

Amsterdam, Stockholm, Copenhagen, Helsinki, Vienna, Cairo, Conakry, Kabul and Delhi. The Moscow-Taskhent-Delhi route was extended to Rangoon and Djarkarta on January 31, 1962, and on January 7, 1963 Moscow-Havana non-stop Tu-114 services were begun.

In terms of passengers carried, Aeroflot's 1962 total of 27 million on domestic routes is equivalent to the combined passenger totals of American, United and TWA for that year. Tu-104s, Il-18s and An-10s carry about 75 per cent of domestic traffic. The Tu-114 entered commercial service on the Moscow-Khabarovsk route on April 24, 1961 and the Tu-124 entered service on October 2, 1962 on the Moscow-Tallin route. Aeroflot's operations range from long-haul Tu-114 and Il-18 services across Russia to helicopter flights from the Moscow heliport to Moscow's Sheremetyevo airport and short-haul taxi flights. Aeroflot has provided commercial and technical assistance to Ghana Airways and Air Mali and commenced a service to Accra in 1962.

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, An-12, An-14 Pchelka, Il-14, Il-12, Li-2, An-2, Po-2, Yak 12R, Kamov Ka 15, Mil' Mi-4 and Mi-1 Moskovich helicopters. Super Aero 45s and L-200 and L-200D Moravas are used for taxi work.

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 Comet services to neighbouring South American countries, to Trinidad and New York, and to London, Paris, Frankfurt, Rome and Madrid. Avro 748 services began on February 15, 1962 on the Buenos Aires - Punta del Este route, and 748s have taken over many domestic routes in northern Argentina. Caravelles began operating between Buenos Aires and Santiago on April 1, 1962, and have since gone into service on several other routes. Caravelles will not be used at present on routes to New York and Europe.

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

Executives: Brig E. P. Correa, president; Comodoro C. Padilla, vice-president; Vice-comodoro M. E. Möring, director of operations; Dr Luis Peña, commercial manager.
Fleet: three Caravelle 6R, one Comet 4C, three Comet 4, two DC-6 (for sale), four DC-4 (for sale), nine Avro 748 series 1, eight DC-3 (for sale). On order: three Avro 748 series 1.

Aerolineas Carreras TA is an Argentine non-scheduled carrier that operates irregular services into Miami.

Head Office: Callao 157, Argentina.
Fleet: Curtiss C-46.

Aerolineas Chilenas, until January 1, 1961, an affiliate of Transporte Aereo Costa Atlantica, is a Chilean carrier that operates a weekly C-82A Packet all-freight service (the Condor Service) from Santiago to Miami, 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.
Head Office: Casilla 13-724, Santiago, Chile.



Aerlinte Eireann (Irish International Airlines) has three Boeing 720s which are to be supplemented by a Boeing 707-320B

Fleet: Curtiss C-46, Fairchild C-82A.

Aerolineas El Salvador SA operates twice-weekly cargo flights from San Salvador to Miami under a CAB foreign air carrier permit.

Head Office: San Salvador airport, El Salvador.
Executive: Mauricio Castro Aragon, manager.

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 thrice-weekly service with an ex-American Airlines DC-6 and a DC-6B from Buenos Aires to Miami via Cordoba, Antofagasta, Lima and Panama. A DC-4 freighter is used for cargo charters.
Head Office: 484 Maipu Street, Buenos Aires, Argentina.

Executives: Jose Ini, president, Sultana Seror de Ini, vice-president; R. Aguirre, commercial manager; S. Pasadas, operations manager; C. Arteaga, traffic and sales manager; P. Taddco, cargo manager.
Fleet: one DC-6B, one DC-6, one DC-4.

Aerolineas Peruanas SA—APSA operates low-fare DC-6 services in association with TAN and CEA from Miami and Mexico City to Buenos Aires. There are two services a week from Miami via Barranquilla (Colombia), Talara (Peru), Lima and Santiago, and three a week from Mexico City via Tegucigalpa, Guayaquil, Lima and Santiago. There is also a once-weekly Miami - Barranquilla - Lima service.
Head Office: Plaza San Martin 914, Lima, Peru.
Fleet: three DC-6.

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; these have been replaced by DC-8 services. Los Angeles is also served. In 1960 Aeronaves acquired the routes of Aerolineas Mexicanas SA. Aeronaves, Mexicana and Guest are to form a consortium to operate international services; the Mexican Government will have a 50 per cent holding in this consortium, Aeronaves 15 per cent, Guest 10 per cent and Mexicana 25 per cent. Aeronaves took over in 1962 Guest Aerovias Mexico, which continues to operate under its own name. Aeronaves DC-8s will reopen Guest's Mexico City - Miami - Lisbon - Madrid service this year. A twice-weekly Montreal - Mexico City service is now operated with Sabena Boeing 707s.

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

Executives: A. D. Lombardo, president; C. Ramas, general manager; J. P. y Bouras, director-general; R. L. Johnson, operations manager; M. Munoz, traffic and sales manager; R. G. Gomez, sales manager.

Fleet: two DC-8 Series 50, two Britannia 302 (for sale), nine DC-6, two DC-4, 22 DC-3.

Aeronaves de Panama SA is a Panamanian-registered charter operator that has recently been ferrying live cattle from Copenhagen to the Middle East.

Head Office: Tocumen International Airport, Panama.

Fleet: two DC-4, two Douglas C-74 Globe-master.

Aeroplane Co SRL is the name of a recently-formed Argentine non-scheduled carrier.

Fleet: Curtiss C-46.

Aerotaxi SA 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.

Head Office: Bogota, Colombia.

Executives: Herbert Wild, manager; Capt Jaime Reyes Patria, assistant manager.

Employees: 140.

Fleet: two Cessna 195, 17 Beaver.

Aerotechnique SA operates non-scheduled services from Algeria and also undertakes aerial work and survey. [Contd. overleaf]

Aerolineas Argentinas uses Caravelles on its domestic and regional routes

