Direccory 38 , 21 March 1974

WORLD AIRLINE DIRECTORY

Kalinga Air Lines was formed in 1947
but suspended operations when all
Indian domestic services were national-
ised in 1953. It was restarted under
present management in 1958 and since May 1960 has specialised in supply-dropping operations to isolated com-munities in the mountainous northern border areas. Since June 30, 1967, Kalinga also undertakes passengers and cargo charters, and offers overhaul and maintenance services covering DC-3 and smaller aircraft.

Head Office: 33 Chittaranjan Avenue, Calcutta 12, India.
Executives: Chairman, B. Patnaik: manager, A. Ahmed.
Fleet: Six DC-3.

Kar-Air (Karhumaki Airways) was formed originally in 1950 and is the scheduled domestic and international charter-operating subsidiary of the old-established Karhumaki aircraft manu-facturing, maintenance and airline organisation. Geological survey work is also carried out. During 1963 Finnair acquired a 29-8% interest and also has an operating agreement with Kar-Air. Routes flown are from Helsinki to Tam-pere, Joensuu and Lappeenranta. Char-ters have been flown to Africa, North and South America and to the Far East.

Head Office: Lonnrotinkatu 3, Helsinki
12, Finland.
Executives: President: T. Karhumaki; chief of flight operations, O. Pesola; chief engineer, K. Nurmi; purchasing manager, V. Kiviaho; sales manager, P. Siira.

Employees: 135.
Fleet: One DC-8-5I, one DC-6B.

Renting Atlas Aviation was formed in May 1972 when Rentin g Aviation (formed in October 1947 as part of the Hunting Group) and based at Toronto, acquired Atlas Aviation of Resolute Bay, NWT. Charter, survey, medical and supply services are now operated, some under contract, to points in the Cana-dian Arctic including Mould Bay, Isach-sen, Arctic Bay, Eureka, Pond Inlet, Grise Fjord, Rae Point, Strathcona Sound and Magda Lake from Resolute. Head Office: PO Box 6024, Toronto International Airport, Ontario, Canada. Executives: General Manager, F. R. Smith; sales manager, W. P. Konecny; base manager Resolute Bay, G. L. McCormick.
Fleet: Five DC-3, five Twin Otter, one Beaver, one Apache, one Super Cub.

Khmer Airlines (Reseau Aerien Interieur Cambodigien) was formed on June 1, 1973, to succeed Khmer Akas (founded 1970). Scheduled passenger and cargo services are operated within the Khmer Republic (Cambodia) and link Phnom-Penh with Battambong, Kompong-Som, Kampot, Krakor, Kompong - Chhnang, Kompong-Cham, Kompong-Thom, Siem-reap, Svay Rieng and Koh-Kong.
Head Office: 262A Boulevard Prachea Thippatei, Phnom-Penh, Khmer Repub-lic (Cambodia).
Executives: President, Ly Yoat Lay; general manager, Kien Ruong.
Fleet: Six DC-3.

KLM (Koninklijke Luchtvaart Maat-schappij), the national airline of the Netherlands, began operations in 1920. A European network was established and services extended to Java in 1929. Operations were begun in the West Indies in 1935 and these were continued throughout the Second World War, enabling KLM to claim 54 years of con-tinuous operation. The airline currently operates a network of scheduled pas-senger and cargo services from Amster-dam and Rotterdam to points in Europe, North and Latin America, Africa, the Near, Middle and Far East and Austra-lia. The Netherlands Government is the

major shareholder with 70%. The re-mainder is held by private interests. Wholly owned subsidiaries are KLM Aerocargo, KLM Noordzee Helicoptors, KLM Air Charter and NLM. A 25% hold-ing in Martinair is also held.
Head Office: Amstelveen, Netherlands. Executives: President, S. Orlandini; deputy president, J. F. A. De Soet; execu-tive vice-president, L. J. Van Ameydan (from August 1,1974); senior v-p finance, E. Beekman.

Employees: 16,700.
Fleet: Seven Boeing 747-200B, six DC-10-30, nine DC-8-63, six DC-8-50, four DC-8-50F, nine DC-9-30, seven DC-9-33RC, three DC-9-15. On order; One DC-10-30.

KLM Air Charter, a wholly owned subsi-diary of KLM, was formed in December 1971 to operate charter and inclusive-tour services. Aircraft will be chartered from KLM as required.
Head Office: Amstelveen, Netherlands.

Korean Air Lines was formed in June 1962 to succeed Korean National Air-lines (formed in 1947). KAL was origi-nally wholly owned by the Government of Korea but is now owned by the Han Jin Transportation Group. A network of domestic services is operated from Seoul together with routes to Tokyo, Osaka, Fukuoka, Taipei, Hong Kong, Bangkok, Honolulu and Los Angeles, plus a cargo service to Paris.
Head Office: KAL Building, 118 2-Ka, Namdaemun-ro, Chung-Ku, Seoul, South Korea.

Executives: President, Choong Hoon Cho; executive vice-president, Choong Kun Cho; senior vice-presidents: Myong Sup Chon, Eui Tack Myung; v-ps: ad-ministration. Woo Kyum Hwang; sales, Duck Young Lee; finance, Ki Wan Lee; maintenance / engineering, Won Boc k Lee; flight operations, Sung Tae Chang; traffic/cabin services. Won Yi Son; pub-lic relations, Tae Yun Chung; auditor. Sung Bum Kim.
Employees: 3,000.
Fleet: Two Boeing 747-200B, four 707-320C, two 720B, four DC-8-63CF, five Boeing 727-100, seven YS-11A, five Fokker F.27.

KSSU is the group of airlines now com-prising KLM, SAS, Swissair and UTA. It was formed by SAS and Swissair in 1958 who were joined by KLM in 1967 and UTA in 1970. Purpose of the group is to co-operate (for 10 years) in the stand-ardisation, acquisition, operation and maintenance of the Boeing 747, DC-8, DC-9 and DC-10 aircraft owned by the member airlines. A number of specific agreements have been signed resulting in responsibilities being allocated as follows:—

KLM: Boeing 747 airframe overhauls for KLM, Swissair and SAS. CF6-50 en-

gine overhauls for KLM, SAS, Swissair and UTA. JT3D engine overhauls for KLM and Swissair, and Boeing 747 crew training on a KSSU-owned simulator installed at Schipol Airport, Amsterdam. SAS: JT9D engine overhauls for KLM, SAS and Swissair, and DC-8 airframe overhauls for SAS and Swissair.
Swissair: DC-9 airframe overhauls for Swissair, SAS, and KLM, DC-10 airframe overhauls for the group and JT8D en-gine overhauls for the group.
UTA: DC-10 auxiliary power unit and DC-10 landing gear overhauls for the group. The final allocation of DC-10 is still under negotiation.

Kuwait Airways was founded in 1953 as Kuwait National Airways, adopting the present title in 1958. BOAC took over the technical management in June 1958, and in September 1959 British Inter-national Airlines, a wholly owned BOAC subsidiary providing charter and main-tenance services, was taken over by Kuwait Airways. Kuwait Airways be-came wholly owned by the Government on June 1, 1963. Scheduled passenger and cargo services are operated from Kuwait to most Middle East capitals, to Bombay, Delhi, Muscat, Karachi and Aden; and to London via Frankfurt, Rome, Athens, Geneva and Paris.

Head Office: PO Box 394, Kuwait.
Executives: Chairman/general mana-ger, Faisal Saud Al-Fulaij; managing director, Jassim Yusuf Al-Marzook; com-mercial director, Adli Hassan Sudqi Dajani; finance director, Nizar Abu Ghazalah; chief engineer, A. J. Dady; chief pilot, Bassim Jabra Shuhaibar; director of planning, Mahmoud Mirza; legal assistant, Mahmoud Abu Gheda; chief internal auditor, George Sleiman; data processing manager, Amunallah Quadri; purchasing manager, Khalid Al Breikan.

Employees: 1,800.
Fleet: Five Boeing 707-320C.

LAB—see Lloyd Aereo Boliviano.

LADE—see Lineas Aereas del Estado.

Lacsa—see Lineas Aereas Costaricen-

ses SA.

Ladeco—see Linea Aerea del Cobre.

Laker Airways was formed in March 1966 to operate contract inclusive-tour and ad hoc charters. Full operations began in March 1967. Since 1971 Laker has provided the Boeing 707s and DC-lOs used by an associate company, Inter-national Caribbean Airways, operating low-fare services between London, Luxembourg and Barbados. Laker also owns two leading tour operators. Lord Bros and Arrowsmith Holidays.
Head Office: Gatwick Airport, Horley, Surrey.