



One of T.W.A.'s Lockheed L-1049G Super Constellations flying close to Manhattan.

WORLD AIRLINE DIRECTORY

OPERATORS OF SCHEDULED PASSENGER, MAIL AND FREIGHT SERVICES

IN this and the following pages are listed all of the world's airlines which are known to be engaged in the operation of scheduled passenger, mail and freight services. Histories, fleets and traffic statistics are based on the latest information available.

The two British Airline corporations are dealt with separately on pages 456-457 and British independent operators on pages 458-460.

Aden Airways, Ltd., a wholly owned subsidiary of B.O.A.C., operate local services and international routes ranging from Cairo and Damascus in the north to Nairobi and Mombasa in the south. The company was incorporated on March 1st, 1949, and became self-accounting under its own board of directors on October 1st of that year.

Head Office: Khormaksar, Aden.

Executives: S. Broad, general manager; L. Bennett, commercial manager; R. Haseldine, secretary/accountant.

Fleet: six DC-3, one D.H.89; on order, one DC-3 (April 1956), one D.H.89.

Results for year ended March 31st, 1955: 21,505 passengers; 1,952 tons of freight and 87 tons of mail carried; 1,510,171 ton-miles flown; total costs, £714,055; total revenue, £713,145; 300 staff.

Aer Lingus, Teoranta, national airline of Eire, began operations in 1936 with a D.H.84, which was used on the Dublin - Isle of Man route. Sixty per cent of the company's shares are owned by Aer Rianta, the Irish Government holding company, and 40 per cent by B.E.A. Under the terms of the 1946 Anglo-Irish bilateral agreement Aer Lingus at present has the monopoly of all routes between the Republic of Ireland and Britain. From Dublin

Airport, main base of Aer Lingus, the network extends from Edinburgh and Glasgow in the north to Manchester, London and Amsterdam in the east and southwards to Paris, Jersey and Dinard.

Head Office: Dublin, Republic of Ireland.

Executives: P. Lynch, chairman; J. F. Dempsey, general manager; Capt. J. C. Kelly-Rogers, deputy general manager; M. Stuart-Shaw, asst. general manager; Capt. W. J. Scott, operations manager; O. Hone, traffic manager.

Fleet: four Viscount 707, 13 DC-3, two Bristol 170; on order three Viscount 808, Friendship. *Results for year ended December 31st, 1955:* 381,721 passengers; 4,946 tons of freight and 1,812 tons of mail carried; 9,575,777 ton-miles flown; 1,619 staff. Financial details not available.

Aero O/Y—Finnair was founded in 1923 and began operations, with single-engine Junkers XIII floatplanes, in 1924. Landplane operations began in 1936 when airports became available. After the war Aero O/Y developed its European routes which culminated in the opening of a service to London in 1954. The Finnish internal network is one of the most extensive in Europe, fares are very low and the growth of traffic in recent years has been phenomenal. The company has an extremely high reputation for regularity and punctuality.

Head Office: Helsinki, Finland.

Executives: L. Grandell, president; B. Aulin, vice-president technical; A. Nyström, vice-president commercial.

Fleet: three Convair CV-340, 10 DC-3; on order one CV-440 (1956).

Results for year ended December 31st, 1955: 272,581 passengers; 1,192 tons of freight and 404 tons of mail carried; 19,429,891 ton-miles flown; financial details not available; 838 staff.

Aeroflot-Grazdanskij Wozdusznyj Flot is the Soviet airline, but it is not truly comparable

with the airlines of the West, as in addition to operating passenger, freight and mail services, it is responsible for all aspects of civil aviation. Among its many activities are agricultural, survey and ambulance flying. In 1929 the pioneer Soviet airlines were amalgamated to form Dobrolet, which in 1932 was reorganized and became Aeroflot. The airline now operates an extensive route network within the U.S.S.R. (reported to total 230,000 route miles), routes to neighbouring Communist countries and to Helsinki and Kabul. Services between Moscow and Stockholm are to open soon. Jet aircraft are in service.

Head Office: Moscow, U.S.S.R.

Executives: Marshal Zhavoronkov, director general; Lt. Gen. N. A. Zakharov, deputy director general.

Fleet: Tu-104, Il-12, Li-2, An-2, Po-2, Il-20, Yak 12R and other types. Il-20 turbojet-powered aircraft are operating domestic mail and freight services.

Aerolineas Argentinas E.N.T., or Argentine Airlines as it is more generally known, 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. The airline maintains a domestic network and international services to neighbouring South American countries, Cuba, the U.S.A. and Europe.

Head Office: Buenos Aires, Argentina.

Executives: Not available.

Fleet: six DC-6, five DC-4, five Convair 240, 18 DC-3, six Sandringham.

Results for year ended December 31st, 1954: 291,988 passengers; 2,835,000 freight ton-km and 2,039,000 mail ton-km flown; total ton-km 37,567,000; 5,486 staff. Financial details not available.

Aéromaritime—see Union Aéromaritime de Transport.