,755</td>
</tr>
<tr>
<td>Schools</td>
<td>107</td>
</tr>
<tr>
<td>Flying clubs</td>
<td>175</td>
</tr>
<tr>
<td>Individual owners</td>
<td>3,938</td>
</tr>
<tr>
<td>Unclassified</td>
<td>242</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>7,547</strong></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pleasure</td>
<td>26.8</td>
</tr>
<tr>
<td>Instruction</td>
<td>25.6</td>
</tr>
<tr>
<td>Business</td>
<td>13.0</td>
</tr>
<tr>
<td>Sight-seeing</td>
<td>11.7</td>
</tr>
<tr>
<td>Experimental</td>
<td>9.5</td>
</tr>
<tr>
<td>Cross-country</td>
<td>6.7</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>6.8</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Type</th>
<th>Capacity</th>
<th>Number</th>
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</thead>
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<tr>
<td><strong>Landplanes</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Open-cockpit</td>
<td>1, 2 and 3 place</td>
<td>4,676</td>
</tr>
<tr>
<td>Open-cockpit</td>
<td>4 place and up</td>
<td>71</td>
</tr>
<tr>
<td>Closed-cabin</td>
<td>1, 2, 3 and 4 place</td>
<td>1,390</td>
</tr>
<tr>
<td>Closed-cabin</td>
<td>5 place and up</td>
<td>885</td>
</tr>
<tr>
<td><strong>Amphibians and Seaplanes</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Open-cockpit</td>
<td>1, 2 and 3 place</td>
<td>29</td>
</tr>
<tr>
<td>Open-cockpit</td>
<td>4 place and up</td>
<td>26</td>
</tr>
<tr>
<td>Closed-cabin</td>
<td>1, 2 and 3 place</td>
<td>12</td>
</tr>
<tr>
<td>Closed-cabin</td>
<td>4 place and up</td>
<td>103</td>
</tr>
<tr>
<td><strong>Unclassified</strong></td>
<td>(includes 41 autogiros)</td>
<td>113</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>7,305</strong></td>
</tr>
</tbody>
</table>

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

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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 aeroplane;
(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. Supplemented by 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.
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.
(b) 1,600 kilometres equipped for night flying (within the national territory).
(c) 94 first and second class airports;
(d) 15 airports are equipped for night flying;
(e) Number of kilometres flown: 10,400,000 (in 1931);
(f) Number of passengers carried: 99,000 (in 1931);
(g) 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.

<table>
<thead>
<tr>
<th>German company</th>
<th>Foreign company</th>
<th>Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>D. L. H.</td>
<td>Swissair</td>
<td>Zurich-Munich-Salzburg-Vienna (with Oelag).</td>
</tr>
<tr>
<td>D. L. H.</td>
<td>Swissair</td>
<td>Basle-Zurich-Munich-Vienna.</td>
</tr>
<tr>
<td>D. L. H.</td>
<td>S. A. M.</td>
<td>(Bln.) Munich-Venice-Rome.</td>
</tr>
<tr>
<td>D. L. H.</td>
<td>Det Danske Luftfartselskab Farman</td>
<td>Hamburg; Malmö-Copenhagen-Hamburg;</td>
</tr>
<tr>
<td>D. L. H.</td>
<td>K. L. M.</td>
<td>509, 511;</td>
</tr>
<tr>
<td>D. L. H.</td>
<td>Sabena</td>
<td>517.</td>
</tr>
<tr>
<td>D. L. H.</td>
<td>Cechoslov</td>
<td>Berlin-Dresden-Prague-Vienna (with Oelag).</td>
</tr>
<tr>
<td>D. L. H.</td>
<td>Cechoslov</td>
<td>Marienbad-Karlsbad-Chemnitz-Halle L.</td>
</tr>
<tr>
<td>D. L. H.</td>
<td>Oelag</td>
<td>Berlin-Dresden-Prague-Vienna-Budapest (not operated at present).</td>
</tr>
</tbody>
</table>

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:

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

Unsubsidised Services (operating under Postal Department contracts):

<table>
<thead>
<tr>
<th>Contractor</th>
<th>Route</th>
<th>Distance (miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Australian National Airways, Ltd.</td>
<td>Brisbane - Sydney</td>
<td>500</td>
</tr>
<tr>
<td>Australian National Airways, Ltd.</td>
<td>Sydney - Melbourne</td>
<td>475</td>
</tr>
<tr>
<td>Australian National Airways, Ltd.</td>
<td>Melbourne - Launceston (via Bass Straits)</td>
<td>265</td>
</tr>
<tr>
<td>Queensland Air Navigation Co.</td>
<td>Brisbane - Townsville</td>
<td>736</td>
</tr>
</tbody>
</table>

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

Other Unsubsidised Services (passengers and goods only):

<table>
<thead>
<tr>
<th>Contractor</th>
<th>Route</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircrafts Propriety, Ltd.</td>
<td>Brisbane - Toowoomba</td>
<td>75</td>
</tr>
<tr>
<td>New England Airways, Ltd.</td>
<td>Brisbane - Lismore</td>
<td>98</td>
</tr>
<tr>
<td>Burnett Air Navigation Co., Ltd.</td>
<td>Murgon - Kingaroy - Manago - Brisbane</td>
<td>118</td>
</tr>
<tr>
<td>Aerial Services, Ltd.</td>
<td>Rockhampton - Clermont</td>
<td>270</td>
</tr>
</tbody>
</table>
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

(b) **Length of air lines equipped for night flying** ............. Nil

(b) **Number of airports** ................. 9

(b) **Number of airports equipped for night flying** ............. Nil

(c) **Number of kilometres flown in 1931:**

(1) Subsidised routes .................. 896,325

(2) Unsubsidised routes ................. 1,173,910

(d) **Number of passengers:**

(1) Subsidised routes ................. 7,427

(2) Unsubsidised routes ................. 6,798

(e) **Mails and packages carried in kilogrammes:**

<table>
<thead>
<tr>
<th>Type</th>
<th>Subsidised routes</th>
<th>Unsubsidised routes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mails</td>
<td>12,390</td>
<td>8,158</td>
</tr>
<tr>
<td>Packages</td>
<td>201,925</td>
<td>12,554</td>
</tr>
</tbody>
</table>
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-Graz, Graz-Klagenfurt, Zagreb-Bratislava, 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 "Društvo za Vazdusni Zaobracaj A.D." for the lines Vienna-Graz, Graz-Zagreb and Zagreb-Bratislava;
- 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 "Československá Letecká Spolecnost" for the lines Vienna-Prague, Prague-Dresden and Dresden-Berlin; and

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., Ciena, Swissair, Magyar Légiforgalmi Részvénytársaság 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.
Oesterreichische Luftverkehrs A.G. 1931:

Trafic intérieur autrichien
Traffic within the Country

Autre trafic
Other traffic

Map showing air routes within Austria and other countries.
Service de T.S.F. et installations au sol.
Wireless service and ground installations.

- **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, Innsbruck and Klagenfurt 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

**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

- 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.**

<table>
<thead>
<tr>
<th>Identification No.</th>
<th>Name of observation station</th>
<th>Longitude East of Greenwich</th>
<th>Latitude</th>
<th>Altitude above sea-level (metres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>801</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>802</td>
<td>Schöckel, Stubenberghaus (W) (2)</td>
<td>15° 28'</td>
<td>47° 12'</td>
<td>1,446</td>
</tr>
<tr>
<td>803</td>
<td>Sonnblick, Observatory (K) (2)</td>
<td>12° 53'</td>
<td>47° 34'</td>
<td>3,105</td>
</tr>
<tr>
<td>804</td>
<td>Villacher Alpe, Ludwig Walterhaus (K) (2)</td>
<td>13° 40'</td>
<td>46° 36'</td>
<td>2,166</td>
</tr>
<tr>
<td>805</td>
<td>Hochbichl, Observatory (K) (2)</td>
<td>14° 29'</td>
<td>46° 30'</td>
<td>2,142</td>
</tr>
<tr>
<td>806</td>
<td>St. Paul im Lavanttal (K) (2)</td>
<td>14° 52'</td>
<td>46° 42'</td>
<td>400</td>
</tr>
<tr>
<td>807</td>
<td>Straß bei Spielfeld (K) (2)</td>
<td>15° 38'</td>
<td>46° 44'</td>
<td>255</td>
</tr>
<tr>
<td>808</td>
<td>Judenburg (K) (2)</td>
<td>14° 40'</td>
<td>47° 10'</td>
<td>734</td>
</tr>
<tr>
<td>809</td>
<td>St. Anton am Arlberg (I) (2)</td>
<td>10° 16'</td>
<td>47° 08'</td>
<td>1,287</td>
</tr>
<tr>
<td>810</td>
<td>Lienz in Osttirol (K) (1)</td>
<td>12° 46'</td>
<td>46° 50'</td>
<td>673</td>
</tr>
<tr>
<td>811</td>
<td>Lunz (W) (2)</td>
<td>15° 02'</td>
<td>47° 52'</td>
<td>600</td>
</tr>
<tr>
<td>812</td>
<td>Vienna meteorological station, aerodrome</td>
<td>16° 31'</td>
<td>48° 13'</td>
<td>156</td>
</tr>
<tr>
<td>813</td>
<td>Innsbruck meteorological station, aerodrome</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>814</td>
<td>Klagenfurt meteorological station, aerodrome</td>
<td>14° 20'</td>
<td>46° 39'</td>
<td>434</td>
</tr>
<tr>
<td>815</td>
<td>Auxiliary meteorological station, Salzburg, aerodrome (W)</td>
<td>13° 00'</td>
<td>47° 48'</td>
<td></td>
</tr>
<tr>
<td>816</td>
<td>Auxiliary meteorological station, Graz, aerodrome (W)</td>
<td>15° 27'</td>
<td>46° 59'</td>
<td>334</td>
</tr>
<tr>
<td>817</td>
<td>Melk, Stift, (W) (2)</td>
<td>15° 20'</td>
<td>48° 13'</td>
<td>228</td>
</tr>
<tr>
<td>818</td>
<td>Wels (W) (2)</td>
<td>14° 02'</td>
<td>48° 09'</td>
<td>317</td>
</tr>
<tr>
<td>819</td>
<td>Linz (W) (1)</td>
<td>14° 19'</td>
<td>48° 17'</td>
<td>257</td>
</tr>
<tr>
<td>820</td>
<td>Wiener Neustadt (W) (2)</td>
<td>16° 15'</td>
<td>47° 49'</td>
<td>268</td>
</tr>
<tr>
<td>821</td>
<td>Villach (K) (4)</td>
<td>13° 51'</td>
<td>46° 37'</td>
<td>501</td>
</tr>
<tr>
<td>822</td>
<td>Gleichenberg (W) (2)</td>
<td>15° 55'</td>
<td>46° 53'</td>
<td>317</td>
</tr>
<tr>
<td>823</td>
<td>Semmering, Pass. (W) (3)</td>
<td>15° 50'</td>
<td>47° 38'</td>
<td>985</td>
</tr>
<tr>
<td>824</td>
<td>Mönichkirchen (W) (3)</td>
<td>16° 02'</td>
<td>47° 31'</td>
<td>980</td>
</tr>
<tr>
<td>825</td>
<td>Bruck (W) (4)</td>
<td>15° 16'</td>
<td>47° 25'</td>
<td>487</td>
</tr>
<tr>
<td>826</td>
<td>Hartberg (W) (4)</td>
<td>15° 58'</td>
<td>47° 17'</td>
<td>360</td>
</tr>
<tr>
<td>827</td>
<td>Feldkirch (I) (2)</td>
<td>9° 36'</td>
<td>47° 14'</td>
<td>459</td>
</tr>
<tr>
<td>828</td>
<td>Neumarkt in Steiermark (K) (2)</td>
<td>14° 26'</td>
<td>47° 04'</td>
<td>830</td>
</tr>
<tr>
<td>829</td>
<td>Arnoldstein (K) (3)</td>
<td>13° 43'</td>
<td>46° 33'</td>
<td>579</td>
</tr>
<tr>
<td>830</td>
<td>Seefeld (I) (4)</td>
<td>11° 11'</td>
<td>47° 20'</td>
<td>1,180</td>
</tr>
<tr>
<td>831</td>
<td>Amstetten (W) (3)</td>
<td>14° 52'</td>
<td>48° 07'</td>
<td>275</td>
</tr>
<tr>
<td>832</td>
<td>Mauthen im Gailtal (K) (4)</td>
<td>13° 49'</td>
<td>47° 24'</td>
<td>995</td>
</tr>
<tr>
<td>833</td>
<td>Mauthen im Gailtal (K) (4)</td>
<td>13° 49'</td>
<td>47° 24'</td>
<td>995</td>
</tr>
<tr>
<td>834</td>
<td>Kufstein (I) (3)</td>
<td>12° 10'</td>
<td>47° 35'</td>
<td>503</td>
</tr>
<tr>
<td>835</td>
<td>Reutte (I) (3)</td>
<td>10° 43'</td>
<td>47° 29'</td>
<td>854</td>
</tr>
<tr>
<td>836</td>
<td>Lermoos (I) (4)</td>
<td>10° 53'</td>
<td>47° 24'</td>
<td>985</td>
</tr>
<tr>
<td>837</td>
<td>Groβming (K) (2)</td>
<td>13° 54'</td>
<td>47° 27'</td>
<td>826</td>
</tr>
<tr>
<td>838</td>
<td>Wald im Paltental (K) (4)</td>
<td>14° 41'</td>
<td>47° 27'</td>
<td>843</td>
</tr>
<tr>
<td>839</td>
<td>Patscherkofel, station of the railway (I) (2)</td>
<td>11° 28'</td>
<td>47° 13'</td>
<td>2,248</td>
</tr>
<tr>
<td>840</td>
<td>Hafelekars, station of the cable railway (I) (2)</td>
<td>11° 23'</td>
<td>47° 19'</td>
<td>2,334</td>
</tr>
<tr>
<td>841</td>
<td>Brenner See (I) (3)</td>
<td>11° 31'</td>
<td>47° 01'</td>
<td>1,309</td>
</tr>
<tr>
<td>842</td>
<td>St. Johann im Pongau (I) (2)</td>
<td>13° 12'</td>
<td>47° 21'</td>
<td>640</td>
</tr>
<tr>
<td>843</td>
<td>Zell am See (I) (2)</td>
<td>12° 48'</td>
<td>47° 19'</td>
<td>758</td>
</tr>
<tr>
<td>844</td>
<td>Tamsud (K) (2)</td>
<td>13° 49'</td>
<td>47° 07'</td>
<td>1,021</td>
</tr>
<tr>
<td>845</td>
<td>Eibiswalde (K) (4)</td>
<td>15° 15'</td>
<td>46° 41'</td>
<td>362</td>
</tr>
<tr>
<td>846</td>
<td>Deutsch Altenburg (W) (4)</td>
<td>16° 55'</td>
<td>48° 08'</td>
<td>178</td>
</tr>
<tr>
<td>847</td>
<td>Bludenz (I) (4)</td>
<td>9° 49'</td>
<td>47° 09'</td>
<td>585</td>
</tr>
<tr>
<td>848</td>
<td>Wörgl (I) (4)</td>
<td>12° 04'</td>
<td>47° 29'</td>
<td>511</td>
</tr>
<tr>
<td>849</td>
<td>Manthen im Gailtal (K) (4)</td>
<td>13° 00'</td>
<td>46° 40'</td>
<td>707</td>
</tr>
<tr>
<td>Identification No.</td>
<td>Name of observation station</td>
<td>Longitude East of Greenwich</td>
<td>Latitude</td>
<td>Altitude above sea-level (metres)</td>
</tr>
<tr>
<td>-------------------</td>
<td>--------------------------------------------------</td>
<td>----------------------------</td>
<td>----------</td>
<td>----------------------------------</td>
</tr>
<tr>
<td>860</td>
<td>St. Gilgen (W) (4)</td>
<td>13° 21'</td>
<td>47° 46'</td>
<td>550</td>
</tr>
<tr>
<td>861</td>
<td>Hungerburg, station of the Hafelekar cable railway (I) (2)</td>
<td>11° 24'</td>
<td>47° 17'</td>
<td>858</td>
</tr>
<tr>
<td>862</td>
<td>Seegrube, station of the Hafelekar cable railway (I) (2)</td>
<td>11° 23'</td>
<td>47° 18'</td>
<td>1,905</td>
</tr>
<tr>
<td>863</td>
<td>Igls (I) (2)</td>
<td>11° 25'</td>
<td>47° 14'</td>
<td>876</td>
</tr>
</tbody>
</table>
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.
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 Society of British Aircraft Constructors, Ltd."


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:

<table>
<thead>
<tr>
<th>Type of Service</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regular air services</td>
<td>850,744</td>
</tr>
<tr>
<td>Air taxi flights</td>
<td>753,256</td>
</tr>
<tr>
<td>Short pleasure flights and flying under sub-paragraph (c)</td>
<td>522,000</td>
</tr>
</tbody>
</table>

(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-construction 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 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 are not 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.
### Statistical Information

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

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 Bujurishdeh;
   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:

<table>
<thead>
<tr>
<th>Company</th>
<th>Mail</th>
<th>Packages</th>
<th>Passengers</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Imported kg.</td>
<td>Exported kg.</td>
<td>Imported kg.</td>
</tr>
<tr>
<td>Cina</td>
<td>343</td>
<td>44</td>
<td>7,070</td>
</tr>
<tr>
<td>Luft-Hansa</td>
<td>4,045</td>
<td>272</td>
<td>2,327</td>
</tr>
<tr>
<td>Lote</td>
<td>102</td>
<td>99</td>
<td>1,687</td>
</tr>
</tbody>
</table>
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 ").

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.

(b) Length of air lines equipped for night flying: 145 km.
(b1) Number of airports: 1.
(c) Number of kilometres flown: 218,124 km.
(d) Number of passengers carried (regular service): 2,885 in 1931.
(e) Mail and packages carried (in kg.): 58,138
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, Jõesuu 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 Ulemiste (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). 

—29—
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:

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

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:

<table>
<thead>
<tr>
<th>Operating company</th>
<th>Share capital</th>
<th>Lines</th>
<th>Observations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Union</td>
<td>14,000,000 French francs</td>
<td>Paris - London</td>
<td>In connection with the Paris - Lyons - Marseilles line.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Lyons - Geneva</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Paris - Geneva direct</td>
<td>Jointly with the Swiss company “Swissair”.</td>
</tr>
</tbody>
</table>

1 The present organisation was provisionally fixed by a Decree and an Ordinance dated March 29th, 1932.
<table>
<thead>
<tr>
<th>Operating company</th>
<th>Share capital</th>
<th>Lines</th>
<th>Observations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aéropostale</td>
<td>45,000,000 French francs</td>
<td>Toulouse-Casablanca, Casablanca - Dakar - Natal - Rio de Janeiro - Buenos Ayres - Santiago de Chile Marseilles-Barcelona</td>
<td>In connection with the Toulouse-Casablanca line at Barcelona.</td>
</tr>
<tr>
<td>Air-Orient</td>
<td>22,400,000 French francs</td>
<td>Marseilles - Baghdad, Saigon</td>
<td>By seaplane as far as Beirut</td>
</tr>
<tr>
<td>CINA</td>
<td>8,250,000 French francs</td>
<td>Paris - Istambul, Prague - Warsaw, Belgrade - Sofia - Istambul, Paris - Basle - Zurich</td>
<td>Summer only Jointly with the Swissair Company (summer only)</td>
</tr>
</tbody>
</table>

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. Number of kilometres flown in 1931 See Annex 3 attached.

Number of passengers carried ....

Mail and packages carried 

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 - Strasbourg, 403; Paris - Bordeaux, 535; Bordeaux - Toulouse, 215; Toulouse - Perpignan, 160; Paris - Marseilles, 730; Clermont - Lyons, 140.

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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, Strasbourg, 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 belinograms 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; 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 Posts and Stations of the National Meteorological Office.**

### Stations.

<table>
<thead>
<tr>
<th>Country</th>
<th>Station</th>
<th>Post</th>
</tr>
</thead>
<tbody>
<tr>
<td>France</td>
<td>Suresnes (Mont Valérien)</td>
<td>Marignane F.G.</td>
</tr>
<tr>
<td></td>
<td>Dijon F.G.</td>
<td>Rennes</td>
</tr>
<tr>
<td></td>
<td>Lyons F.G.</td>
<td>Tours F.G.</td>
</tr>
<tr>
<td>Algeria-Tunisia</td>
<td>Algiers F.G.</td>
<td></td>
</tr>
<tr>
<td>Morocco</td>
<td>Rabat F.G.</td>
<td></td>
</tr>
<tr>
<td>Syria</td>
<td>Beirut F.G.</td>
<td></td>
</tr>
</tbody>
</table>

### Posts.

<table>
<thead>
<tr>
<th>Country</th>
<th>Post</th>
</tr>
</thead>
<tbody>
<tr>
<td>France</td>
<td>Metz F.G.</td>
</tr>
<tr>
<td></td>
<td>Montélimar F.G.</td>
</tr>
<tr>
<td></td>
<td>Mourmelon F.G.</td>
</tr>
<tr>
<td></td>
<td>Nancy F.G.</td>
</tr>
<tr>
<td></td>
<td>Nimes F.G.</td>
</tr>
<tr>
<td></td>
<td>Orleans F.G.</td>
</tr>
<tr>
<td></td>
<td>Pau F.G.</td>
</tr>
<tr>
<td></td>
<td>Perpignan F.G.</td>
</tr>
<tr>
<td></td>
<td>Poitiers F.G.</td>
</tr>
<tr>
<td></td>
<td>Le Puy</td>
</tr>
<tr>
<td></td>
<td>Rheims F.G.</td>
</tr>
<tr>
<td></td>
<td>Rennes</td>
</tr>
<tr>
<td></td>
<td>Rochefort F.G.</td>
</tr>
<tr>
<td></td>
<td>Romilly F.G.</td>
</tr>
<tr>
<td></td>
<td>Romorantin F.G.</td>
</tr>
<tr>
<td></td>
<td>St. Inglevert F.G.</td>
</tr>
<tr>
<td></td>
<td>St. Raphael F.G.</td>
</tr>
<tr>
<td></td>
<td>Saverne</td>
</tr>
<tr>
<td></td>
<td>Strasbourg F.G.</td>
</tr>
<tr>
<td></td>
<td>Thionville F.G.</td>
</tr>
<tr>
<td></td>
<td>Toulouse F.G.</td>
</tr>
<tr>
<td></td>
<td>Valenciennes F.G.</td>
</tr>
</tbody>
</table>

1 F.G.=flying ground; Aer.=balloonists; Stat.=station employees; Ph.=lighthouse; Gend.=Gendarmerie brigade.
### Algeria-Tunisia

- Adrar F.G.
- Ain Sefra F.G.
- Aoulef F.G.
- Beni-Abbès F.G.
- Bou-Bernous
- Colomb-Béchar F.G.
- El Goléa F.G.
- In-Salah F.G.

### Morocco

- Casablanca F.G.
- Bou-Denib F.G.
- Fez F.G.
- Marrakech F.G.

### Syria

- Damascus F.G.
- Deir-ez-Zor F.G.
- Deraa F.G.
- Musulmié F.G.

### Semaphore Posts

- Ajaccio
- Alprech
- Arcachon
- Bénat
- Bréhat
- Calais Baraque
- Camarat
- Cap Béar
- Cap Corse
- Cap Couronne
- Cavallo
- Chassiron
- Croisettes
- Dunkirk

- Faraman
- Fréhel
- Gavres
- Gris-Néz
- Iles Sanguinaires
- La Chiappa
- La Coubre
- La Hague
- La Hève
- Ouessant-Creach
- Penmarc'h
- Pertusato
- Pointe d'Ailly

### Auxiliary Posts

- Agen F.G.
- Ambérieu F.G.
- Avignon-Pujaut F.G.
- Ballon Gend.
- Beaufort Gend.
- Beaumont Gend.
- Berck F.G.
- Bergerac Gend. and Inst. Tabacs
- Biarritz Parme F.G.
- Billy-sous-Mangiennes Gend.
- Blodesheim Gend.
- Bonneville Gend.
- Bourgueil Gend.
- Brive Gend.
- Carcassonne F.G.
- Cassel Gend.
- Castellane Gend.
- Castelnaudary Phare.
- Chalon-sur-Saône Gend.
- Châteaubriant Gend.
- Châtillon Américain F.G.
- Châtillon-sur-Seine Gend.
- Chaumont Gend.
- Clermont-en-Argonne Gend.
- Clermont-Ferrand Stat.
- Commercy Gend.
- Conches Gend.
- Coursan Gend.
- Crest Gend.
- Damvillers Gend.
- Digoin Gend.
- Feurs Gend.
- Fumay Gend.
- Gannat Stat.
- Hauteville Gend.

### France

- La Châtaigneraie Gend.
- La Ferté-sous-Jouarre Gend.
- Landes de Bussac F.G.
- Langres Gend.
- Lapleau Gend.
- Laon Gend.
- La Tour d'Auvergne Gend.
- Le Grand-Pressigny Gend.
- Ligny-en-Barrois Gend.
- Lormes Gend.
- Loudéac Gend.
- Mâcon Gend.
- Mâcon-Charmay F.G.
- Mézières Gend.
- Modane Gend.
- Montfaucon Gend.
- Montmirel Gend.
- Montbrison Gend.
- Mont-Roosy Stat.
- Mont St.Vincent Gend.
- Neung-s.-Beauvoir Gend.
- Neuvy-le-Roi Gend.
- Nogent-le-Rotrou Gend.
- Noirétable Gend.
- Périgueux Gend.
- Poix F.G.
- Pontarlier Gend.
- Pont de Dore Stat.
- Romans Gend.
- St. Dizier Gend. and F.G.
- St. Laurent-du-Chamouset Gend
- St. Michel Gend.
- St. Quentin F.G.
- 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.

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.
Mansourah Gend.
Médéa Gend.

Tulle Gend.
Ussel Gend.
Vigneules-les-Hattonchâtel Gend.
Villefranche-de-Lauraguais Gend.
Virieu-sur-Bourbre 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.**

<table>
<thead>
<tr>
<th>Air line</th>
<th>Length of lines in kilometres</th>
<th>Kilometres flown</th>
<th>Actual traffic (per line)</th>
<th>Kilometric traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Passengers paying or carried free&lt;sup&gt;1&lt;/sup&gt;</td>
<td>Packages and excess baggage in kilogrammes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Passengers and Mail in kilometres</td>
<td>Kilogrammes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Compagnie Générale Aéropostale</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>France-French West Africa—South America&lt;sup&gt;2&lt;/sup&gt;</td>
<td>13,855</td>
<td>1,425,545</td>
<td>256</td>
<td>6,325</td>
</tr>
<tr>
<td>France-Morocco&lt;sup&gt;3&lt;/sup&gt;</td>
<td>2,555</td>
<td>1,588,578</td>
<td>2,293</td>
<td>45,133</td>
</tr>
<tr>
<td>Marseilles-Algiers</td>
<td>803</td>
<td>453,654</td>
<td>39</td>
<td>5,705</td>
</tr>
<tr>
<td>Compagnie Internationale de Navigation Aérienne</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Paris-Istambul and branch lines</td>
<td>4,199</td>
<td>1,611,234</td>
<td>3,138</td>
<td>268,787</td>
</tr>
<tr>
<td>Paris-Zurich</td>
<td>492</td>
<td>75,276</td>
<td>608</td>
<td>12,405</td>
</tr>
<tr>
<td>Compagnie Air-Union</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Paris-Marseille</td>
<td>730</td>
<td>556,990</td>
<td>2,998</td>
<td>81,196</td>
</tr>
<tr>
<td>Marseilles-Tunis-Bone</td>
<td>1,293</td>
<td>630,091</td>
<td>3,147</td>
<td>13,194</td>
</tr>
<tr>
<td>Paris-Lyon-Geneva</td>
<td>558</td>
<td>73,098</td>
<td>316</td>
<td>4,097</td>
</tr>
<tr>
<td>Société Générale de Transport Aérien</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Paris-Amsterdam</td>
<td>460</td>
<td>384,667</td>
<td>3,042</td>
<td>219,460</td>
</tr>
<tr>
<td>Paris-Cologne-Berlin</td>
<td>888</td>
<td>293,414</td>
<td>1,941</td>
<td>74,208</td>
</tr>
<tr>
<td>Paris-Saarbruck-Berlin</td>
<td>1,010</td>
<td>137,765</td>
<td>1,140</td>
<td>29,084</td>
</tr>
<tr>
<td>Cologne-Malmö</td>
<td>695</td>
<td>105,375</td>
<td>700</td>
<td>9,458</td>
</tr>
<tr>
<td>Compagnie Air-Orient</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Marseilles-Baghdad-Saigon</td>
<td>12,289</td>
<td>906,290</td>
<td>319</td>
<td>8,327</td>
</tr>
<tr>
<td>Total</td>
<td>40,122</td>
<td>9,268,233</td>
<td>32,700</td>
<td>1,605,611</td>
</tr>
</tbody>
</table>

<sup>1</sup> Excluding staff of the companies.

<sup>2</sup> Of which 1,075,590 kilometres by aeroplane.

<sup>3</sup> The France-Morocco service consists of Bordeaux-Toulouse-Casablanca and Marseilles-Barcelona.
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**:
  2. Line Athens - Syra - Rhodes.

- **Air-Orient**:

- **Imperial Airways**:
  4. Line London - Athens - British India.

- **K. L. M.**:

- **Aeroput**:
  7. Line Salonica - Belgrade - Vienna.

- **Lot**:

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 Piraeus;
   - 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, Agriinion.
   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.