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SUBJECT: Annual Civil Aviation Report - CUBA

There follows below a summary of major developments in the field of civil aviation in Cuba during 1951. This report is divided into the following parts:

I. Governmental Activities

- (a) Habana-New York Direct Flights
- (b) Civil Aeronautics Board of Cuba
- (c) Customs Exemptions on Spare Parts
- (d) Aviation Permits
- (e) Bilateral Air Agreements

II. Airlines

- (a) Cuban Carriers
  - (1) Compañia Cubana de Aviación
  - (2) Aeorvias "Q"
  - (3) Expreso Aereo Inter-Americano
  - (4) Cuba Aeropostal
  - (5) Servicios Aereos
  - (6) Feeder Lines
  - (7) Inter-Continental Airways
- (b) United States Carriers
  - (1) National Airlines
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  - (3) Chicago & Southern Air Lines
- (c) Other Carriers
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  - (2) Aerolineas Argentinas
  - (3) Lineas Aereas Nacionales

III. Aviation Statistics

IV. Airports

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- V. Communications
- VI. Private Flying
- VII. Manufacturing
- VIII. Registration

## I. Governmental Activities

The Cuban Civil Aeronautics Board began to take an increasing interest in aviation and as the year ended called for public hearings on several pending aviation problems. One of these issues involved a stop in Miami on the Habana-Houston route of Braniff Airways. Another point that received a great deal of attention from the Board was the question of non-stop service between Habana and New York.

### (a) Habana-New York Direct Flights

Last July the National Transport Commission of Cuba authorized National Airlines to run direct flights between Habana and New York. One of the conditions in this permit was that a Cuban airline receive a similar authorization from the United States for such service. When the United States Civil Aeronautics Board later issued a foreign air carrier permit to Compañia Cubana de Aviacion, this airline declared that its authorization was not similar to the one issued to the United States air carrier by the Cuban Government and requested a modification of its terms. The Cuban Government thereupon suspended National's certificate for the Habana-New York direct flights and the U.S. Government subsequently suspended Cubana's New York permit.

On January 15, 1952 the Cuban CAB held a hearing in connection with this problem and the Cuban Government subsequently indicated that it wished to discuss the question with United States representatives.

At the time this report was prepared, the United States Civil Aeronautics Board had not announced its decision on Cubana's request for a reconsideration of the conditions imposed in the U.S. permit.

### (b) Civil Aeronautics Board of Cuba

In accordance with Decree No. 2268, published in the Official Gazette of June 27, 1951, all scheduled foreign air carrier permits must be approved by the National Transport Commission of Cuba, the Civil Aeronautics Board, and the President of Cuba. The Board,

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which was created by Decree No. 926 of March 13, 1950, is composed of the Prime Minister, the Minister of Defense, the Minister of State, the Minister of Communications, and the President of the National Transport Commission.

There has been no change in the procedure for non-scheduled air carriers which continue to obtain their permits from the National Transport Commission.

(c) Customs Exemptions On Spare Parts And Taxes On Ticket Sales

In a series of Decrees published in the Official Gazette, the Government authorized all the large international airlines operating in Cuba to import, free of all duties, apparatus and spare parts for use by aircraft engaged in international service. This practice is in accordance with the procedures established by ICAO, of which Cuba is a member.

An additional 5 percent tax was applied to the value of all airline tickets bought in Cuba by residents of the Republic. These taxes now amount to 18.35 percent, as listed below.

Profits tax	3.6%
Stamp tax	6.0%
Sales tax	2.75%
Retirement tax	1.00%
New tax	<u>5.00%</u>
Tax total	18.35%

In addition, there is a \$3.00 head tax to get back in the country.

(d) Aviation Permits

The Cuban Civil Aeronautics Board authorized passengers travelling via "Aerolinas Argentinas" to make stopovers in Habana and it authorized "Lineas Aereas Costarricenses" to extend its route between San Jose and Habana on to Miami.

(e) Bilateral Air Transport Agreements

In June Cuba signed Bilateral Air Transport Agreements with Spain and with Portugal. In December these treaties were ratified by the Cuban Senate which also approved the United Kingdom air agreement that was signed on March 19, 1948. According to the President's message to Congress (see Official Gazette of October 26, 1951), Cuba and Mexico have reached an agreement in principle on air transportation and it will probably be signed in the near future.

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In private conversations with Embassy officials, Cuban Government representatives have indicated they would favor a resumption of the negotiations that would lead to a Bilateral Air Transport Agreement between the United States and Cuba.

## II. Airlines

### (a) Cuban Carriers

#### (1) Compañía Cubana de Aviación

On August 13, 1951 Cubana received a foreign air carrier permit from the U.S. Government authorizing it to transport persons, property, and mail between Habana and New York. Subsequently Cubana filed with the U.S. Government a request for a reconsideration of the conditions imposed in the U.S. permit. On January 2, 1952 the U.S. Government suspended this certificate pending further consideration of this matter.

#### Accidents

On April 25, 1951, the "Estrella de Cuba," a DC-4 operated by Compañía Cubana de Aviación, collided with a naval training plane off Key West, Florida and crashed, killing 43 persons, including the crew of both planes. As a result of this collision, Cubana entered a suit against the U.S. Government for \$1,048,760.80.

Three copies of Cubana's 1950 Financial Report and five copies of Cubana's latest passenger schedules are attached to this report.

#### (2) Aerovias "Q"

In September Aerovias "Q" suspended service on its routes between Habana and Tampa and between Habana and Veracruz via Merida. According to company officials, the airline, which operates Douglas DC-3s, found it impossible to compete with the DC-6s used by the other carriers that fly between these points. In the case of Tampa, this decision to discontinue service is understandable because for the first eight months of 1951 the company averaged slightly less than 4 passengers per flight. On the run to Mexico, however, the average number of passengers per flight was slightly over 9, which does not seem bad for DC-3s operating a relatively new service. The Cuban CAB has ordered a public hearing to be held in connection with this suspension of service by Aerovias "Q".

In December, "Q" started a new tri-weekly passenger service between Habana and West Palm Beach, Florida. Tariffs and schedules maintained on this new route were included in Embassy despatch No. 971 of December 14, 1951. Its Cuban permit for this route was

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was published in the Official Gazette on March 7, 1952.

According to a Presidential Decree that appeared in the Official Gazette on January 28, 1952, in ten months Aerovias "Q" will be required to move from the Army field at Camp Columbia, which it has been using free of charge, to some other airport.

(3) Expreso Aereo Inter-Americano

Expreso Aereo continued to operate during the year, transporting cargo between Habana and Miami. Despite the use of only two aircraft - two C46s - plus an occasional leased plane, the company was able to move approximately fifteen million pounds of cargo during the year. Of this amount, thirteen million pounds were brought in to Cuba and two million pounds were exported. In 1950 the company handled almost ten million pounds of air freight.

According to published financial data, Expreso ended 1951 with a net profit of \$60,303.36, as compared with \$39,944.88 in 1950. In 1949 Expreso lost \$82,635.80.

(4) Cuba Aeropostal

Cuba Aeropostal continued to transport cargo between Habana and Miami on a contract basis under CAA regulations. It is estimated that Cuba Aeropostal, which owns four cargo planes, moved approximately nine million pounds of freight during the year.

In January 1952 the Government issued a Decree which in ten months would prohibit the use of Camp Columbia by Aeropostal.

(5) Servicios Aereos, S.A.

Servicios Aereos continued to transport cargo between Habana and St. Petersburg, Florida. No figures are available concerning the amount of cargo transported by this non-scheduled carrier.

(6) Feeder Lines

A number of small feeder lines operate in Cuba but only one of these-- Corporacion Aeronautica Antillana, which operates between Manzanillo and Camaguey-- flew with any degree of regularity. A new company, Expreso de Transporte Aereo de Matanzas, was formed to operate from Matanzas to Habana, Pinar del Rio, Varadero, and Santa Clara. According to the terms of its permit, which was published in the Official Gazette on February 20, 1952, the tariffs charged by this airline shall be 25 percent higher than those charged by scheduled air carriers when operating over the same routes. This newly-organized company has a contract with the Cuban Government for the transportation of mail and is,

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accordingly, exempt from the payment of taxes and duties on aviation gasoline, lubricating oils, spare parts and equipment. The company is rumored to be interested in obtaining a permit to transport cargo between Cuba and Florida.

(7) Inter-Continental Airways

Although Inter-Continental Airways is organized in Cuba and although its planes carry Cuban registrations, the company operates only in Europe, transporting refugees.

(b) United States Carriers

(1) National Airlines

On July 4, 1951 National Airlines received a permit from the Cuban Government covering the transportation of persons, property, and mail between Habana and New York. National's Cuban certificate, which was published in the Official Gazette of November 13, 1951, was issued upon the condition that it would not become effective until a "similar" or analogous authorization had been granted by the U.S. Government to a Cuban company. On November 30, the Cuban Government suspended National's New York permit and the entire problem is now being studied by representatives from the two Governments.

During the year, officials of National Airlines made a number of attempts to obtain a permit from the Cuban Government for authority to operate between Habana and Key West, but their efforts were not successful.

(2) Braniff Airways

The National Transport Commission indicated that it did not object to a stop in Miami by Braniff on its authorized route between Habana and Houston. In accordance with the terms of this informal agreement, Braniff is not permitted to pick up passengers in Habana for transportation to Miami or passengers in Miami for transportation to Habana.

(3) Chicago & Southern Air Lines

By using "speed-paks" on its Constellations, Chicago & Southern was able to increase its air freight into and out of Cuba. North-bound cargo consisted mostly of fruits and vegetables transported from Habana to New Orleans.

(c) Other Carriers

(1) British Overseas Airways

In August, British Overseas Airways (BOAC) established a new

route between Kingston, Jamaica and Santiago de Cuba. The flights are made every Saturday. BOAC also maintains a regular passenger service between Habana and Nassau where connection is made with BOAC planes bound for London.

(2) Aerolineas Argentinas

In a Decree published in the Official Gazette on January 14, 1952 the National Transport Commission of Cuba authorized passengers travelling via Aerolineas Argentinas to make short stopovers in Habana. The airline is prohibited from selling tickets in Habana for travel to New York or to sell tickets in New York for travel to Habana. There are no restrictions, however, on selling tickets in Habana for Buenos Aires and other southern points on the route flown by Aerolineas Argentinas.

(3) Lineas Aereas Nacionales, S.A. (LANSA)

LANSA merged with another Colombian airline, Aerovias Nacionales de Colombia (AVIANCA), and on May 16, 1951 discontinued its passenger service between Habana and Barranquilla.

III. Aviation Statistics

Aircraft passenger movement in recent years is shown in the table below:

<u>Year</u>	<u>Incoming Passengers</u>	<u>Outgoing Passengers</u>	<u>Total Air Passengers</u>
1946	140,536	145,841	286,377
1947	162,942	169,244	332,186
1948	202,127	212,263	414,390
1949	193,917	200,127	394,044
1950	214,561	212,930	427,491
1951	236,295	235,448	471,743

Total incoming and outgoing air passengers for each month of 1950 and 1951 are shown in the table that follows:



	Incoming Passengers		Outgoing Passengers	
	<u>1950</u>	<u>1951</u>	<u>1950</u>	<u>1951</u>
December	19,847	21,430	15,729	17,516
November	13,981	14,967	13,196	14,309
October	14,505	15,726	13,384	14,975
September	17,033	17,701	16,422	17,678
August	23,169	24,286	23,283	25,033
July	21,378	24,796	24,143	22,001
June	15,666	17,946	16,941	18,792
May	13,532	14,140	14,528	15,233
April	17,754	16,829	19,041	18,998
March	18,998	23,231	19,481	24,740
February	21,298	23,727	18,302	23,617
January	<u>17,400</u>	<u>21,516</u>	<u>18,480</u>	<u>22,556</u>
Total	214,561	236,295	212,930	235,448

The total number of passengers transported by the airlines operating in Cuba during 1951 is listed below:

	<u>No. of Passengers</u>
Linea Aeropostal Venezolana (LAV)	10,749
Cia. Mexicana de Aviacion (CMA)	23,567
Royal Dutch Airlines (KLM)	5,662
Lineas Aereas Espanolas (IBERIA)	2,481
British Overseas Airways (BOAC)	3,209
Aerolinas Argentinas (FAMA)	577
Lineas Aereas Costarricenses (LACSA)	664
Transportes Aereos Nacionales (TANSA)	311
Aviateca	42
Lineas Aereas Nacionales (LANSA)	730
Aerovias "Q"	57,600
Cubana	56,126
Pan American (PAA)	163,206
National	118,624
Braniff	10,560
Chicago & Southern (C & S)	16,472
Resort Airlines	1,162
Total	<u>471,743</u>





In the following tables, the total figures shown above are broken down by months:

<u>1951</u>	<u>LAV</u>	<u>CMA</u>	<u>"Q"</u>	<u>Nat'l</u>	<u>KLM</u>	<u>Cubana</u>	<u>PAA</u>
Dec.	819	2,285	4,249	9,175	465	6,097	13,235
Nov.	826	2,005	2,714	6,750	395	3,721	10,765
Oct.	798	1,857	2,934	7,033	403	3,778	11,007
Sept.	937	2,253	3,303	9,352	404	5,220	11,566
Aug.	1,032	2,367	5,985	12,656	636	6,465	16,590
July	970	2,239	6,147	12,000	554	5,808	15,747
June	936	1,892	4,243	9,302	515	4,753	12,135
May	806	1,622	2,985	7,385	430	3,189	10,252
April	775	1,691	4,251	9,220	471	4,125	12,184
March	1,033	1,876	6,804	12,498	549	4,294	16,916
Feb.	984	1,679	7,761	12,414	448	3,452	16,865
Jan.	<u>833</u>	<u>1,804</u>	<u>6,224</u>	<u>10,839</u>	<u>392</u>	<u>5,224</u>	<u>15,944</u>
Tot.	10,749	23,567	57,600	118,624	5,662	56,126	163,206

<u>1951</u>	<u>Iberia</u>	<u>BOAC</u>	<u>Braniff</u>	<u>C &amp; S</u>	<u>FAMA</u>	<u>LACSA</u>	<u>TANSA</u>
Dec.	191	350	575	1,324	51	94	36
Nov.	227	227	514	987	78	51	16
Oct.	192	200	1,025	1,330	61	40	43
Sept.	239	187	622	1,161	42	55	38
Aug.	334	410	932	1,618	51	38	43
July	251	255	1,133	1,501	25	47	39
June	351	144	1,097	1,231	35	86	18
May	221	127	1,039	1,197	22	28	11
April	217	147	934	1,501	30	41	23
March	107	569	1,071	1,639	47	55	17
Feb.	73	441	870	1,583	88	95	6
Jan.	<u>78</u>	<u>152</u>	<u>748</u>	<u>1,400</u>	<u>47</u>	<u>34</u>	<u>21</u>
Total	2,481	3,209	10,560	16,472	577	664	311

<u>1951</u>	<u>Resort Airlines</u>	<u>Aviateca</u>	<u>LANSA</u>
Aug.	162		
July	80		
May			59
April	112		105
March	316		180
Feb.	441		144
Jan.	<u>51</u>	<u>42</u>	<u>242</u>
Total	1,162	42	730

In the tables below there is shown the number of passengers carried according to routes and number of flights by the following airlines: Cubana, "Q", LAV, CMA, LACSA, TANSA, IBERIA, FAMA, and BOAC.

Cubana

Number of Flights

<u>1951</u>	<u>Hav-Mia.</u>	<u>Mia.-Hav</u>	<u>Hav-Madrid</u>	<u>Mad-Hav</u>	<u>Hav-Lisbon</u>	<u>Lisb-Hav</u>	<u>Hav-Rome</u>	<u>Rome-Hav.</u>
Dec.	80	80	10	10	10	10		
Nov.	55	55	8	8	8	8		
Oct.	58	58	7	7	7	7		
Sept.	87	87	8					
Aug.	88	88	5					
July	87	87	4					1
June	84	84	9				1	
May	76	76	6					
April	79	78	4					
March	62	62	3					
Feb.	55	55	1					
Jan.	85	85	3					

Number of Passengers

Dec.	2785	2870	53	363	8	6		
Nov.	1875	1481	39	291	5	19		
Oct.	1892	1547	43	264	7	13		
Sept.	2573	2278	57	288	10	8		
Aug.	3582	2631	108	129	3	6		
July	3317	2187	162	89	6	10		29
June	2511	1802	312	66	9	5	42	
May	1704	1165	226	62	13	7		
April	2283	1627	113	81	14	3		
March	2350	1811	46	79	7	1		
Feb.	1830	1572	9	41	-	-		
Jan.	2774	2310	17	106	2	-		

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Aerovias "Q"

Number of Flights

<u>1951</u>	<u>Hav-KeyWest</u>	<u>KeyWest-Hav</u>	<u>Hav-Veracruz</u>	<u>Ver.-Hav</u>	<u>Hav-Tampa</u>	<u>Tampa-Havana</u>
Dec.	125	125				
Nov.	90	90				
Oct.	95	95	3	3		
Sept.	95	95	12	13	7	7
Aug.	134	134	16	16	14	14
July	144	144	14	14	12	12
June	103	102	13	13	15	16
May	94	94	13	14	23	23
April	106	105	13	12	29	29
March	157	156	13	14	30	30
Feb.	179	182	12	12	26	26
Jan.	145	147	13	12	31	29

Number of Passengers

Dec.	1986	2263				
Nov.	1332	1382				
Oct.	1416	1438	23	57		
Sept.	1465	1466	130	193	25	24
Aug.	2792	2615	246	211	64	57
July	2959	2710	192	141	77	68
June	1903	1938	106	96	91	109
May	1365	1309	79	84	72	76
April	1970	1906	101	60	104	110
March	3245	3051	140	125	95	148
Feb.	3700	3785	90	87	41	58
Jan.	2953	2915	118	117	55	62

LAV

Number of Flights

<u>1951</u>	<u>Havana-Caracas</u>	<u>Caracas-Havana</u>	<u>Havana-New York</u>	<u>New York-Havana</u>
Dec.	13	13	13	13
Nov.	14	13	13	14
Oct.	13	13	13	13
Sept.	12	13	13	12
Aug.	13	14	14	13
July	13	13	13	13
June	13	13	13	13
May	13	14	14	13
April	13	13	13	13
March	12	12	12	12
Feb.	14	13	12	13
Jan.	12	13	13	12

Number of Passengers

Dec.	141	170	176	332
Nov.	125	179	185	337
Oct.	157	148	227	266
Sept.	175	212	310	240
Aug.	189	271	310	262
July	209	204	278	279
June	190	180	274	292
May	149	157	253	247
April	178	192	228	177
March	207	227	312	287
Feb.	242	222	189	331
Jan.	229	184	227	193

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CMA

Number of Flights

<u>1951</u>	<u>Habana-Mexico</u>	<u>Mexico-Habana</u>	<u>Habana-Merida</u>	<u>Merida-Habana</u>
Dec.	32	32	32	32
Nov.	30	30	30	30
Oct.	31	31	31	31
Sept.	30	30	30	30
Aug.	30	30	30	30
July	30	30	30	30
June	30	30	30	30
May	31	31	31	31
April	30	30	30	30
March	31	31	31	31
Feb.	28	28	28	28
Jan.	31	31	31	31

Number of Passengers

Dec.	809	1090	291	95
Nov.	827	846	272	60
Oct.	750	871	167	69
Sept.	805	1071	251	126
Aug.	899	928	355	185
July	820	956	349	114
June	803	843	223	23
May	567	807	190	58
April	646	791	182	72
March	754	827	167	128
Feb.	638	760	208	73
Jan.	701	816	193	94

LACSA

Number of Flights

<u>1951</u>	<u>Hav.-San Jose</u>	<u>San Jose-Hav.</u>
Dec.	9	10
Nov.	9	8
Oct.	8	9
Sept.	9	9
Aug.	8	8
July	5	4
June	4	4
May	4	4
April	4	4
March	5	5
Feb.	5	4
Jan.	4	4

Number of Passengers

Dec.	40	54
Nov.	29	22
Oct.	21	19
Sept.	20	35
Aug.	19	19
July	25	22
June	49	37
May	12	16
April	22	19
March	25	30
Feb.	36	59
Jan.	20	14

TANSA

Number of Flights

<u>Hav.-Tegucigalpa</u>	<u>Tegucigalpa-Hav.</u>
6	6
6	4
6	7
6	8
7	6
5	9
1	3
2	3
2	5
1	5
2	1
4	6

Number of Passengers

21	15
9	7
19	24
19	19
23	20
16	23
4	14
1	10
11	12
2	15
2	4
9	12

IBERIA

Number of Flights

<u>1951</u>	<u>Havana-Madrid</u>	<u>Madrid-Havana</u>	<u>Lisbon-Havana</u>
Dec.	4	4	4
Nov.	4	4	4
Oct.	4	4	4
Sept.	4	4	4
Aug.	5	5	5
July	4	4	4
June	5	5	5
May	4	4	-
April	4	4	4
March	5	5	-
Feb.	4	4	-
Jan.	4	4	-

Number of Passengers

Dec.	51	136	1
Nov.	75	145	7
Oct.	40	148	4
Sept.	92	131	16
Aug.	121	175	38
July	132	79	40
June	181	131	39
May	146	75	-
April	142	71	4
March	42	65	-
Feb.	18	55	-
Jan.	18	60	-

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Aerolineas Argentinas (FAMA)

Number of Flights

1951	<u>Hav-B. Aires</u>	<u>B. Aires-Hav.</u>	<u>Hav-Rio</u>	<u>Rio-Hav.</u>	<u>Hav-Trinidad</u>	<u>Tri.-Hav</u>
Dec.	4	4	4	4	-	4
Nov.	5	4	5	4	5	4
Oct.	4	5	4	5	-	4
Sept.	3	4	3	4	3	-
Aug.	5	6	-	6	-	6
July	4	4	4	4	4	4
June	5	4	-	-	-	-
May	5	5	5	5	-	-
April	4	3	4	3	-	-
March	5	4	5	4	-	-
Feb.	5	5	5	-	-	-
Jan.	4	5	4	5	-	-

Number of Passengers

Dec.	10	20	1	18	-	2
Nov.	28	35	5	3	3	4
Oct.	17	32	6	4	-	2
Sept.	13	11	10	5	3	-
Aug.	22	16	-	10	-	3
July	9	7	1	5	2	1
June	22	13	-	-	-	-
May	3	5	12	2	-	-
April	17	5	3	5	-	-
March	13	29	3	2	-	-
Feb.	73	13	2	-	-	-
Jan.	9	33	3	2	-	-

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BOAC

Number of Flights

<u>1951</u>	<u>Hav-Nassau</u>	<u>Nassau-Hav</u>	<u>Sgo.-Kingston</u>	<u>Kingston-Sgo.</u>	<u>Sgo.-Nassau</u>	<u>Nassau-Sgo.</u>
Dec.	12	12	5	5	5	5
Nov.	9	9	4	4	4	4
Oct.	9	9	2	2	2	2
Sept.	8	8	4	-	-	-
Aug.	11	11	3	2	2	3
July	8	8				
June	4	4				
May	5	5				
April	4	4				
March	26	26				
Feb.	21	21				
Jan.	4	4				

Number of Passengers

Dec.	131	132	21	46	14	6
Nov.	98	96	11	9	11	2
Oct.	72	94	10	14	7	3
Sept.	66	72	26	18	2	3
Aug.	158	134	54	46	8	10
July	147	108				
June	74	70				
May	78	49				
April	83	64				
March	316	253				
Feb.	227	214				
Jan.	76	76				

Source: The statistics quoted above were prepared by an employee of the Cuban Department of Immigration and are believed to be fairly accurate. A single copy of the report from which this data was prepared is attached. It will be noted that it contains additional statistics which were not included in this report; it was not possible to obtain additional copies of this report which is sold to the airlines at a yearly rate of \$240.

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#### IV. Airports

During the year construction was started on a new international airport at Santiago de Cuba and plans were made to establish one at Varadero. It is expected that the runway at Santiago will be ready for service soon. Compañía Cubana de Aviación announced that as soon as the Varadero airport is finished, it will route a number of its Miami flights via this popular beach resort.

A new 5,800-foot asphalt runway was completed at the military airport located at Camp Columbia. Plans were approved for a 6,500-foot cross runway at this field but construction has not yet been started on this new section.

A Decree published in the Official Gazette on January 28, 1952 provided for no further flights by commercial airlines from Camp Columbia. The two air carriers, Aerovias "Q" and Cuba Aeropostal, which operate from this field were given ten months to transfer their operations elsewhere.

In December, Air Vice Marshal Allen Ferrier, Assistant Secretary of the ICAO Air Navigation Committee, came to Habana for the purpose of discussing the inadequacy of the Habana airport with Cuban aviation officials. Subsequently a special commission was appointed to decide whether the Rancho Boyeros field should be expanded and improved or whether a new modern international airport should be built at a different location to serve Habana. Another alternative consisted of the transfer of the military airport from Camp Columbia to San Antonio de los Baños (Batista Field) and the use of the former as a commercial airport. Pan American Airways offered to sell the Rancho Boyeros airport to the Government.

#### New Cargo Terminal

Pan American Airways started construction on a new \$130,000 cargo terminal at the Rancho Boyeros airport. The new one-story steel building, which will more than double existing cargo facilities, is 80 feet wide and 200 feet long. Two covered docks, fifteen feet wide, will run the length of the building on both sides. Extending from the dock on the airport side will be three ramps where three aircraft can be loaded or unloaded at once. Each ramp will be equipped with a hydraulically-operated section which, after the plane is towed into position, can be raised to form a continuous platform from the aircraft door and the terminal floor.

This one-level system will speed up cargo loading and unloading and will eliminate most of the handling by fork-lift trucks.

## Airport Strike

In July there was a one-day strike at the Rancho Boyeros airport which held up the regular Miami services of Pan American Airways and Compañia Cubana de Aviacion. National Airlines, which does not have to re-fuel for the short Florida run, continued to operate during the brief interruption.

### V. Communications

As a result of a complaint by the employees of Radio Aeronautica de Cuba (RACSA) in August, the Government closed the leased teletype circuit which National Airlines operates from the Rancho Boyeros airport to its city offices in Habana and Miami. After an investigation, National was allowed to reopen the circuit in December. It is understood that RACSA employees would like to provide the operators for this teletype circuit because it would give them more work to do.

Shortly after this incident the Minister of Communications ordered an investigation of the activities of RACSA. A number of airlines have been approached by investigators who inquired if the services provided by RACSA were satisfactory. It is understood that most of the airlines have replied in the affirmative.

### VI. Private Flying, Clubs and Schools.

The only recognized flying school in Cuba is located at Santa Fe, a small private airport located about eight miles southwest of Habana. All licensed commercial pilots are authorized to give flying instructions, however, and at a number of the small airports throughout Cuba, there are qualified pilots who train private flyers.

There are no recognized clubs which own or operate aircraft in Cuba.

Once every year, private pilots fly in a body to Key West where they are entertained by the residents of that city.

### VII. Manufacturing

There is no manufacturing or assembly of aircraft in Cuba.

### VIII. Registration

There are 985 registered pilots in Cuba, divided as follows:

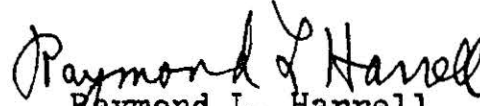
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Student Pilots	200
Private Pilots	425
Limited Commercial Pilots	10
Transport Pilots	350
	<u>985</u>

About half the licensed private pilots in the above list are no longer active.

There is enclosed a list of aircraft registrations in Cuba as of December 11, 1950. There is also attached a single copy of all the changes that have been made since that date. A new up-to-date registration list which is under preparation by Government aviation officials, will be forwarded as soon as it is ready.

For the Ambassador:

  
Raymond L. Harrell  
Attaché

Enclosures:

1. Cubana Financial Report (1950) 3 copies.
2. Cubana passenger schedules, 5 copies.
3. One set of aviation statistics for 1951, 1 copy.
4. Aircraft registrations dated Dec. 11, 1950, 1 copy.
5. Changes in aircraft registrations, 1 copy.

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A M A G U E Y

Flights      Pass      Average      Amer      Cuba      Mexi      Span      Other Nat.

Camagüey - Miami	85	357	4.2	139	194	0	0	24
Miami - Camagüey	85	267	3.1	81	183	1	0	2
Camagüey - Port-au-Prince	48	119	2.4	25	16	2	0	76
Port-au-Prince - Camagüey	48	130	2.7	49	20	1	0	60
Camagüey - C. Trujillo	48	38	0.7	11	8	0	4	15
C. Trujillo - Camagüey	49	35	0.7	10	11	0	4	10
Camagüey - San Juan	31	41	1.3	28	5	1	2	5
San Juan - Camagüey	32	61	1.9	28	16	0	1	16
Camagüey - Kingston	68	52	0.7	0	9	0	2	41
Kingston - Camagüey	68	73	1.07	36	8	0	1	28
Camagüey - Barranquilla	29	47	1.6	0	9	0	2	36
Barranquilla - Camagüey	29	86	2.9	5	29	1	0	51
Camagüey - Curacao	17	3	0.1	2	0	0	0	1
Curacao - Camagüey	17	1	0.05	0	0	1	0	0
Camagüey - Caracas	17	40	2.3	3	4	0	1	32
Caracas - Camagüey	17	43	2.5	7	6	0	4	26
Camagüey - Balboa	8	3	0.3	1	1	0	0	1
Balboa - Camagüey	7	14	2.0	0	4	0	1	9
Camagüey - Maracaibo	29	8	0.2	0	0	0	0	8
Maracaibo - Camagüey	29	10	0.3	4	5	0	0	1
Camagüey - Montego Bay	31	18	0.5	14	1	0	0	3
Montego Bay - Camagüey	32	47	1.4	42	2	0	0	3

11,566

A R R I V A L S

FINAL RECAPITULATION

D E P A R T U R E S

701	Landing passengers	17701
<u>678</u>	In transit passengers	7533
379	Americans	7069
	Cubans	8564
	Mexicans	409
	Spaniards	301
	Other Nationalities	1358

Outgoing passengers	17678
In transit passengers	7533
Americans	7868
Cubans	7790
Mexicans	396
Spaniards	222
Other Nationalities	1402