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

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

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

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

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

8. (a) Of the whole system of airways, two thousand six hundred kilometres are in operation, and eight thousand kilometres are still in the experimental stage.
   (a1) As yet no line has been equipped for night flying.
   (b) There exist twenty organised air-ports at present.
   (b1) There is as yet no air-port equipped for night flying.
   (c), (d) and (e) The Chinese delegation has not yet received the official statistics asked for, and is consequently not in a position to reply to these three questions.

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**Danish Delegation.**

April 21st, 1932.

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


Air lines operated:
- Copenhagen-Hamburg,
- Copenhagen-Berlin,
- Copenhagen-Malmö (Sweden).

General management:
- Government airport at Kastrup, near Copenhagen.

Booking office:
- Copenhagen.

The air lines of the Danish Air Navigation Company:
- Copenhagen-Hamburg,
- Copenhagen-Berlin,
- Copenhagen-Malmö (Sweden)

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

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

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

6. **Organisation of the Wireless Service.** — The Government airport at Kastrup, near Copenhagen, has two broadcasting stations (call sign O.X.S.; wave-lengths 900 metres, 1,210 metres and 1,316 metres, for the purposes respectively of communication with aviators in flight and radiogoniometry, communication with neighbouring airports and meteorological broadcasts). The station operates in accordance with the "Betriebsordnung für den internationalen Flugfunkdienst".
7. Organisation of the Meteorological Service. — There is at the Government airport at Kastrup, near Copenhagen, a meteorological section which is responsible for the meteorological service for all civil aviation flying over Denmark. It operates on the most up-to-date principles and broadcasts news in conformity with the international plan for broadcasting information.

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

Spanish Delegation.

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

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

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

Lastly, it has supreme control over and regulates the operations of the company “Lineas Aereas Postales Españolas”.

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

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

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

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

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

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

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

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

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

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

4 and 5. Flying for tourist purposes and as a sport is organised in the form of regional federations of clubs, which in their turn constitute the National Federation known as the “F.A.E.”. This Federation is controlled by the Government and receives a subsidy to be distributed among its member clubs for the purpose of organising competitions, encouraging air propaganda and training pilots.
6. The aviation wireless service is at present ensured solely by the stations of the military aerodromes.

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

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

Observations are transmitted twice daily to Cuatro Vientos, where they are centralised and sent out to all aerodromes. There are 75 telegraph or wireless stations which transmit local observations and 10 wireless stations belonging to aerodromes which undertake this task jointly with the aircraft service. The meteorological service is carried out by the Military Aviation Department and can easily be made use of by civil aviation, since various military aerodromes are acting as airports pending the construction and organisation (now in progress) of national airports by the Directorate of Civil Aviation.

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

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

8. (a) 920 kilometres.

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

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

(d) Tablada (Seville), Cape Juby, Villa Cianeros (African possessions).

(e) 603,035 kilometres.

(f) 3,300 passengers.

(g) Goods: 31,965 kilogrammes.

(h) Mail: 6,925 kilogrammes.

Estonian Delegation.

Geneva, April 5th, 1932.

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

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

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

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

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

These undertakings have no permanent structures or technical aviation apparatus in Estonia.
3. None.

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

5. No Government subsidy.

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

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

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

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

   (a1) None.

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

   (b1) None.

   (c) 282,320 kilometres.

   (d) 2,057 persons.

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

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Finnish Delegation.

April 8th, 1932.

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

2. The air lines at present in operation are:

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

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

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

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

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

8. (a) Length of the air lines (in kilometres):
   - Helsinki - Turku - Stockholm .......... 450
   - Helsinki - Tallinn .......................... 90
   - Stockholm - Copenhagen (maritime line) .......... 640
   - Stockholm - Copenhagen (land line) ........... 525

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

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

   (b1) No airport equipped for night flying.

   (c) Number of kilometres flown in 1931 (of which 77,765 at night) . 257,645

   (d) Number of passengers carried in 1931 . 3,838

   (e) Mail and packages carried in 1931 (in kilogrammes) ........ 30,062

   (f) Baggage and freight carried in 1931 (in kilogrammes) .... 54,101


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

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

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

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

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

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

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

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

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

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

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

1 The present organisation was provisionally fixed by a Decree and an Ordinance dated March 29th, 1932.
The "Air-Union" Company, the Compagnie Générale Aéropostale, the Compagnie Internationale de Navigation Aérienne, the Air-Orient and the Société de Transports Aériens operate the following international air lines under the conditions given below:

<table>
<thead>
<tr>
<th>Operating company</th>
<th>Share capital</th>
<th>Lines</th>
<th>Observations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Union</td>
<td>14,000,000 French francs</td>
<td>Paris - London, Lyons - Geneva, Paris - Geneva direct</td>
<td>In connection with the Paris - Lyons - Marseilles line Jointly with the Swiss company &quot;Swissair&quot;</td>
</tr>
<tr>
<td>Aeropostale</td>
<td>45,000,000 French francs</td>
<td>Toulouse-Casablanca, Casablanca - Dakar - Natal - Rio de Janeiro - Buenos Aires - Santiago de Chile, Marseilles-Barcelona</td>
<td>In connection with the Toulouse - Casablanca line at Barcelona</td>
</tr>
<tr>
<td>Air-Orient</td>
<td>22,400,000 French francs</td>
<td>Marseilles - Baghdad, Saigon</td>
<td>By seaplane as far as Beirut</td>
</tr>
<tr>
<td>CIDNA</td>
<td>8,250,000 French francs</td>
<td>Paris - Istambul, Prague - Warsaw, Belgrade - Sofia - Istambul, Paris - Basle - Zurich</td>
<td>Summer only Jointly with the Swissair Company (summer only)</td>
</tr>
</tbody>
</table>

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

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

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

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

The allowances may only be granted for the purchase and upkeep of machines constructed in France and of a type less than six years old.
In the case of private individuals, Government assistance may only be obtained for a single machine.

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

The amount of the allowances granted is calculated as follows:

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

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

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

6. See Annex 1 attached.

7. See Annex 2 attached.

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

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

The number of these airports equipped for night-flying is 51 aerodromes supplied with obstacle lamps and 17 aerodromes supplied with searchlights.

The length of air lines equipped for night-flying is 2,578 kilometres — viz., Paris - St. Inglevert, 225; Paris - Valenciennes, 170; Paris - Strasbourg, 403; Paris - Bordeaux, 553; Bordeaux - Toulouse, 215; Toulouse - Perpignan, 160; Paris - Marseilles, 730; Clermont - Lyons, 140.

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**Annex 1.**

**Organisation of Wireless Services.**

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

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

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

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

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

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

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

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

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

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

Direction-finding — or, more generally, guidance — is aimed at, telling the observer his position and the line to be followed to reach his objective. The simplest method of utilising direction-finding from the point of view of the pilot is, of course, to place the direction-finder on the ground. There is at present a complete system of direction-finders for aeroplanes on the ground. In France and North Africa, they are situated at the following places: Ajaccio, Algiers, Antibes, Auxerre, Biarritz, Bone, Casablanca, Dijon, Le Bourget, Marseilles, Oran, Perpignan, Strasbourg, Toulouse, Tours, Tunis, Valenciennes. These stations work with each other or with the neighbouring foreign stations, among which may be mentioned: Croydon, Lymne, Pulham, in England; Ostend, Brussels, in Belgium; Rotterdam, in the Netherlands; Stuttgart, Cologne, Dortmund, in Germany; Basle, Geneva, Zurich, in Switzerland.

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

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

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

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

Annex 2.

ORGANISATION OF THE METEOROLOGICAL SERVICE.

In France, the whole meteorological service is entrusted to a central organisation, the “National Meteorological Office”. This organisation is responsible for meeting all the meteorological requirements of the parties concerned, involving the utilisation of a general observation system (forecasts, bulletins, climatology and documentation).

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

1. Central Service. — The central service has a directorate and special sections. The directorate organises, directs and co-ordinates the work of the different sections and services of the National Meteorological Office.
The special sections comprise:

(1) A *weather forecast section* responsible for preparing regional forecasts for the whole of France and weather bulletins for aviation. This section functions day and night and operates conjointly with the competent commissions of the International Meteorological Committee; the Meteorological Commission of the CINA; the Meteorological Section of the International Committee of Geodesy and Geophysics.

(2) A *communications section* which centralises national and international intelligence and broadcasts forecasts and warnings. It also undertakes research into the relations between meteorological phenomena and electro-magnetic waves. For its bulletins, it employs the wireless stations of all the Ministries (P.T.T., National Defence, Colonies). Experiments are now being made with the use of *belinograms* for the daily transmission of part of the documentation prepared by the Weather Forecasts Section to the stations and posts of the N.M.O. This section co-operates in the work of the commissions of the International Meteorological Committee and the commissions of the International Union of Scientific Radio-Telegraphy.

(3) A *climatology section*, which collects, studies and publishes all the meteorological observations made on the national territory. The climatology section co-operates in the work of the corresponding commissions of the International Meteorological Committee and the league against crop pests.

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

2. *Regional Services.* — Meteorological posts are situated along and in the vicinity of the air navigation lines. They contribute to the protection of the aeroplanes employed along these lines. These posts are placed under the authority of regional inspectorates responsible for controlling and directing them, for centralising supplementary information and for drawing up regional reports. Apart from the posts belonging to the N.M.O., a system of auxiliary posts has been created with the assistance of organisations having a permanent staff on the spot, such as gendarmerie and forestry posts, railway station employees, etc. At present the National Meteorological Office has 9 stations, 75 posts and 126 auxiliary posts. In addition, an important climatological system constituted by small posts operates under the direction of the N.M.O. These posts are served by persons interested in the development of meteorology owing to their qualifications, their duties or their profession. Their number at present amounts in France to about 1,500.

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

**Geographical Distribution of Posts and Stations of the National Meteorological Office.**

<table>
<thead>
<tr>
<th>Stations</th>
<th>Posts</th>
</tr>
</thead>
<tbody>
<tr>
<td>France:</td>
<td></td>
</tr>
<tr>
<td>Suresnes (Mont Valérien)</td>
<td>Marignane F.G.</td>
</tr>
<tr>
<td>Dijon F.G.</td>
<td>Rennes</td>
</tr>
<tr>
<td>Lyons F.G.</td>
<td>Tours F.G.</td>
</tr>
<tr>
<td>Algeria-Tunisia:</td>
<td>Algiers F.G.</td>
</tr>
<tr>
<td>Morocco:</td>
<td>Rabat F.G.</td>
</tr>
<tr>
<td>Syria:</td>
<td>Beirut F.G.</td>
</tr>
<tr>
<td>France:</td>
<td></td>
</tr>
<tr>
<td>Abbeville F.G.</td>
<td>Pau F.G.</td>
</tr>
<tr>
<td>Ajaccio F.G.</td>
<td>Perpignan F.G.</td>
</tr>
<tr>
<td>Angers F.G.</td>
<td>Poitiers F.G.</td>
</tr>
<tr>
<td>Angoulême F.G.</td>
<td>Le Puy</td>
</tr>
<tr>
<td>Argentan</td>
<td>Rheims F.G.</td>
</tr>
<tr>
<td>Aulnat F.G.</td>
<td></td>
</tr>
<tr>
<td>Avord F.G.</td>
<td></td>
</tr>
<tr>
<td>Beauvais F.G.</td>
<td></td>
</tr>
<tr>
<td>Belfort</td>
<td></td>
</tr>
<tr>
<td>Bordeaux F.G.</td>
<td></td>
</tr>
<tr>
<td>Le Bourget F.G.</td>
<td></td>
</tr>
</tbody>
</table>

1 F.G.=flying ground; Aer.=balloonists; Stat.=station employees; Ph.=lighthouse; Gend.=Gendarmerie brigade.
France:
Brest
Cazaux F.G.
Chartres F.G.
Châteauroux F.G.
Cherbourg F.G.
Compiègne Aer.
La Courtine (camp)
Cuers F.G.
Epinal Aer.
Etampes F.G.
Le Havre
Istres F.G.

France-Tunisia:
Adrar F.G.
Ain Sefra F.G.
Aoulef F.G.
Beni-Abbès F.G.
Bou-Bernous
Colomb-Béchar F.G.
El Golea F.G.
In-Salah F.G.

Morocco:
Casablanca F.G.
Bou-Denib F.G.
Féz F.G.
Marrakech F.G.

Syria:
Damascus F.G.
Deir-ez-Zor F.G.
Deraa F.G.
Muslimié F.G.

Semaphore Posts.

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

France:
Agen F.G.
Ambréric F.G.
Avignon-Pujaut F.G.
Ballon Gend.
Beaufort Gend.
Beaumont Gend.
Berck F.G.
Bergerac Gend. and Inst. Tabacs
Biarritz Parme F.G.
Bilky-sous-Mangiennes Gend.
Bredelshyem Gend.
Bonneville Gend.
Bourgoin Gend.
Brive Gend.
Carcassonne F.G.
Cassel Gend.
Castellane Gend.
Castenaudary Phare.
Chalon-sur-Saône Gend.
Châtaubriant Gend.
Châtillon Américain F.G.
Châtillon-sur-Seine Gend.
Chaumont Gend.
France:
Clermont-en-Argonne Gend.
Clermont-Ferrand Stat.
Commercy Gend.
Conches Gend.
Coursan Gend.
Crest Gend.
Damvillers Gend.
Digoin Gend.
Feurs Gend.
Fumay Gend.
Gannat Stat.
Hauteville Gend.
Sallanches Gend.
Sarrebourg Gend.
Saulieu Gend.
Seyssel-Corbonod Stat.
Soissons Gend.
Tarare Stat.

Algeria-Tunisia:
Ain Beida Gend.
Ain-el-Hadjaz Gend.
Ain M'Lila Gend.
Aumale Gend.
Batna Gend.
Béja Gend.
Berroughia Gend.
Biskra Gend.
Blida Gend.
Boghari Gend.
Bordj-bou-Arréridj Gend.
Bouira Gend.
Bou-Saada Gend.
Constantine Gend.
Ghardimaou Gend.
Guelma Gend.
Le Kef Gend.
Khenchela Gend.
Lavigerie Gend.
Mansourah Gend.
Mascara Gend.
Médéa Gend.

Nogent-le-Rotrou Gend.
Noirétable Gend.
Périgueux Gend.
Poix F.G.
Pontarlier Gend.
Pont de Dore Stat.
Romans Gend.
St. Dizier Gend. and F.G.
St. Laurent-du-Chamousset Gend
St. Michel Gend.
St. Quentin F.G.
St. Rambert-d'Albon F.G.
Tulle Gend.
Ussel Gend.
Vigneules-les-Hattonchâtel Gend.
Villefranche-de-Lauraguais Gend.
Virieu-sur-Bourbre Gend.
Annex 3.
AIR TRAFFIC STATISTICS. — SUBSIDISED FRENCH LINES. YEAR 1931.

### Actual traffic (per line)

<table>
<thead>
<tr>
<th>Air line</th>
<th>Length of lines in kilometres</th>
<th>Kilometres flown</th>
<th>Actual traffic (per line)</th>
<th>Kilometric traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Passengers paying or carried free</td>
<td>Packages and excess baggage in kilogrammes</td>
</tr>
<tr>
<td>Compagnie Générale Aéropostale</td>
<td></td>
<td></td>
<td>256</td>
<td>6,325</td>
</tr>
<tr>
<td>France-French West Africa-South America²</td>
<td>13,855</td>
<td>1,425,545</td>
<td></td>
<td></td>
</tr>
<tr>
<td>France-Morocco³</td>
<td>2,555</td>
<td>1,588,578</td>
<td>2,293</td>
<td>45,133</td>
</tr>
<tr>
<td>Marseilles-Algiers</td>
<td>803</td>
<td>453,654</td>
<td>39</td>
<td>5,705</td>
</tr>
<tr>
<td>Compagnie Internationale de Navigation Aérienne</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Paris-Istanbul and branch lines</td>
<td>4,199</td>
<td>1,611,234</td>
<td>3,138</td>
<td>268,787</td>
</tr>
<tr>
<td>Paris-Zurich</td>
<td>492</td>
<td>75,276</td>
<td>608</td>
<td>12,405</td>
</tr>
<tr>
<td>Compagnie Air-Union</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Paris-Marseilles</td>
<td>730</td>
<td>556,990</td>
<td>2,998</td>
<td>81,196</td>
</tr>
<tr>
<td>Marseilles-Tunis-Bone</td>
<td>1,293</td>
<td>630,091</td>
<td>3,147</td>
<td>13,194</td>
</tr>
<tr>
<td>Paris-Lyons-Geneva</td>
<td>558</td>
<td>73,098</td>
<td>316</td>
<td>4,097</td>
</tr>
<tr>
<td>Société Générale de Transport Aériens</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Paris-Amsterdam</td>
<td>460</td>
<td>384,667</td>
<td>3,042</td>
<td>219,460</td>
</tr>
<tr>
<td>Paris-Cologne-Berlin</td>
<td>888</td>
<td>293,414</td>
<td>1,941</td>
<td>74,208</td>
</tr>
<tr>
<td>Paris-Saarbruck-Berlin</td>
<td>1,010</td>
<td>137,765</td>
<td>1,140</td>
<td>29,084</td>
</tr>
<tr>
<td>Cologne-Malmö</td>
<td>695</td>
<td>105,375</td>
<td>700</td>
<td>9,458</td>
</tr>
<tr>
<td>Compagnie Air-Orient</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Marseilles-Baghdad-Saigon</td>
<td>12,289</td>
<td>906,290</td>
<td>319</td>
<td>8,327</td>
</tr>
<tr>
<td>Total</td>
<td>40,122</td>
<td>9,268,233</td>
<td>32,700</td>
<td>1,605,611</td>
</tr>
</tbody>
</table>

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

Geneva, April 4th, 1932.

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

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

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

2. The national air lines are operated by a limited company with a capital of 28,500,000 dr. entitled Greek Air Communications Company. Sixty per cent of the capital must be held by Greek subjects, otherwise the concession will be annulled. The company has concluded a contract with the Government for a period of fifteen years entitling it to operate certain lines within Greek territory and others outside the national territory. The company is administered by an Administrative Board and is managed by a Director-General. A technical adviser from the Junkers factories is at the Company's disposal for a period of two years.

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

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

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

- Athens - Salonika and vice-versa, daily service in both directions throughout the year except on Sundays;
- Athens - Agrinion - Janina and vice-versa, daily service in summer and three times a week in winter in each direction.

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

- Imperial Airways: 3. Line Marseilles - Corfu - Athens - Indochina.

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

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

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

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

(2) Aero-Club of Greece;
- Air League of Athens;
- Air League of Salonica (Friends of the Air);
- Air League of Piraeus;
- Air League of Corfu;
- Air League of Janina;
- Air League of Larissa;
- Air League of Volo;
- Air League of Agrinion.
5. The Greek Air Communications Company is subsidised by the Government on the basis of the kilometres travelled. The kilometrical subsidy is revised every four years according to the receipts and expenditure of the last two years of each four-year period, the financial conditions prevailing and the material utilised.

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

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

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

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

(b) Mixed airports (land and naval) (1) Salonica.

Land airports (2) Janina, Agrinion.

Naval airports (2) Corfu, Athens (Phalera).

Land military aerodromes open to civilian air traffic (3) Tatoi (Athens), Larissa, Sedes (Salonica).

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

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

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

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

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

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

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

Hungarian Delegation.

Budapest, April 1st, 1932.

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

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

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

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

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

3. The same company also maintains the international commercial and postal line: Budapest - Vienna, operated jointly with the Oesterreichische Luftverkehrsges. A.G. and the Luft-Hansa A.G.
4. Flying for sport and touring purposes is under the supervision of the Hungarian Flying Federation (Magyar Aeró Szövetség). This federation is a member of the F.A.I. It comprises six sports clubs.

5. The Magyar Légiforg. R.T. is in receipt of an indirect subsidy paid in advance and a direct subsidy paid on the basis of results. No other subsidies are paid in respect of civil aviation.

6. The centre of the wireless system is at Budapest. Each aerodrome (see 8 (b)) is equipped with a station of its own. The wireless direction-finding service possesses two stations, at Budapest and Szombathely.

7. The national and international meteorological service is in the hands of the State Meteorological Institute, which supplies aerodromes with general meteorological information. Each aerodrome has its own meteorological station, which supplements the above-mentioned information and maintains direct communication with pilots and aeroplanes in flight.

8. (a) Length of the air lines (excluding the projected Budapest - Venice line): 715 kilometres.
   
   (a 1) Nil.
   
   (b) One airport and eight aerodromes.
   
   (b 1) Nil.
   
   (c) 197,160 kilometres.
   
   (d) 3,498 passengers.
   
   (e) 87,581 kilogrammes.

Indian Delegation.


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

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

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

3. Nil.

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

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

The number of private persons who are holders of current "A" class pilots' licences is 177. Of these, 21 are private owners of aircraft.
5. The first six flying clubs mentioned in paragraph 4 above are under the control of a parent club known as the Aero-Club of India and Burma Limited. The latter club received a subsidy from the Government of Rs.20,000 for the financial year 1931-32 and the flying clubs at Delhi, Lahore, Karachi, Calcutta, Bombay and Madras were each granted a subsidy of Rs.20,000 for the same year and, in addition, a bonus calculated at the rate of Rs.150 for each pilot trained during the year, subject to a maximum of Rs.5,000. These subsidies have been reduced in 1932-33 to a total of Rs.1,30,000. No other undertakings or private persons are in receipt of a Government subsidy.

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

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

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

8. (a) The length of the air line from Karachi to Delhi is 1,104 kilometres.
(a1) Nil.
(b) Airports Aerodromes Civil landing-grounds
2 3 14
(b1) Nil.
(c) 101,568 kilometres were flown.
(d) The number of passengers carried was 108.
(e) The weight of mails and packages carried was 2,248.69 kilogrammes.
WIRELESS STATIONS OPERATING WITH AIRCRAFT.

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

FORECASTING STATIONS.

<table>
<thead>
<tr>
<th>Air station</th>
<th>Area for which forecasts are issued</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Karachi</td>
<td>I</td>
</tr>
<tr>
<td>2. Calcutta</td>
<td>III</td>
</tr>
<tr>
<td>3. Poona</td>
<td>V</td>
</tr>
<tr>
<td>4. Peshawar</td>
<td>Punjab, N.W.F.P., Waziristan</td>
</tr>
<tr>
<td>5. Quetta</td>
<td>Baluchistan and Sind</td>
</tr>
</tbody>
</table>

OBSERVATION STATIONS.

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

Notes.

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

1 Only at present.
2 These stations are in the Karachi forecasting area and are shown in this list for information, although they are not in India.
3 Weather reports and forecasts supplied from Karachi.
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 - Brieni - 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 - Istanbul,
- 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, Verona;
Società Aereo Turismo Atesino, Merano;
Società Anonima Avio Linee Italiane, Rome;
Società Anonima Transadriatica, Rome;
Società Automobili A. Varaschini & Co., Tripoli;
Società Italiana Servizi Aerei, Portorose;
Vitale Vincenzo, Turin.

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

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

For the moment, and pending the completion of the installation of all the wireless centres contemplated, assistance is given to civil aircraft by the stations of the Royal Air Ministry near the civil air-line routes and these stations listen in, employing a 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., wave-length 33.09 metres).

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

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

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

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

- Customs airports: 38
- Other airports: 40

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

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

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

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

April 8th, 1932.

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

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

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

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

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

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

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

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

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

   (d) The Asahi 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 Hosei 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
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.
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 Luchtaart Maatschappij K.L.M.), is controlled by a Board of Management of not more than nine members (five of whom are appointed by the Ministry of "Waterstaat"), under the supervision of a Board of Directors, consisting of not less than seven members (two of whom are appointed by the Ministry of "Waterstaat").

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

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

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

<table>
<thead>
<tr>
<th>Route</th>
<th>Kilometres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amsterdam-Batavia and vice versa, up to October 1st, 1931, a fortnightly service; from October 1st onwards a weekly service K.L.M.</td>
<td>14,350</td>
</tr>
</tbody>
</table>

**In Europe:**

<table>
<thead>
<tr>
<th>Route</th>
<th>Kilometres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amsterdam-Rotterdam-London and vice versa (twice a day) K.L.M.</td>
<td>426</td>
</tr>
<tr>
<td>Amsterdam-Rotterdam and vice versa (once a day) K.L.M.</td>
<td>373</td>
</tr>
<tr>
<td>Amsterdam-Rotterdam-Brussels-Paris and vice versa (once a day) Farman and K.L.M.</td>
<td>441</td>
</tr>
<tr>
<td>Amsterdam-Paris and vice versa (once a day) K.L.M.</td>
<td>428</td>
</tr>
<tr>
<td>Amsterdam-Bremen-Hamburg and vice versa (once a day) K.L.M. and D.L.H.</td>
<td>415</td>
</tr>
<tr>
<td>Amsterdam-Hamburg-Copenhagen-Malmö and vice versa (once a day) K.L.M. and A.B.A.</td>
<td>743</td>
</tr>
<tr>
<td>Amsterdam-Copenhagen-Malmö and vice versa (once a day) K.L.M. and A.B.A.</td>
<td>701</td>
</tr>
<tr>
<td>Amsterdam-Hanover-Berlin and vice versa (once a day) K.L.M. and D.L.H.</td>
<td>647</td>
</tr>
</tbody>
</table>

**In the Netherlands:**

<table>
<thead>
<tr>
<th>Route</th>
<th>Kilometres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amsterdam-Rotterdam and vice versa (once a day) K.L.M.</td>
<td>57</td>
</tr>
<tr>
<td>Rotterdam-Haamstede and vice versa (twice a week) K.L.M.</td>
<td>55</td>
</tr>
<tr>
<td>Amsterdam-Eelde and vice versa (once a day) K.L.M.</td>
<td>170</td>
</tr>
</tbody>
</table>

**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:

<table>
<thead>
<tr>
<th>Route</th>
<th>K.L.M.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amsterdam-London, with the &quot;Deutsche Luft-Hansa A.G.&quot;</td>
<td></td>
</tr>
<tr>
<td>Amsterdam-Paris, with the &quot;S.G.T.A. Farman&quot;</td>
<td></td>
</tr>
<tr>
<td>Amsterdam-Copenhagen-Malmö, with the &quot;A.B. Aérotransport&quot;</td>
<td></td>
</tr>
</tbody>
</table>

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 Luftfartselskab".

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 Luchtaartschool (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:

<table>
<thead>
<tr>
<th>Subsidy</th>
<th>Florins</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></td>
</tr>
<tr>
<td>1924</td>
<td></td>
</tr>
<tr>
<td>1925</td>
<td></td>
</tr>
<tr>
<td>1926</td>
<td></td>
</tr>
</tbody>
</table>

Subsidy:

<table>
<thead>
<tr>
<th>Year</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1927</td>
<td></td>
</tr>
<tr>
<td>1928</td>
<td></td>
</tr>
<tr>
<td>1929</td>
<td></td>
</tr>
<tr>
<td>1930</td>
<td></td>
</tr>
<tr>
<td>1931</td>
<td></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.

8. Kilometres

<table>
<thead>
<tr>
<th>Type</th>
<th>Kilometres</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Internal system</td>
<td>282</td>
</tr>
<tr>
<td>(b) European system</td>
<td>2,642</td>
</tr>
<tr>
<td>(c) Communication with the East Indies</td>
<td>14,350</td>
</tr>
<tr>
<td>Total</td>
<td>17,274</td>
</tr>
</tbody>
</table>

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

II. DUTCH EAST INDIES.

1. Civil aviation is carried on by the "Koninklijke Nederlandsch-Indische Luchtvaart Maatschappij" (K.N.I.L.M.), which has concluded an agreement for the purpose with the Governor-General. In order to control civil aviation, the Governor-General has at his disposal the services of the Department of "Gouvernements-bedrijven", which has a bureau for aviation.
2. The K.N.I.L.M. operates the whole air system of the Dutch East Indies. The company and its head office are domiciled at Amsterdam. In the Dutch East Indies, the enterprise is managed by a representative who is directly under the orders of the head office. The appointment and the resignation of this representative are subject to the approval of the Governor-General. Such approval is also required for any change in the company's articles of association.

The following air services are in operation:

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

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

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

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

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

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

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

Polish Delegation.

Geneva, April 1st, 1932.

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

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

The Department of Civil Aviation is divided into four sections:

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

Supervision exercised over civil aviation:

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

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

(c) The observance of the rules and regulations is enforced by the commandants of the air ports and by the services of the other competent authorities (police, Customs, etc.).
2. There is only one company which operates all the air lines in Poland — namely, the Polskie Linje Lotnicze (Lot Company), a limited liability company.

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

At the head of this company is the Director, under whom are the technical and commercial heads and the Secretary-General and Legal Adviser. The company possesses branches and traffic directors in all the towns with which it has connections. The national system served by the Lot Company comprises 1,920 kilometres, and provides connections between the capital and six large towns, the majority of which are on the natural international line of air routes. These towns are Bydgoszcz, Poznań, Katowice, Kraków, 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.
- 1 D.H. Moth air taxi with 85 h.p. Gipsy engine.

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

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

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

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

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

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

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

(1) Lwów-Cernauti-Galatz-Bucharest;
(2) Bucharest-Sofia-Salonika;
(3) Katowice-Bîno-Vienna.

(b) The International Air Navigation Company Limited (CIDNA) 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 CIDNA in Poland, it need only be said that the CIDNA, 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 CIDNA 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, Līääa Podłaska, 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 CIDNA receives, as a subsidy in Poland, the free use of airports, hangars and installations, and of the meteorological and wireless services, as well as exemption from certain taxes and duties.

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

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

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

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

Katowice and Poznań : same as Lwów.

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

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

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

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

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

The stations are designed to work at different frequencies. The change of frequencies is performed absolutely automatically by the operator in a few seconds.
The stations are supplied with extra-selective and sensitive receivers. They enable Warsaw to work comfortably at a frequency of 228 kc/s without trace of interference from the broadcasting station with an aerial power of 150 kw. working with a frequency of 212.5 kc/s.

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

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

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

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

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

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

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

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

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

(a) Length of air lines: 4,279 km.
(a1) Length of air lines equipped for night flying: 1,000 km.
(b) Number of air ports: 6.
(b1) Number of air ports completely equipped for night flying: 3.
(c) Number of kilometres flown: 1,440,489.
(d) Number of passengers carried (regular services): 13,275.
(e) Mails and packages carried (in kilogrammes): 406,313.

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

Annexes 3 and 4 herewith show the air routes in Poland and the lighthouses.
Annex 2.
Portuguese Delegation. 

Geneva, July 5th, 1932.

1. Civil aviation in Portugal is controlled by the National Air Council. This body is directly under the Prime Minister's Department, which establishes liaison between the Ministries concerned. The National Air Council is responsible for the supervision of civil aviation. It includes, amongst others, the Directors of Military and Naval Aviation and representatives of the Ministries for Foreign Affairs, Commerce, Finance, and the Colonies. This Council is assisted by the legal adviser of the Ministry for Foreign Affairs.

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

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

4. The Portuguese Aviation Company controls flying for touring purposes, and the Aero Club of Portugal controls flying as a sport.
5. No company, club or private undertaking is in receipt of a special direct subsidy from the Government.

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

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

8. Statistics:
   (a) Length of air lines: 8,750 kilometres.
   (a1) There is no night service.
   (b) Number of airports: 1 in service and 22 under construction.
   (b1) Airports equipped for night flying: none.
   (c) Kilometres flown in 1931.
   (d) Number of passengers carried in 1931. No services were in operation.
   (e) Mail carried (in kilometres) in 1931.

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

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 - Baleaie** 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 the agreements concluded with Poland, Czechoslovakia and Greece, with regard to the creation of regular air lines, to extend its operations on the following lines:

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

   (b) Bucharest - Cluj - Uzhorod - Kosice - 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 Ceskoslovenske Statni 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 aerienne** (CIDNA), 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.

   (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 - Lwow - Cernauti - Galatz - Bucharest - Sofia - Salonika. Three times weekly. Carries passengers, goods, baggage and mails.

   (c) **Ceskoslovenske Statni Aerolinie** (CSA), Government undertaking; headquarters: Vaclavske naméstí 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 - Kosice - Uzhorod - 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. Mirece 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 CIDNA receives an annual subsidy from the Roumanian Government, of not more than 8,000,000 lei. This subsidy is paid to the company in the form of a kilometric bonus in proportion to the number of kilometres travelled in journeys regularly and completely carried out under the conditions of the above-mentioned agreement. The tourist flying associations receive subsidies from the Roumanian Government in the form of grants for the purpose of school machines and various other advantages arising out of the fact that the schools are situated at the Government airports (free garaging for machines, reduced rates for repairs in the Government workshops, exemption from landing-fees, reductions on fuel, exemption from Customs taxes, etc.).
Since the creation of the Civil Aviation Service (January 1st, 1930), the following sums have been granted for these purposes from the State budget: in 1930, 1,098,000 lei; in 1931, 500,000 lei. For the current year, a sum of 400,000 lei is proposed.

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

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

At present eight wireless stations are in operation in Roumania.

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

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

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

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

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

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

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

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

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

(b) Airports open for public air traffic:

- Bucharest-Baneasa . . . . . . . Lat. 48°15' N. Long. 25°56' E.
- Galatz . . . . . . . . . . . . . Lat. 45°27' N. Long. 28°01' E.
- Chisinau . . . . . . . . . . . . . Lat. 47°03' N. Long. 28°07' E.
- Cernauti . . . . . . . . . . . . . Lat. 48°15' N. Long. 25°56' E.
- T. Severin (emergency) . . . Lat. 44°39' N. Long. 22°38' E.

Customs airports: Baneasa, Galatz, Cernauti.

Airports under construction:

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

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

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

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

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

See annexed map.
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 Junkers 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 2 in 1931</td>
</tr>
<tr>
<td>Aeroplane Avia B. H. 25</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>Farman Goliath bi-motor</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>
</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), Salmon 9 Ab 230-h.p. engine.
2 touring aeroplanes, Farman four-seater, 190 Gnome engine and Rohne Titan 230 h.p.
1 touring aeroplane, Emsko three-seater, Prott and Witney Wasp 450-h.p. engine.

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

II. EXPENDITURE FROM PUBLIC FUNDS ON NON-MILITARY FLYING.
The questions under A, B and C below have been dealt with in the replies to the questionnaire.
The funds assigned to commercial and private aviation out of the State budget amount to 36,219,032 lei for 1931. This sum was divided as follows:

Government Civil Aviation Service:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount (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 CIDNA</td>
<td>5,000,000</td>
</tr>
<tr>
<td>Subsidies to private aviation</td>
<td>500,000</td>
</tr>
</tbody>
</table>
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.