FLIGHT International, 21 March 1974

WORLD AIRLINE DIRECTORY

Aeronaves del Peru was formed in 1965 but did not begin operating until 1971 when the airline was reorganised. Sche-duled cargo services are operated be-tween Lima and Miami via Iquito and Pucallpa. Charters are also undertaken. Head Office: Oflcina 11, Aeropuerto Internacional Jorge Chavez, Lima-Callao, Peru.

Executive: Managing director, Julio Caceras Breiding.
Fleet: One DC-7CF. On order: Canadair CL-44.

Aeropa was formed in 1969 and known, until passenger charter operation be-gan in February 1973, as Societa Aerea Veneziana (SAV). Cargo services are planned for 1975.
Head Office: Via Emilia 47, Rome 00187, Italy.
Executives: General manager, Piero S. Vodret; executive directors: Mario Braccini; Vincenzo Di Raco; Roberto Grecchi; Orlando Luciani; Eliseo

Fleet: One Boeing 707-131. On order: One 707-131.

Aero-Peru was formed in 1973 as the Government-owned national airline of Peru, from a reorganisation of SATCO, the airline element of the Peruvian Air Force. SATCO began operations in I960 when Transportes Aereos Militares (founded originally in 1931 as Lineas Aereas Nacionales) was split into two segments—TANS to operate subsidised feeder services to points in the Selva, and SATCO to operate trunk routes. The new airline is also intended to re-place Aerolineas Peruanas SA (APSA) which ceased operations on international routes in 1971 following financial diffi-culties. Aero-Peru is currently serving 17 points within the country, and plans to open international services to Guaya-quil, Panama, Miami, Santiago and Buenos Aires between July and the end of the year, using a leased Boeing 707 or DC-8. Future plans include routes to New York, Los Angeles and Mexico City as well as to Europe, South Africa and Japan.

Head Office: FAP Base, Lima-Callao Airport, Peru.
Executive: President, General Carlos Soto Vera.
Fleet: Three Fokker F.28, two Her-cules. On order: two Boeing 727.

Aeropesca Colombia (Aerovias de la Pesca y Colonizacion del Suroeste Colom-biano) was formed in 1965, A scheduled passenger service is operated linking Bogota with Pasto and Popoyan. Cargo charters are also flown.

Head Office: Carrera 9, 16-51, Bogota, Colombia.

Executive: Capt Mario Sarmiento Boada.
Fleet: Two Viscount 700, two C-46.

Aeropostal—see Linea Aeropostal Vene-zolana.

Aero Servicios Puntarenas SA (APSA) operate passenger and charter services from Santa Maria International Airport, San Jose.
Head Office: Costado Norte Sabana, San Jose, Cost Rica.
Executive: Manager, A. E. de Castro. Fleet: One Convair CV-440, two DC-3.

Aero Spacelines of Goleta, California, a subsidiary of Twin Fair of New York (previously Unexcelled) and special-ists in the modification and operation of outsize cargo-carrying aircraft, ceased flight operations on December 31, 1973. Aircraft produced included the Mini Guppy, Pregnant Guppy and Super Guppy conversions of the Boeing 377 Stratocruiser. Two AS201 Super Guppies are operated by the French airline Aero-maritime on behalf of the A300 Airbus consortium.

Aero Taxis Ecuatorianos SA (ATESA) operate passenger and cargo flights from Mariscal Sucre Airport, Quito. Head Office: Apartado 2050, Quito, Ecuador.

Fleet: Two Noratlas, one DC-3, one Cessna 336, one Cessna U206.

Aerotransportes Entre Kios (AER) was formed in 1962 and now operates cargo charter services from Ezeiza Airport, Buenos Aires to Lima-Panama-Miami-New York and Montevideo - Asuncion-Caracas.

Head Office: Paseo Colon 464, Buenos Aires, Argentina.
Executives: Chairman of the board, Enrique P. Tomassini; general manager, Eduardo J. Buceta; general advisor, Com(R) Jorge T. Braceras Hurtado; commercial manager, Alberto R. Mauriiio; operations manager, Roberto
0. Lucas; assistant commercia l managers, Juan M. Denis; William E. Muniz.

Fleet: Three Canadair CL-44 Yukon, one L-749 Constellation.

Aero Trasporti Italian! (ATI) was formed in December 1963 to operate Alitalia's domestic services, which had previously been flown by SAM. Opera-tions began in June 1964 using Fokker F.27s owned by Alitalia, which also owns 100% of ATI. The airline operates a net-work of scheduled domestic services to 25 airports serving 34 cities.
Head Office: Aeroporto Capodichino, Naples, Italy.
Executives: Chairman, S. E. Aldo Remondino; managing director, Com Augusto Castellani; commercial director, Pier Luigi Borgna; administrative direc-tor, Dr Roberto Lenci; technical director, Ing Ferruccio Paolini; flight operations director, Com Mauro Bcnenuti.
Employees: 1,241.
Fleet: 13 DC-9-30, eight Fokker F.27.

Aerovias Colombianas (ARCA Airlines) operate scheduled freight services from Bogota to points in Colombia and Miami. Charter work is also undertaken.
Head Office: Calle 19, No 8-81, Oficina 303, Bogota, Colombia.
Executive: General manager,Hernando Gutierrex.
Fleet: One DC-6, three DC-3.

Aerovias Condor de Colombia (Aero-condor) was formed in 1955. Scheduled passenger and cargo services are opera-ted from Barranquilla to Bogota, Medel-lin, Cali, Pereira, Cartagena, San Andres Island, Aruba/Curacao and Miami.
Head Office: Carrera 45, 34-02, Barran-quilla, Colombia.
Executives: President, Juan B. Millon; president's adviser, Oscar Mejia; main-tenance/engineering director, Gunther Lachmann; operations manager, Leo-nardo Millon; financial manager, Tito Ivan Velez; administration manager, Hugo de la Torre; traffic/sales manager, Efrain Tejada.
Employees: 600.
Fleet: One Boeing 720B, five Electra, four Curtiss C-46.

Aerovias de la Pesca y Colonizacion del Suroeste Colombian©—see Aeropesca.

Aerovias Las Minas was formed in 1970 and operates cargo charter flights from Cochabamba.
Head Office: San Jose de la Banda Air-port, Cochabamba, Bolivia.
Fleet: Two C-46.

Aerovias Nacionales de Colombia (Avianca) is the oldest airline in the Americas. As Avianca it was founded in 1940 as the result of a merger of SCADTA (founded in 1919 by five Colombians and three Germans) and Servicio Aereo Colombiano. In 1931 Pan American acquired an 80% interest in Avianca, but this has since been reduced to 38%. In 1954 the airline took over SAETA. More recently Avianca has ac-quired Sociedade Aerea del Tolima SA, and, through its subsidiary, Aerotaxi

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(now operating as Aerovias Regionales de Colombia) Sociedade Aeronautica de Medellin (SAM). Aerovias Regionales is a wholly owned subsidiary while Heli-copteros Nacionales de Colombia (.Heli-cal) is owned jointly by Avianca and the Keystone Helicopter Corporation. From Bogota the airline operates an extensive domestic network together with services to Madrid, Paris, Frankfurt and Zurich in Europe; Miami, New York, Los Angeles, Panama and Mexico in North and Central America; and Quito, Lima, Santiago, Buenos Aires and Manaos in South America.

Head Office: Carrera 7a, No 16-84, Bogota, Colombia.
Executives: President, Juan Pablo Ortega; vice-presidents: executive, Sabas Pretelt; commercial, Herbert Wild; financial, Ernesto Mendoza; main-tenance, Alvaro Cala; development, Rene van Meerbeke; administration/ personnel, Roberto Espinosa; comp-troller, Tomas Carbonel; secretar y general, Ernesto Vasquez.
Employees: 8,724.
Fleet: Two Boeing 707-320B, seven 720B, four 727-100, three 727-100C, two HS.748, 12 DC-4, six DC-3.

Aerovias Nacionales de Honduras SA

(ANHSA) was formed in 1950. Sched-uled services are integrated with SAHSA which acquired an 84% interest in ANHSA in 1957.

Head Office: Avenida Colon y 4A Calle, Tegucigalpa, Honduras.
Executives: President, Roland o Figuoroa; vice-president, Jorge A. Coello. Fleet: Two DC-3.

Aerovias Quisqueyanas operates sche-duled cargo services from Santo Domingo to Santiago (Dominica) and Miami via San Juan.

Head Office: El Conde 80, Santo Domingo, Dominica.
Executive: Chairman, D. E. Bordas.
Fleet: Two L-749A Constellation, two DC-3.

Aerovias Venezolanas SA (Avensa) was formed in June 1943. Domestic opera-tions started in 1944 followed by inter-national services in June 1955. Stock-holders are local Venezuelan business-men plus Pan American which hold = 30%. The international services of Avensa and LAV were merged in April 19G1 to form Viasa, in which Avensa has a 45% holding. An extensive network of domestic services is operated from

Head ' Office: Apartado Postal 943, Caracas, Venezuela.
Executives: President, AndresBoulton; executive vice-president, Henry L. Boullon; vice-presidents: administration, Joaquin Saiz; traffic sales/public rela-tions, Alberto Ganteaume Carvallo; finance, Pablo Perez Paez; operations, Francisco Agucrrevcre.
Employees: 2,100.
Fleet: One DC-9-30, two DC-9-10, seven Convair CV-580, four CV-340, one DC-3.

Aertirrena was originally formed as an air-taxi operator. Scheduled passenger services began in 1968 from Florence to Elba, Genoa and Pisa; and Milan to Elba. In October 1972 Rome was added to the network and now links the city with Bolzano, Grosseto, Milan, Perugia, and Albenga. Aertirrena also represents the Soviet sales organisation Aviaexport

HeadOffice: Via le di Villa Grazioli 23, Rome, Italy.
Executives: General manager, Ing A. Benzi: sales manager, Dr L. Fabriani. Fleet: Three Yak-40, one Beech Queen Air.

Aer Turas Teoranta was formed in 1962

to operate passenger and cargo charter services from Dublin Airport. Opera-tions began in 1963 but were suspended in 1964 while re-organisation took place. Services began again in May 1965.