



Part of Aeroflot's fleet of Tu-104s at Moscow

WORLD AIRLINES SURVEY . . .

and some 40,000 miles of international routes. These extend to neighbouring Communist countries and to London, Paris, Brussels, Amsterdam, Stockholm, Copenhagen, Helsinki, Cairo, Kabul and Delhi.

In terms of passengers carried, Aeroflot's 1959 total of more than 20 million is equivalent to the combined passenger totals of American, Eastern and TWA for that year. A sixfold increase is planned in the period 1958-65, during which piston-engined aircraft should be phased out and 90 airports either built or reconstructed. Aeroflot's operations range from long-haul Tu-114 services across Russia to helicopter flights from the Moscow heliport to Moscow's Sheremetyevo airport—20 such flights are operated daily.

Head Office: 9 Razina St, Moscow, USSR.
Executives: General Y. P. Loginov, director-general; Lt-Gen Georgi S. Shchetchikov, first deputy chief.

Fleet: Tu-114 Rossiya, Tu-104, Tu-124, Il-18 Moskva, An-10A Ukraina, Il-14, Il-12, Li-2, An-2, Po-2, Yak 12R, Kamov Ka 15, Mil' Mi-4 and Mi-1 Moskvich helicopters.

Aerolineas Argentinas-Empresa del Estado was founded as a state corporation in May 1949 by the Ministry of Transport to take over the operations of FAMA, ALFA, Aeroposta and ZONDA. These companies ceased operations on December 31, 1949, and merged to form Aerolineas Argentinas. The airline maintains a domestic network and international services to neighbouring South American countries, Cuba, the USA and Europe. Aerolineas is considering the purchase of six ex-Capital Viscount 745s.

Head Office: 185 Pasco Colon, Buenos Aires, Argentina.

Executives: A. E. Llavallol, chairman; Brig M. Moragues, president; Dr A. M. Lagomarsino, vice-president; J. Carlos Mason Lugones, general manager; E. W. Metcalfe, director of operations; G. A. Zalazar, economic planning manager.

Fleet: four Comet 4, four DC-6, six DC-4, four Convair 240, 14 DC-3, six Sandringham. On order: nine Avro 748 series 1.

Aerolineas Chilenas, until January 1, 1961, an affiliate of Transporte Aereo Costa Atlantica, is a newly formed Chilean carrier that operates a weekly C-46 passenger service from Santiago to Miami and another weekly C-82A. Packet all-freight service on the same route, stopping at Arica, Lima, Guayaquil, Panama City, Caracas and Kingston. Other freight services are operated between Salta (Argentina) through Chile and Bolivia to Asuncion in Paraguay, and on the Buenos Aires - Cordoba - Rio Cuarto - Mendoza - Santiago route; passenger services are also flown on this route. Internal freight services are flown from Santiago south to Puerto Montt.

Head Office: Casilla 13, 724, Santiago, Chile.
Fleet: Curtiss C-46, Fairchild C-82A.

Aerolineas Ini y Cia SA—Ini Airlines was formed in 1958 and is owned entirely by members of the Ini family, who have large-scale manufacturing and textile interests in Argentina. Ini Airlines was authorized to operate from Buenos Aires to Miami and Santiago de Chile, and the first scheduled Ini flight left for Miami on January 8, 1960. DC-4s were used initially, stopping at Antofagasta, Lima, Guayaquil and Panama City, the fares being below IATA rates. Ini Airlines is now a member of IATA, and operates a twice-weekly service with an ex-American Airlines DC-6 from Buenos Aires to Miami via Santiago, Lima and Panama.

Head Office: Corrientes 1994, Buenos Aires, Argentina.

Executive: Jose Ini, president.
Fleet: one DC-6, one DC-4. On order: one DC-6A/B. An order for two Caravelle 6s is being negotiated.

Aerolineas Mexicanas SA operated domestic services linking Mexico City with points in northern and central Mexico, but last summer this carrier's routes were taken over by Aeronaves de Mexico, and it has now ceased operations.

Head Office: 52 Paseo de la Reforma, Mexico City, Mexico.

Executives: R. Alcantara, president; R. Torres, operations manager.
Fleet: five DC-3, two DC-4.

Aerolineas Nacionales SA was founded in 1958 to operate internal services within Costa Rica. No recent news of this carrier is available.

Head Office: San Jose, Costa Rica.

Executives: Capt M. E. Guarra, president.
Fleet: one C-46.

Aerolineas Peruanas SA—APSA operates low-fare DC-6 services from Miami and Mexico City to Buenos Aires. There are two services a week from Miami via Panama City, Guayaquil, Talara (Peru), Lima and Santiago, and two a week from Mexico City via Tegucigalpa, Guayaquil, Lima and Santiago. An order for two Electras placed last year has been cancelled because of financing difficulties.

Head Office: 700 Avenue Nicolas de Pierola, Lima, Peru.

Fleet: one DC-6, two DC-3, one C-46.

Aeronaves del Balsas SA—ABSA was formed in 1959, and operated services from Mexico City to Morelia, Uruapan, Colima, Manzanillo and Guadalajara and from Morelia to Huetamo, Ajuchitlan and Iguala. It is not known what equipment is used. This carrier is believed to have ceased operations.

Head Office: 2a Degollado No 109, Morelia, Mexico.

Aeronaves de Mexico SA was established on September 1, 1934, and began operating between Mexico City and Acapulco. Its early fleet consisted of a three-engined Stinson, three Bellanca Pacemakers and a Fairchild 24. The airline now has a route network of about 6,500 miles within Mexico. In 1952 Aeronaves bought LAMSA (founded in 1934) from United Air Lines and in 1954 the company also acquired Aerovias Reforma, which had been founded in 1945. In 1956 Aeronaves placed Britannias into service between Mexico City and New York. Since 1958 Aeronaves and Mexicana have been working in close association, the Britannias also have been placed on to Mexicana's service to Los Angeles. In 1960 Aeronaves acquired the routes of Aerolineas Mexicanas SA.

Head Office: Mariano Escobeda No 491, Mexico City, Mexico.

Executives: A. D. Lombardo, president; C. Ramos, general manager; J. P. y Bouras, director-general; R. L. Johnson, operations manager; M. Munoz, traffic and sales manager.
Fleet: two Britannia 302, two L.749A, six DC-6, three DC-4, 26 DC-3. On order: one DC-8 series 50.

Aeronorte—Empresa de Transportes Aereos Norte de Brasil SA began operations in 1950 and operates a network of feeder services in the north-east of the country. Percival Prince aircraft were used originally but the present schedules are worked by DC-3s. In 1953 Real acquired control of the company but Aeronorte works as a separate division.

Head Office: Sao Luiz, Brazil.

Executives: Commandante L. Gomes, president; N. Freire, general manager.

Fleet: four DC-3.

Aerotaxi is a wholly-owned subsidiary of Avianca (Aerovias Nacionales de Colombia) and operates Cessna 195s and Beavers to areas of Colombia that cannot be served by larger aircraft. Charter work is also undertaken, and in 1959 approximately 100,000 passengers were carried by Aerotaxi.

Head Office: Medellin, Colombia.

Fleet: four Cessna 195, 15 Beaver.

Aerotechnique SA operates non-scheduled services from Algeria.

Head Office: 21 Boulevard Marcel Duclos, Algiers.

Executives: L. Challe, president; H. Lustin, managing director.

Fleet: three DC-3, two Consul, two Beech G-18, six Broussard, seven Super Cub, one Auster 5.

Aerotransportes Litoral Argentino SA—ALA was founded in 1957 to operate regular services using four Aero Commanders between Buenos Aires and Rosario. After some initial difficulties the company was reorganized and DC-3s were put into operation. In 1958 ALA took over Transatlantica, a newly-formed company planning to operate DC-4s to Miami. ALA's present operations are confined to a network of domestic routes in northern Argentina based on Rosario and international services to Mar del Plata, Punta del Este and Montevideo in Uruguay, and to Asuncion in Paraguay.

Fleet: C-46, five DC-3.

Aerovias Brasil SA—see REAL SA.

Aerovias CA Servicios Apurtoe operates internal charter services within Venezuela.

Fleet: one Beaver, six Cessna 180.

American Airlines are introducing into service turbofan Boeing 720Bs

