Hungarian Delegation.

Budapest, April 1st, 1932.

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

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

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

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

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

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

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

It comprises six sports clubs.

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

No other subsidies are paid in respect of civil aviation.

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

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

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

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

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

(a1) Nil.

(b) One airport and eight aerodromes.

(b1) Nil.

(c) 197,160 kilometres.

(d) 3,498 passengers.

(e) 87,581 kilogrammes.
Italian Delegation.

April 4th, 1932.

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

This Office consists of:

(a) A secretariat;
(b) The air-transport division, comprising two sections:
   - First Section: Agreements and contracts concerning the concession of subsidised air transport, airports open to civil air traffic, national register of aircraft;
   - Second Section: Certificates; licences and permits of various kinds;
(c) The section dealing with legislation in regard to aircraft and with treaties;
(d) The investigations, statistics and technical services section;
(e) The accounting section.

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

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

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

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

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

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

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

(d) *Società Italiana Servizi Aerei.* — A joint-stock company with a capital of 5,000,000 Italian lire. Subsidised by the Government. A member of the IATA.
   Headquarters: Palazzo del Lloyd Triestino, Trieste.
   Organisation: A board of directors; a general management (Idroscalo di Portorose, Trieste); a traffic management (Idroscalo di Portorose, Trieste).
   Air lines operated: Regular air services for passengers, baggage and mail between:
   - Turin - Pavia - Venice - Trieste,
   - Portorose - Trieste - Zara - Ancona,
   - Portorose - Trieste - Fiume - Lussimpiccolo - Zara,
   - Fiume - Brioni - Venice.
(e) Società Anonima Nord Africa Aviazione. — A joint-stock company with a capital of 1,000,000 Italian lire, subsidised by the Government.

Headquarters: Bengasi (Cirenaica).

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

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

   Tripoli - Sirte - Bengasi.

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

   Headquarters: 86, via Emilia, Rome.

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

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

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

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

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

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

   Milan - München
   (Through service);

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

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

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

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

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

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

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

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

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

Organisations practising flying for touring purposes (see paragraph 4) do not receive a Government subsidy.
6. The wireless service for communication with and assistance to aircraft is provided in Italy by the Royal Air Ministry's wireless system, the final organisation of which is on the point of completion.

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

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

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

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

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

The aerological stations are divided into:

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

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

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

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

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

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

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

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

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

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

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

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

(b) By ministerial decree of September 29th, 1931, the number of airports open to civil air traffic was fixed as follows:
   - Customs airports: 38
   - Other airports: 40

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

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

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

(e) Mail and packages carried in 1931 (in kilogrammes): 552,819.
1. Civil aviation is, in principle, under the Ministry of Communications. The Air Office of this Ministry exercises supervision over civil aviation in general; it watches over its development, directs propaganda in its favour and supervises air-transport undertakings. This office deals also with the establishment of airports and services relating to the arrival and departure of aircraft. In Chosen, however, civil aviation is under the Communications Office of the General Government, and in the Kwantung leased territory it is under the Communications Office of the Government of Kwantung.

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

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

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

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

(b) The Nippon Koku Yuso Kenkyujo (Japanese Institute for Air Transport):

Osaka - Matsuyama (290 kilometres).
There are six journeys in each direction per week, Sundays excepted. Takamatsu is the seaplane landing station on this route.

(c) The Tokio Koku Yuso Sha (Tokio Air Transport Company):

Tokio - Shimizu (260 kilometres).
Three journeys in each direction per week. The seaplane landing station on this route is at Shimoda.

(d) The Asahi Teiki Koku Kai (Asahi Newspaper Periodical Air Navigation Association):

Tokio - Niigata (380 kilometres).
Three journeys in each direction per week in summer.

3. Nil.

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

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

6. The authorities under which the wireless service in Japan is placed are generally the same as those dealing with civil aviation. Thus, the Ministry of Communications is the central body with general supervision over the wireless service.

The following are the wireless stations for aircraft: Hakone, Kameyama, Fukuoka, Izuhara, Tomie and Urusan.

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

8. (a) Length of air lines subsidised (in kilometres) .......... 3,505
(October 1931)
(b) Number of airports ................................ 6
(Tokio, Osaka, Fukuoka, Urusan, Keijo, Dairen.)
(c) Number of kilometres flown .......................... 3,204,460
(d) Number of passengers carried ....................... 7,675
(e) Mail and packages carried (in kilogrammes):
    Mail ............................................... 37,136
    Packages ....................................... 29,989
Norwegian Delegation.

Geneva, April 5th, 1932.

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

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

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

2. No Norwegian undertakings regularly operate air lines.

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

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

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

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

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

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

(b) Two airports.

(b 1) None.
Netherlands Delegation.
April 14th, 1932.

I. KINGDOM OF THE NETHERLANDS IN EUROPE.

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

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

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

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

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

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

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

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

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

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

<table>
<thead>
<tr>
<th>Route</th>
<th>Days/Week</th>
<th>K.M.</th>
</tr>
</thead>
</table>

**In Europe:**

- Amsterdam-Batavia and *vice versa*, up to October 1st, 1931, a fortnightly service; from October 1st onwards a weekly service K.L.M. . . . . 14,350

- Amsterdam-Rotterdam-London and *vice versa* (twice a day) K.L.M . . 426
- Amsterdam-London and *vice versa* (once a day) K.L.M . . . 373
- Amsterdam-Rotterdam-Brussels-Paris and *vice versa* (once a day) Farman and K.L.M . . . 441
- Amsterdam-Paris and *vice versa* (once a day) K.L.M . . . 428
- Amsterdam-Bremen-Hamburg and *vice versa* (once a day) K.L.M. and D.L.H . . . 415
- Amsterdam-Hamburg-Copenhagen-Malmö and *vice versa* (once a day) K.L.M. and A.B.A . . . 743
- Amsterdam-Copenhagen-Malmö and *vice versa* (once a day) K.L.M. and A.B.A . . . 701
- Amsterdam-Hanover-Berlin and *vice versa* (once a day) K.L.M. and D.L.H . . . 647

**In the Netherlands:**

- Amsterdam-Rotterdam and *vice versa* (once a day) K.L.M . . . 57
- Rotterdam-Haamstede and *vice versa* (twice a week) K.L.M . . . 55
- Amsterdam-Eelde and *vice versa* (once a day) K.L.M . . . 170

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

The following services are operated by a pool:

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

As regards transit traffic on the line Amsterdam-Copenhagen-Malmö for Brussels and Paris, there is a pool with the Satena and Farman, and for the Malmö-Copenhagen section with the "Deutsche Luft-Hansa" and "Det Danske Luftfartsselskab".
4. Aviation for purposes of sport and pleasure is carried on in the Netherlands by the following organisations:

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

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

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

The following amounts have been paid:

Subsidy:

<table>
<thead>
<tr>
<th>Year</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1920</td>
<td>420,000</td>
</tr>
<tr>
<td>1921</td>
<td></td>
</tr>
<tr>
<td>1922</td>
<td>325,000</td>
</tr>
</tbody>
</table>

Free Grant:

<table>
<thead>
<tr>
<th>Year</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1923</td>
<td>400,000</td>
</tr>
<tr>
<td>1924</td>
<td>400,000</td>
</tr>
<tr>
<td>1925</td>
<td>300,000</td>
</tr>
<tr>
<td>1926</td>
<td>300,000</td>
</tr>
</tbody>
</table>

Subsidy:

<table>
<thead>
<tr>
<th>Year</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1927</td>
<td>500,000</td>
</tr>
<tr>
<td>1928</td>
<td>600,000</td>
</tr>
<tr>
<td>1929</td>
<td>925,000</td>
</tr>
<tr>
<td>1930</td>
<td>1,000,000</td>
</tr>
<tr>
<td>1931</td>
<td>900,000</td>
</tr>
</tbody>
</table>

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

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

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

The following stations are in operation:

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

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

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

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

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

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

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

<table>
<thead>
<tr>
<th>Description</th>
<th>Kilometres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Internal system</td>
<td>282</td>
</tr>
<tr>
<td>European system</td>
<td>2,642</td>
</tr>
<tr>
<td>Communication with the East Indies</td>
<td>14,350</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>17,274</strong></td>
</tr>
</tbody>
</table>

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

### II. Dutch East Indies.

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

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

The following air services are in operation:

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

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

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

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

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

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

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

Geneva, April 1st, 1932.

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

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

The Department of Civil Aviation is divided into four sections:

(1) General Administration Section;
(2) Legislation and Air Policy Section;
(3) Operating Section;
(4) Ground Organisation Section.

Supervision exercised over civil aviation:

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

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

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

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

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

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

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

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

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

Its material comprises:

9 Fokker F.VII 3 m. machines with three 220 h.p. Wright J5 engines.
12 F.13 Junkers machines with 300 h.p. J5 engines.
2 P.W.S.20 machines with 450 h.p. Lorraine-Dietrich engines.
1 D.H. Moth air taxi with 85 h.p. Gipsy engine.

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

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

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

(a) Kilometres travelled : 8,702,970.
(b) Passengers carried (regular service) : 72,273.
(c) Baggage and goods carried : 1,841,327.
(d) Mails : 229,433.

The Lot Company belongs to the I.A.T.A. (International Air Traffic Association).
Poland occupies a privileged geographical position in Europe from the point of view of air traffic. She is situated at the junction of the principal air lines connecting the western countries with the eastern countries and the northern with the southern; moreover, the configuration of the ground, the abundant reserves of fuel and the climate offer almost ideal conditions for the development of air traffic in Poland.

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

1. Lwów-Cernauti-Galatz-Bucharest;
2. Bucharest-Sofia-Salonika;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(b) The CINA receives, as a subsidy in Poland, the free use of airports, hangars and installations, and of the meteorological and wireless services, as well as exemption from certain taxes and duties.
The sporting organisations are subsidised to a trifling extent by means of a refund for each hour's flight and the partial supply of flying material.

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

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

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

Katowice and Poznań: same as Lwów.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(b) Number of air ports: 6.

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

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

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

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

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

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

April 5th, 1932.

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

This service is under a director, and comprises:

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

(2) External Services: The airports open for the use of public air traffic and an operating service entitled Roumanian Government operated air lines (LARES). The duties of the civil aviation and air navigation service are as follows:

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

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

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

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

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

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

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

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

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

(j) Aviation propaganda;

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

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

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

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

The system of national air lines at present operated comprises:

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

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

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

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

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

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

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

3. No national undertaking has yet operated any international air line.
On the basis of the agreements concluded with the Roumanian Government, the following foreign air undertakings are authorised to carry paying traffic between Roumania and other countries:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

At present eight wireless stations are in operation in Roumania.

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

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

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

Codes. — Meteorological communications are made by means of telegrams in code. The code used is that adopted by the International Meteorological Congress of Copenhagen in September, 1929.
**Time-tables.** — The meteorological observations are taken in relation to the air lines in operation, and are transmitted one hour before the aeroplane’s departure from the airport.

**Protected Zones.** — The meteorological posts are established in such a way as to ensure the protection of air navigation on the following lines:
- Bucharest - Belgrade,
- Bucharest - Sofia,
- Bucharest - Istambul,
- Bucharest - Galatz - Cernauti,
- Bucharest - Galatz - Chisinau - Cernauti,
- Bucharest - Cluj - Satu - Mare,
- Bucharest - T. Severin - Arad,
- Bucharest - Constantza.

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

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

(b) Airports open for public air traffic:
- Bucharest-Baneasa: Lat. 48°15' N. Long. 25°56'E.
- Galatz: Lat. 45°27' N. Long. 23°01'E.
- Chisinau: Lat. 47°03' N. Long. 28°07'E.
- Cernauti: Lat. 48°15' N. Long. 25°56'E.
- T. Severin (emergency): Lat. 44°39' N. Long. 22°38'E.

Customs airports: Baneasa, Galatz, Cernauti.

Airports under construction:
- Cluj: Lat. 46°38' N. Long. 23°20'E.
- Balcie: Lat. 43°27' N. Long. 28°12'E.
- Arad: Lat. 46°12' N. Long. 21°16'E.
- Constantza: Lat. 44°08' N. Long. 28°37'E.

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

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

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

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

See annexed map.

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**Annex.**

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

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

A. **Commercial Aircraft:**

1. Aeroplanes and seaplanes with 4 seats or more:

<table>
<thead>
<tr>
<th>Type</th>
<th>Nominal h.p.</th>
<th>Passenger seats</th>
<th>Useful load allowed (Kilogr.)</th>
<th>Goods load allowed (Kilogr.)</th>
<th>Capacity of normal tanks</th>
<th>Volume of compartments assigned to normal load</th>
<th>Date put into service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aeroplane</td>
<td></td>
<td>4</td>
<td>800</td>
<td>420</td>
<td>360 l.</td>
<td>1 m³</td>
<td>1 in 1929</td>
</tr>
<tr>
<td>Junkers</td>
<td></td>
<td>4</td>
<td>800</td>
<td>420</td>
<td>360 l.</td>
<td>1 m³</td>
<td>2 in 1931</td>
</tr>
<tr>
<td>F. 13</td>
<td>280</td>
<td>4</td>
<td>800</td>
<td>420</td>
<td>360 l.</td>
<td>1 m³</td>
<td>1 in 1929</td>
</tr>
<tr>
<td>Aeroplane</td>
<td>420</td>
<td>5</td>
<td>1,020</td>
<td>440</td>
<td>440 l.</td>
<td>1.007 m³</td>
<td>1928</td>
</tr>
<tr>
<td>Avia</td>
<td></td>
<td>5</td>
<td>1,020</td>
<td>440</td>
<td>440 l.</td>
<td>1.007 m³</td>
<td>1928</td>
</tr>
<tr>
<td>B. H. 25</td>
<td></td>
<td>12</td>
<td>2,600</td>
<td>1,000</td>
<td>700 l.</td>
<td>2 m³</td>
<td>1928</td>
</tr>
<tr>
<td>Farman</td>
<td>730</td>
<td>12</td>
<td>2,600</td>
<td>1,000</td>
<td>700 l.</td>
<td>2 m³</td>
<td>1928</td>
</tr>
<tr>
<td>Goliath</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>bi-motor</td>
<td>730</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
2. Dirigibles: None.

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

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

B. Private Aircraft:

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

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

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

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

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

<table>
<thead>
<tr>
<th>Government Civil Aviation Service:</th>
<th>Lei</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personnel</td>
<td>12,216,232</td>
</tr>
<tr>
<td>Material and miscellaneous expenditure for the operation of Government airports and air lines</td>
<td>18,502,800</td>
</tr>
<tr>
<td>Subsidy to CINA</td>
<td>5,000,000</td>
</tr>
<tr>
<td>Subsidies to private aviation</td>
<td>500,000</td>
</tr>
</tbody>
</table>
Siamese Delegation.

April 27th, 1932.

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

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

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

3. None.

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

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

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

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

8. Statistical particulars:

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

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

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

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

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

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

   (e) Mail and packages carried (in kilogrammes): The total weight of mails and packages carried during the first three months of 1931 is 4,805.490 kilogrammes, there being no separate statistical particulars of mails and packages. For the next nine months, the statistical particulars of mails and packages carried are: mails 8,308.458 kilogrammes; packages, 836,847 kilogrammes.
1. Civil aviation is controlled by a special bureau belonging to the Ministry of Communications, viz., the Bureau of Civil Aviation — at the head of which is the Director of the section of the Ministry responsible for questions connected with civil aviation. In addition to the chief official, the staff of the Bureau consists of an air engineer, an assistant, and a shorthand-typist. The Bureau of Civil Aviation prepares the rules and regulations for civil aviation, delivers registration certificates and other certificates necessary for aircraft and aviators, and exercises technical supervision over aircraft through a certain number of inspectors. It also deals with questions connected with Government subsidies to civil aviation and controls the use of the subsidies granted.

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

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

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

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

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

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

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

<table>
<thead>
<tr>
<th>Year</th>
<th>Malmö-Amsterdam</th>
<th>Stockholm-Helsingfors</th>
</tr>
</thead>
<tbody>
<tr>
<td>1931-32</td>
<td>90</td>
<td>92</td>
</tr>
<tr>
<td>1933</td>
<td>91</td>
<td>93</td>
</tr>
<tr>
<td>1934</td>
<td>92</td>
<td>94</td>
</tr>
<tr>
<td>1935</td>
<td>93</td>
<td>95</td>
</tr>
<tr>
<td>1936</td>
<td>94</td>
<td>96</td>
</tr>
</tbody>
</table>

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

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

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

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

indiquant la situation des zones interdites à la navigation aérienne, ainsi que les aérodromes civils et militaires, les grandes stations radioélectriques, etc.

Échelle au 1/5,000,000

**GENERAL MAP**

of the situation of areas prohibited for flying, civil and military aero-
dromes and seaplane stations, and large wireless stations etc.

Scale 1/5,000,000

**Légende :**

- Indication des nombres figurant sur les cartes de détail des régions respectives.
- Référence aux numéros des local maps of the respective territories.

**Note :** Aux aérodromes de Rinkaby, de Skillingaryd et de Västervå, ce n'est qu'à certaines époques de l'année qu'on peut obtenir du carburant, de l'hui et du personnel, en exécutant des réparations. Les aérodromes de Karlshög et de Västervå, actuellement (novembre 1929) en cours de construction, ne peuvent être utilisés jusqu'à nouvel ordre.

**Note :** At the aérodromes of Rinkaby, Skillingaryd and Västervå, fuel, oil, attendance and repairs can only be obtained during certain times of the year. The aérodromes at Karlshög and Västervå are at present (nov. 1929) under construction, and should therefore not be used until further notice.
The proportions between the total receipts of the A.B.A. and the subsidies received have been as follows:

Subsidies as a percentage of total receipts.

<table>
<thead>
<tr>
<th></th>
<th>1926</th>
<th>1927</th>
<th>1928</th>
<th>1929</th>
<th>1930</th>
<th>1931</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subsidies as a percentage of total receipts.</td>
<td>53</td>
<td>49</td>
<td>44</td>
<td>44</td>
<td>41</td>
<td>38</td>
</tr>
</tbody>
</table>

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

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

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

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

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

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

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

(c-e) Statistical particulars:

A.B.A.

<table>
<thead>
<tr>
<th></th>
<th>No. of km. flown</th>
<th>Paying passengers</th>
<th>Paying passengers km.</th>
<th>Baggage kg.</th>
<th>Goods kg.</th>
<th>Mail kg.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1930</td>
<td>217,604</td>
<td>2,248</td>
<td>1,073,536</td>
<td>41,066</td>
<td>31,768</td>
<td>49,363</td>
</tr>
<tr>
<td>1931</td>
<td>—</td>
<td>1,791</td>
<td>807,429</td>
<td>29,911</td>
<td>—</td>
<td>—</td>
</tr>
</tbody>
</table>

Undertakings operated jointly.

<table>
<thead>
<tr>
<th></th>
<th>No. of km. flown</th>
<th>Paying passengers</th>
<th>Paying passengers km.</th>
<th>Baggage kg.</th>
<th>Goods kg.</th>
<th>Mail kg.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1930</td>
<td>—</td>
<td>2,463</td>
<td>1,142,195</td>
<td>43,524</td>
<td>56,865</td>
<td>54,463</td>
</tr>
<tr>
<td>1931</td>
<td>—</td>
<td>4,230</td>
<td>1,901,590</td>
<td>72,452</td>
<td>—</td>
<td>—</td>
</tr>
</tbody>
</table>
Swiss Delegation.

Lausanne, April 2nd, 1932.

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

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

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

The Air Office is at present organised as follows:

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

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

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

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

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

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

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

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

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

**Alpar Lines:**
- Basle - Berne - Lausanne - Geneva (in 1931 and 1932);
- Berne - Bienne - Basle (in 1931 and 1932);
- Geneva - Lausanne - Chaux-de-Fonds - Basle (in 1931 and 1932);

**Ostschweizerische Aerogesellschaft:**
- Basle - St. Gall - Zurich (in 1931 and 1932).

**Swissair Domestic Line:**
- Lucerne - Zurich (operates for a few weeks only).

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

- Geneva - Berne - Zurich - Munich - Vienna.
- Zurich - Stuttgart - Halle - Berlin.
- Zurich - Basle - Paris (London).
- Basle - Cherbourg or Le Havre (purely postal).
All these lines are operated jointly by the Swissair and a foreign company. The Basle-Zurich - Munich - Prague connection, which operated in 1930 and 1931, will not do so in 1932.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(a1) Nil.

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

The following emergency landing-grounds must also be mentioned:
- Aarau, Bellinzona, Bex, Bière, Bulle, Coire, Colombier-Planeyse, Delémont, Frauenfeld, Hilikon, Lucerne-Horw, Olten, Payerne, Porrentruy, Spreitenbach, St. Gall-Winkel, Thun, Granges-Soleure, Gland, Courtelary (the last three have not been finally approved).

(b1) Five.

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

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

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

April 20th, 1932.

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

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

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

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

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

(14 b) New aerodromes and buildings connected therewith.

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

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

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

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

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

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

5. Subsidies: The Čs. státní Aerolinie is a State undertaking; the Čs. letecká společnost is subsidised according to the number of kilometres flown.

The organisations mentioned in paragraph 4 receive a subsidy from the Ministry of Public Works in accordance with their activity in flying as a sport and with the sums available in the budget.

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

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

8. Statistical particulars (for 1931):

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

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

(b) Number of airports: 7.

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

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

(e) Mail and packages carried: 438,688 kg.
Civil aviation in the Union of Soviet Socialist Republics is placed under the General Directorate of the Civil Air Fleet, known as the "Aeroflot". The law of February 26th, 1932, provides that this Directorate shall be placed directly under the Union of Soviet Socialist Republics Council of the People's Commissars, which shall appoint the chief and deputy chief. The same law assigns to the Aeroflot the duty of organising the following units, which are run independently—the four aviation trusts dealing with air transport, construction, repairs and supplies and equipment. The Union of Soviet Socialist Republics Association for the Campaign against Animals and Insects harmful to Agriculture and Forestry also has its own air-park. Another State undertaking, the "Gosacrofotosiemka", takes photographs from the air at the request of various economic organisations.

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

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

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

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

The national and international lines are enumerated in Table 1.

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

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

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

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

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

There are no regulations in the Union of Soviet Socialist Republics providing for the publication of particulars of the civil air fleet. These are published from time to time.
### Table 1. — List of Civil Air Lines of the Union of Soviet Socialist Republics in 1931.

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

**Total** .................................................. 27,746

### Table 2. — Particulars of the Operation of Civil Air Lines in the Union of Soviet Socialist Republics in 1931.

<table>
<thead>
<tr>
<th>Item</th>
<th>Air lines operated by the U.S.S.R.</th>
<th>Air lines operated by the Deruluft</th>
<th>Air lines operated by the U.S.S.R. and the Deruluft combined</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length of air lines in kilometres</td>
<td>27,746</td>
<td>2,728</td>
<td>30,474</td>
</tr>
<tr>
<td>Number of kilometres flown</td>
<td>5,241,073</td>
<td>903,200</td>
<td>6,144,273</td>
</tr>
<tr>
<td>Number of passengers carried</td>
<td>18,984</td>
<td>3,658</td>
<td>22,642</td>
</tr>
<tr>
<td>Passengers per kilometre</td>
<td>11,991,086</td>
<td>2,078,851</td>
<td>14,069,937</td>
</tr>
<tr>
<td>Baggage and freight carried (in kilogrammes)</td>
<td>228,314</td>
<td>87,524</td>
<td>315,837</td>
</tr>
<tr>
<td>Tons per kilometre for baggage and freight.</td>
<td>148,402</td>
<td>58,351</td>
<td>206,753</td>
</tr>
<tr>
<td>Mail (in kilogrammes)</td>
<td>324,214</td>
<td>29,057</td>
<td>353,271</td>
</tr>
<tr>
<td>Tons per kilometre for mail</td>
<td>242,125</td>
<td>20,699</td>
<td>262,824</td>
</tr>
<tr>
<td>Total weight (passengers, freight, mail) in kilogrammes</td>
<td>1,881,408</td>
<td>372,640</td>
<td>2,254,048</td>
</tr>
<tr>
<td>Total tons per kilometre</td>
<td>1,293,479</td>
<td>244,707</td>
<td>1,538,186</td>
</tr>
</tbody>
</table>

**Campaign against Insects and Animals harmful to Agriculture and Forestry.**

1. Number of flights ................................ 10,870
2. Kilometres flown .................................. 340,200
3. Number of hectares disinfected .................. 245,079

**Flights for the Taking of Photographs**

1. Number of flights .................................. 995
2. Number of kilometres flown ....................... 372,078
3. Area photographed (in square kilometres) ....... 103,201

**Exploitation Service** *(Seal-hunting in the Kara Sea, etc.)*

1. Number of flights ................................ 318
2. Number of kilometres flown ....................... 127,476

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1 International lines.

1. Civil Aviation is placed under the authority of the Ministry of Fomento (of National Development). This department comprises the following branches: mines, national and international posts, telegraphs and telephones, immigration and colonisation, national statistics, commerce, banks and air navigation for civil and commercial purposes. To carry on these services it possesses three bureaux under its direct authority, one of them being the Directorate of Statistics and Communications, under which is civil aviation.

The Ministry of National Development checks the papers of aircraft and their crews; it studies and decides on the advisability of subsidising existing or proposed air lines; it decides upon the acceptance in Venezuela of foreign air navigation certificates and grants or refuses applications for permission to carry and utilise photographic, topographical and cinematographic apparatus on board aircraft; it approves tariffs, prices, insurances, guarantees and rights and in connection with public air navigation services and performs other functions stipulated in the law on aviation.

2. There are no Venezuelan civil aviation undertakings. The postal and passenger air service, both home and foreign, is at present carried on by three foreign companies, the Compagnie Générale Aéropostale, with headquarters at Paris, the Pan-American Airways, Inc., with headquarters at New York, and the “Sociedad Colombo-Alemana de Transportes Aéreos (Scadta)”: The Compagnie Générale Aéropostale carries on the following services:

On Tuesdays: Line Maracay - Coro - Maracaibo and vice versa, in Venezuelan territory;


Services of the Pan-American Airways, Inc.

On Tuesdays: Line Maiquetia - Cristobal - Colon - Maturin, inland service; and international service from Trinidad and the other Greater and Lesser Antilles, United States, Canada and Europe (via New York).

On Tuesdays and Saturdays: Line Maiquetia - Maracaibo, inland service; and international service with the South American Pacific countries, Central America, Mexico, United States, Canada and Europe (via New York).

On Thursdays: Line Maiquetia - Maturin - Cristobal - Colon, inland service; and international service with Trinidad and the South American Atlantic Republics.

The “Sociedad Colombo-Alemana de Transportes Aéreos (Scadta)”, runs a service between Venezuela, Colombia, Panama, El Ecuador and Curaçao, by means of a direct aerial connection between the aerial route established by the Scadta in those countries and the Venezuelan city of Maracaibo.

The airships of the Scadta can pursue the following routes:

1. From Barranquilla to Maracaibo and vice versa.
2. From the port of El Banco on the River Magdalena to the port of Encontrados on the River Catatumbo and thence to Maracaibo, and vice versa, with a facultative landing at Encontrados.
3. From Cúcuta to Maracaibo and vice versa, with facultative landing at Encontrados.
4. From Maracaibo to Curaçao and vice versa.

Note. — The oil companies, Standard Oil Company of Venezuela, Caribbean Petroleum Company, Colon Development Company, Ltd., and Venezuelan Petroleum Company employ, with the Government's permission, in Venezuelan territory exclusively, aeroplanes for the transport of their directors and employees and for taking air photographs of the areas in which their respective concessions are situated.

3. The foreign companies mentioned above.

4. There are no organisations nor private persons practising flying as a sport or for touring purposes.

5. No subsidies.

6. In Venezuela there is one principal wireless station and seven secondary stations — viz.:

Central Station:

Maracay.

Position: Longitude: meridian of Caracas, 0° 40' 18" W.; latitude: 10° 15' 17" N.

Waves 15/60 m., power 20 kw. at the aerial, with four aerials directed towards New York and Berlin. Receiver in connection with four aerials. Receives radiograms from all parts of the world and also transmits them all over the world. Permits of telephonic communications with the U.S.A. and Europe. Made by Telefunken.
Secondary Stations:

CARACAS.

Position: Longitude: 66° 55' 49" W. of Greenwich; latitude: 10° 30' 24" N.
Wave 1,200 m., power 2 kw. For telegraphy. Made by Radio Corporation of America. Inland service and communication with Curaçao.

MAIQUETIA.

Position: Longitude: meridian of Caracas, 0° 1' 45" W.; latitude: 10° 30' 24" N.
Wave 600/3,600 m., power 3 kw. For telegraphy and telephone. Made by Telefunken. Inland service and communication with Curaçao and ships at sea.

PUERTO CABELLO.

Position: Longitude: meridian of Caracas, 1° 5' 12" W.; latitude: 10° 32' 15" N.
Wave 600/3,600 m., power 3 kw. For telegraphy. Made by Radio Corporation of America. Inland service and communication with ships at sea.

SAN CRISTOBAL.

Position: Longitude: meridian of Caracas, 5° 18' 41" W.; latitude: 10° 32' 15" N.
Wave 28 m., power 200 w. For telegraphy. Made by Radio Corporation of America. Inland service.

MARACAIBO.

Position: Longitude: meridian of Caracas, 4° 40' 47" W.; latitude: 10° 38' 32" N.
Wave 28 m., power 1 kw. For telegraphy. Communication with New York.
Wave 2,800 m., power 3 kw. For telegraphy. Made by Radio Corporation of America. Inland service.

PORLAMAR.

Position: Longitude: meridian of Caracas, 3° 5' 8" E.; latitude: 10° 57' 11" N.
Wave 600/1,000 m., power 1.5 kw. For telegraphy. Made by Telefunken. Inland service.

MATURIN.

Position: Longitude: meridian of Caracas, 3° 44' 59" E.; latitude: 9° 4' 55" N.
Wave 600/3,600 m., power 3 kw. For telegraphy. Made by Radio Corporation of America. Inland service and communication with ships at sea.

7. The meteorological stations are the following: Caracas, La Guaira, Puerto Cabello, Maracaibo, Ciudad Bolívar, Carupano, and seventeen other towns in Venezuela which supply any information asked for, but no special service has been created for aviation.

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

<table>
<thead>
<tr>
<th>Line Maracay - Coro - Maracaibo</th>
<th>Kilometres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Line Maracay - Ciudad Bolivar - Guasipati - Fumeremo</td>
<td>773</td>
</tr>
<tr>
<td>Line Maiquetia - Cristobal Colon - Maturin</td>
<td>738</td>
</tr>
<tr>
<td>Line Maiquetia - Maracaibo</td>
<td>519</td>
</tr>
</tbody>
</table>

Total 2,509

(a1) Length of air lines equipped for night flying: Nil.
(b) Number of airports: 13.
(b1) Number of airports equipped for night flying: 1.
(c) Number of kilometres flown in 1931: No statistics.
(d) Number of passengers carried (regular services) in 1931: No statistics.
(e) Mail and packages carried (in kilogrammes) in 1931: No statistics.
Yugoslav Delegation.

Geneva, April 1st, 1932.

1. Civil aviation is placed under the authority of the Directorate of Civil Aviation, which forms part of the Air Force Command of the Ministry of the Army and Navy.

The Directorate of Civil Aviation comprises three sections:

(1) General Section — dealing with all questions of an administrative and general character concerning commercial and sporting aviation;

(2) Communications Section — dealing with all questions relating to the air service — i.e., subsidies, time-tables, tariffs, conclusion of contracts with air navigation companies, etc.;

(3) Technical Section — dealing with all questions of a technical nature concerning the material of commercial and sporting aviation, control of flying-machines, land installations, supervision of the national aeronautical industry, etc.

2. Commercial aviation in Yugoslavia is represented by the Aeroput National Air Navigation Company, which is a limited liability company. This company operates the following lines within the country under a long-term contract concluded with the State and published in the review Droit aérien, 1929, page 579:

(a) Belgrade-Serajevo-Podgorica;
(b) Belgrade-Serajevo-Split-Zagreb;
(c) Sušak-Zagreb.

3. The same national air navigation company mentioned under 2 operates jointly with an Austrian and a French air navigation company the international line: Belgrade-Zagreb-Gratz-Vienna. This international line has been prolonged as far as Salonica via Skoplje and is at present being operated by the Aeroput Company.

4. The Royal Aero Club of Yugoslavia, “ Naša Krila”, contributes direct or through the district aero clubs to the development of private aviation in the country by means of the organisation of air meetings, competitions, lectures, publication of monthly reviews, etc.

5. The State only gives financial subsidies to the Aeroput National Air Navigation Company. This subsidy is based on kilometric bonuses varying from 26 to 39 dinars per kilometre, as well as on the air lines operated over national or foreign territory, and on the flying machines employed, whether single-engined or multi-engined.

6. The wireless stations at the Belgrade, Zagreb, Skoplje and Serajevo aerodromes which have receiving and transmitting apparatus are under the control of the military authorities and are placed at the disposal of civil aviation for its requirements.

7. The meteorological stations at the above-mentioned aerodromes and along the routes of the air lines are under the control of the military authorities and provide adequately for the meteorological protection of the regular air services.

8. Statistical particulars:

(a) Length of the air lines (in kilometres) : 2,332.6.
(b) Length of air lines equipped for night flying : 150 kilometres.
(b1) Number of Customs air ports : 3.
(b2) Number of air ports equipped for night flying : 3.
(c) Number of kilometres flown : 265,590.7 (jointly with other enterprises 336,200.7).
(d) Number of passengers carried (regular services) in 1931 : 2,442 (jointly 3,044).
(e) Mail and packages carried (in kilogrammes) in 1931:

Baggage : 25,443 (jointly 31,432.210).
Mail : 1,804.5 (jointly 2,867.5).
Goods : 23,482 (jointly 39,481).
SECOND PART.

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

With reference to document Conf.D./C.A.6, dated March 18th, 1932, and with a view to completing the information requested, the Secretary-General of the Disarmament Conference, at the request of and in agreement with the President of the Air Commission, has the honour to request delegations who have not already done so to forward to him, before April 4th, 1932, at the same time as their reply to the questionnaire in document Conf.D./C.A.6, the reply to the questionnaire which is to be found on pages 8 and 9 of the document emanating from the Communications and Transit Organisation (document C.95.M.47.1932.VIII [Conf.D.53]) and reproduced below.

I. Effectives of Non-Military Aviation.

A. COMMERCIAL AVIATION.

1. **Aeroplanes and seaplanes carrying four persons or more:**
   
   (a) Nominal horse-power; Number of passengers carried in normal service; Useful load permitted; Freight permitted.
   
   According to the regulation certificates of airworthiness.
   
   (b) Normal content of tanks; Volume of compartments holding freight.
   
   (c) Date of entry into service.
   
   (The particulars grouped under (a) and (b) might be given in aggregate figures, the number of aircraft to which they refer being indicated.)

2. **Dirigibles:**

   Volume; Horse-power; Normal load; Range of flight with normal load.

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

   Number and total horse-power.

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

   Number and horse-power, by categories, according to purpose for which the aircraft are used.

B. PRIVATE AVIATION.

Number and total horse-power, by categories of single-seaters, two-seaters, three to five-seaters and six or more seaters, aeroplanes, seaplanes and amphibians being classified separately.

Number and total horse-power of dirigibles.

C. NON-MILITARY AVIATION AT THE DISPOSAL OF THE STATE OR OF OFFICIAL SERVICES.

This class would include, for instance — enumerated by categories according to use, and the total horse-power being indicated — police aircraft for forest patrols or attached to State meteorological or scientific services.

1 The information requested is that relating to 1931.
II. Expenditure of Public Funds upon Non-Military Aviation.

A. COMMERCIAL AVIATION.

Direct Assistance. — Mileage subventions; postal contracts; guarantees of minimum revenue from postal traffic; indemnities for crew or passenger accommodation placed at the disposal of contributing parties; subsidies to training schools for air transport crews; exemption from taxation; guaranteed interest on issues of bonds; Treasury advances.

Indirect Assistance. — Establishment of airports and air routes; meteorological services; insurance funds; other means of indirect assistance.

B. PRIVATE AVIATION.

Expenditure on civil training centres.
Expenditure on subsidised schools for training pilots or specialists.
Expenditure on clubs possessing aircraft (engine-driven only) placed at the disposal of their members for learning to fly or for free use.
Purchase, upkeep and efficiency bonuses granted to private persons, whether or not such bonuses render the aircraft so acquired liable for service.
Requisition bonuses.

C. NON-MILITARY AVIATION AT THE DISPOSAL OF THE STATE OR OF OFFICIAL SERVICES.

Relevant budget entries.
In each of the categories A, B and C, a distinction should be drawn between expenditure borne on the national or federal budget, on that of federated States, or of district, provincial or municipal organisations, according to the political and administrative structure of the country concerned.
B. REPLIES TO QUESTIONNAIRE (DOCUMENT CONF. D./C.A.7.)

Union of South Africa Delegation.

Geneva, April 5th 1932.

I. EFFECTIVES OF NON-MILITARY AVIATION.

A. Commercial Aviation:

1. Aeroplanes and seaplanes carrying four persons or more: Nil.
2. Dirigibles: Nil.
3. Aeroplanes or seaplanes carrying from one to three persons: 12 aeroplanes of the “Moth” or similar type.
4. Aeroplanes or seaplanes used for special purposes involving permanent installations, etc.: Nil.

B. Private Aviation: No statistics available. Not more than four light aeroplanes of the “Moth” or similar type.

C. Non-Military Aviation at the Disposal of the State: Nil.

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

A. Direct Assistance: Government subsidy of approximately £80,000 per annum to the Imperial Airways in respect of a London-Cape air-mail service; Government subsidy of £80,000 to the Union Airways Limited in respect of a Union air-mail service; subsidy of £7,000 to the Junkers Airway Company by the mandated territory of South West Africa.

Indirect Assistance: Airports are constructed by local authorities (municipalities) free of cost to the aviation companies. Meteorological information is furnished free by the State.

B. Private Aviation: No assistance is given by the State.

C. Non-Military Aviation at the Disposal of the State: Nil.
German Delegation.

Berlin, April 6th, 1932.

As regards the League of Nations communication, document Conf. D./C.A.7, of March 22nd last, it should further be noted that Germany cannot yet reply to the questionnaire given on pages 8 and 9 of League document C.95.M.47.1932.VII (Conf. D.53). This questionnaire was originally prepared as a draft for the Convention to be concluded on the publication of information relating to civil aviation. The German Government has approved this questionnaire and is also ready to supply the particulars required. It would nevertheless draw attention to the fact that, in a letter on this subject to the Secretary-General of the League of Nations, it pointed out at the time that the questionnaire was, on some points, not entirely adapted to the position of aviation in Germany. In order to supply the required particulars, it would be necessary to bring the tables and lists kept in the Reich Ministry of Communications into harmony with the form of the questionnaire. This adaptation has not yet been carried out, since the draft questionnaire has, so far, not been finally accepted. Moreover, the League communication, C.L.197.1931.IX, stated that the particulars required need only be supplied after the conclusion of the Convention on the publication of information relating to civil aviation.