

R E P O R T
OF THE
DIRECTOR OF CIVIL AVIATION
FOR THE YEAR 1956

I have the honour to submit the following report on the Department of Civil Aviation for the year 1956.

1. STAFF

1. The staff of the Department at the end of the year consisted of:-

Director of Civil Aviation	Major J. Nicole
Acting Director of Civil Aviation	Sq. Leader. H.G.Barker, A.F.C. on secondment July to December, 1956.
Assistant Director of Civil Aviation (designate)	Mr. Hutton-Griffith
Senior Air Traffic Control Officer	Mr. E.A. Phillips
Air Traffic Control Officers	(Mr. I. Vieira (Mr. C.W.D. Chalmers (Mr. G.N. Spence (Mr. G.L. Hopkinson (Mr. H.S. Chan (Mr. K. Kwok (Mr. C.A. DeFeyitas (Mr. C.E. Yhap (Mr. D.N. Winter from 1st April, 1956.
Assistant Air Traffic Control Officers	(Mr. A.A. Giles (Mr. K.A. Graham
Clerical Establishment.	
Class 11. Clerks	(Mr. A.F.R. Bishop (Mr. C.H. Fryer
Clerical Assistants	Miss Gilkes to 1st May, 1956. Miss Granger - to 11th Sept. 1956. Mrs. R. Spence - (temporary) from 14th March to 13th October, 1956, Mrs. Bose - from 27th April, 1956 to 14th June, 1956, Miss Fraser (temporary) from 11th June, 1956, : : : Miss N. Ouckama - (temporary) from 15th Oct., 1956.

Fire and Ambulance Service.

Supervisor	Mr. J. Gonsalves
Staff	(3 Senior Firemen (15 Firemen
Miscellaneous Staff	1 Caretaker 1 Messenger 1 Groundsman 1 Asst. Caretaker

2. Increases - The new post of Assistant Director of Civil Aviation approved in 1955, has been filled by the appointment of Mr. Hutton-Griffith as Assistant Director designate. Mr. Hutton-Griffith who served in the Royal Air Force from 25/5/43 to 24/2/52 and was attached to the office of the Development Secretary prior to his selection for this appointment, is now in the United Kingdom undergoing a course of training with the Ministry of Transport and Civil Aviation. This course of training will give him a general background to Civil Aviation administration as well as an intensive and specialised course in Air Traffic Control.
3. Secondment - Squadron Leader H.G. Barker, A.F.C., of the Ministry of Transport and Civil Aviation, London, arrived in the Colony in June, 1956, on secondment, and took over duty as acting Director of Civil Aviation in the absence of Major J. Nicole who proceeded on leave on the 8th May, 1956.
4. Acting Appointments - As a result of the grant of leave to Major Nicole the following acting appointments were made:-

Acting Director	- Mr. E.A. Phillips, from 8th May to 5th July, 1956.
	- Sq. Ldr. H.G. Barker from 6th July to 31st December, 1956.
Acting Asst. Director of Civil Aviation.	- Mr. E.A. Phillips from 6th July to 31st December, 1956.
Acting Senior Air Traffic Control Officer	Mr. C.W.D. Chalmers from 8th May to 5th July, 1956.
	- Mr. I. Vieira from 4th September to 31st December, 1956.
5. Promotions and Appointments -
 - (1) Mr. D.N. Winter was promoted Air Traffic Control Officer as from 1st April, 1956.
 - (2) Messrs. Giles and K.A. Graham, temporary Assistant Air Traffic Control Officers were appointed Assistant Air Traffic Control Officers as from 1st April, 1956.
 - (3) Miss Gilkes was promoted to be an Assistant Social Welfare Officer in the Local Government Department as from 1st May, 1956.
 - (4) Miss Granger was appointed Clerical Assistant in the Ministry of Labour, Health and Housing as from 11th September, 1956.
6. Discipline - As a result of generally unsatisfactory work and conduct a recommendation was made at the end of the year for the deferment of increments in the salaries of Messrs. G.L. Hopkinson, A.T.C.O. and K.A. Graham Assistant A.T.C.O.
7. Training - Mr. I. Vieira attended a course of training in Air Traffic Control methods in the United States which included practical training and experience at the Civil Aeronautics Administration Aeronautical Centre and

airports in Oklahoma. This course was arranged through the auspices of the International Cooperation Administration of the United States.

Mr. H.S. Chan undertook a course of training in Air Traffic Control at the Ministry of Transport and Civil Aviation School of Air Traffic Control at Hurn, England, later performing duty as Air Traffic Control Officer at Birmingham Airport.

8. Leave of Absence - The following officers were granted Vacation Leave during the year:-

Major J. Nicole	-	from 8th May, 1956 to 31st December, 1956 and extending into 1957.
Mr. H.S. Chan	-	from 22nd May, 1956 to 10th December, 1956.
Mr. G.H. Fryer	-	from 25th June, 1956 to 31st December, 1956 and extending into 1957.

Vacation Leave (local) was also granted to members of the Fire and Ambulance Services and Miscellaneous Staff during the year.

Casual leave was also granted to all members of the staff who applied for it.

9. Sick Leave - 28 members of the staff were absent from duty for a total of 212 days during the year on sick leave.

2. ATKINSON AIRPORT

10. Control - The control and administration of the Airport was the responsibility of the Director of Civil Aviation, with the Senior Air Traffic Control Officer performing the duties of Deputy Airport Superintendent.
11. Maintenance and Services - The Director of Public Works, through the Engineer-in-Charge at Atkinson Field, continued to be responsible for the maintenance of runways, taxiways, roads, lands and buildings and for the provision of essential services in the Airport area. The usual high standard was maintained during the year.
12. Terminal Building - The marked increase in passenger traffic-recorded later in this report - and the consequent increase in the number of visitors to the Airport made it evident during the year that the existing public rooms in the Terminal Building were inadequate, particularly at peak periods. The impending removal of the offices of the Directorate of Civil Aviation to Georgetown will make available a considerable amount of floor space now used for administrative purposes and, following meetings with airline agents and other interested persons, proposals were agreed for the extension of the area now available for travellers and visitors.

It is expected that the removal of the Directorate will be effected early in 1957 and that work on modifications to the Terminal Building will commence as soon as is practicable after the removal.

13. Hydrant Fuelling System - The hydrant fuelling system installed by Petroleum Marketing Agencies Ltd. (Shell) in 1955, continued to operate satisfactorily.
14. Parking Apron - The larger types of aircraft now operating into the Airport and the steady increase in traffic taxes the capacity of the Parking Apron on occasions, but the extension to the Parking Apron completed in 1955 provides adequate space for existing traffic. Should the increase in traffic continue it may be necessary to consider a further extension to the Apron in the next year or two. The extension to the Parking Apron was resurfaced during the year and is standing up excellently to the traffic it has to carry.

15. Runways and Taxiways - The main taxiway to the Terminal Building was rebuilt during the year and runway and taxiway markings in accordance with the standards set out in Annex 14 to the Convention on International Civil Aviation were provided. The painting of the approved markings was undertaken by the Public Works Department and this opportunity is taken to commend the Engineer-in-Charge on the excellent work done. Runways and taxiways are in first class condition and, with their new markings, are second to none in the area.
16. Control Tower - The plans to re-occupy the steel Control Tower, property of the Government of the United States, and to provide new accommodation for the Civil Aviation and Communications services were not proceeded with as a result of the proposal to move the offices of the Directorate of Civil Aviation to Georgetown in 1957. Planned improvements to the existing Control Tower are expected to be approved and executed during the coming year.
17. Military Aircraft - There were no visits of British Military aircraft during the year but seventy-one aircraft of other countries, notably those of the United States and Brazil, including a number of Jet aircraft, made use of the airport.
18. Planned Improvements - As stated in paragraph 12 of this report, the proposed removal of the offices of the Department to Georgetown in 1957 will make it possible to increase very considerably the space available for travellers and visitors in the Terminal Building. This improvement in passenger-handling facilities is planned to be undertaken during 1957.

The need for a much larger car park adjacent to the Terminal Building has been apparent for the past two years and this need increases almost daily. It is hoped that this might be undertaken during 1957.

19. Recommended Improvements - At the third Caribbean Regional Air Navigation Meeting held at Ciudad Trujillo between the 3rd and 24th April, 1956, recommendations were made for the installation at Atkinson Airport of the following improvements:-
- (a) A very High Frequency Omni-directional Radio Range (VOR), and
 - (b) Lead-in Lighting to the main runway.

Consideration is being given to both these recommendations but the nature of the terrain in the final approach zone of the main runway (Runway 05) makes it apparent that this will be a complex and costly undertaking. This problem has been discussed with the appropriate branch of the Ministry of Transport and Civil Aviation and a survey of the terrain is being undertaken with a view to ascertaining the cost of installing a modified lead-in lighting system.

20. Control Tower Equipment - The Air Traffic Control Desk, for which authority to purchase was given at the end of 1955, was received and installed during the year. This piece of equipment has greatly increased the efficiency of air traffic control work and enhanced the appearance of the Control Room.

The Airfield Recorder (speech recording unit) was also received and installed during the year and is operating efficiently, particularly on Very High Frequency (V.H.F.) transmissions. The knowledge that all signals sent from and received in the Control Room are recorded and can be 'played back' if necessary has further increased the efficiency of this vital service.

21. Airport Liaison Committee - This Committee, consisting of representatives of Government Departments using the Airport, airlines, oil companies and those responsible for the provision of passenger amenities met on a number of occasions. Particular attention was given to discussions in respect of the -.....

the proposed modifications to the Terminal Building and agreement was reached on recommendations to be made.

3. AIR TRAFFIC CONTROL

22. Services - Continuous Air Traffic Control services were operated throughout the year providing Aerodrome Control, Approach Control, Flight Information and Rescue Co-ordination services.
23. Aerodrome and Approach Control - All air traffic within the Approach Zone, which extends to a radius of 25 nautical miles from the Control Tower, and traffic of all kinds on the aerodrome itself is controlled by the senior Air Traffic Control Officer on duty. The Georgetown (Water) Aerodrome is within the Approach Zone and aircraft movements into and out of this area are, therefore, under control.

This remote control of the Georgetown Aerodrome, which is 20 miles from the Control Centre, has been found unsatisfactory and consideration may have to be given in the near future to the provision of an Operations Officer to exercise on-the-spot control.

24. Flight Information Service - The Georgetown Lower Flight Information Region established in 1965 continued to function satisfactorily. This region, which includes the air space up to 10,000 feet, extends to the boundaries of the Colony in the East, South and West and to the Southern boundary of the Trinidad Flight Information Region in the north.

The air space above 10,000 feet forms part of the Surinam Upper Flight Information Region. This means, in effect, that the Georgetown Flight Information Centre supplies information to all aircraft flying into or over the Colony at Altitudes up to 10,000 feet only, aircraft flying above that altitude being provided with essential information from the Surinam Flight Information Centre.

25. Rescue Coordination Service - The limits of the Georgetown Lower Flight Information Region mark the boundaries of the Colony's responsibility for providing normal Rescue Coordination services; but Atkinson Field is designated as the main Rescue Coordinating Centre for the Surinam Upper Flight Information Region which includes British and French Guianas, Surinam and the sea area stretching to the Southern boundary of the Piarco Flight Information Region. This means that in the event of an aircraft being lost or missing within the region the Atkinson Rescue Coordinating Centre may be required to assume control of the coordination of rescue services over the whole area. This, so far as the Surinam or Rochambeau areas are concerned, would be on request from those centres.
26. Search and Rescue Personnel and Facilities - The Georgetown Rescue Coordinating Centre is expected to have available for search and rescue purposes a medium range aircraft and a Rescue boat and, by arrangement with British Guiana Airways (Government) and the Transport and Harbours Department these facilities can be made readily available.

In addition, and by arrangement with the Police and private owners of Radio Transmitting sets, Alerting Posts are established all over the Colony through which information in respect of missing, overdue or force-landed aircraft can be conveyed to the Rescue Coordinating Centre and search and rescue units for ground search work be organised and controlled by the Coordinating Centre.

By agreement with the Military Commander at Atkinson Field it is now possible to call upon the Army to supplement the civil sources in a rescue operation. This opportunity is taken to express appreciation of this gesture, and to emphasize its importance in the Atkinson Field area where the nature of the terrain would render search and rescue operations extremely difficult.

27. Rescue Facilities (Georgetown) - In several reports on aircraft accidents in the Georgetown (Water) Aerodrome emphasis has been laid on the need for improved rescue services at the British Guiana Airways Ramp at Ruimveldt. This need has been given more detailed consideration recently and it is hoped that during 1957 arrangements will be completed for a more efficient service.

4. AERONAUTICAL TELECOMMUNICATIONS

28. International Services - International Aeradio (Caribbean) Limited (I.A.C.L.) as agents of Government continued to operate the International Aeronautical Telecommunications services during the year on a system of charges approved by Government. Details of the frequencies in use for these and the Aerodrome and Approach services are set out in Appendix A to this Report.
29. Domestic Services - British Guiana Airways (Government) operated the separate services for the internal operations of their aircraft with their main fixed station at Ruimveldt, Georgetown.

Operations - Aeronautical Telecommunications services provide the radio link between Air Traffic Control and aircraft operating within the Flight Information Region as well as direct radio contact between Atkinson Airport and other aerodromes and airfields in the area and in neighbouring territories.

Aircraft entering the Approach Control Zone come under the direct control of the Duty Air Traffic Control Officer by changing over to one of the frequencies operated from the Control Tower.

31. Inspection and Maintenance of Equipment - I.A.C.L. personnel continued to service and maintain all radio equipment as well as the Public Address and Intercommunications systems in the Terminal Building. They also rendered valuable service in the installation of the Air Traffic Control Desk and the speech recording equipment and this opportunity is taken to express appreciation of the cooperation and assistance rendered by the Senior Representative and his staff.
32. Radio Aids to Navigation - The frequency of the Non Directional Beacon was changed from 263 to 356 kilo cycles during the year and this considerably improved the range of the beacon, reception from which has now been reported up to 300 miles from the aerodrome.

During the year the beacon mast was struck by lightning on two occasions during severe electrical storms with some damage to nearby cables and equipment.

33. Interior Beacons - The non-directional beacon (N.D.B.) at Lethem was nearing completion at the end of the year and is expected to be in operation early in 1957.

Because of the decrease in air traffic to the South Rupununi Savannahs and increased traffic in other areas, the proposals for a second N.D.B. at Wichibai was suspended. At the end of the year no decision had been taken on the re-siting of this beacon but consideration was being given to possible sites midway between and some distance west of a direct line between Atkinson Field and the Rupununi District. Such a site would provide not only a homing beacon into the western area where traffic is on the increase, but it will enable appropriately equipped aircraft using this beacon in conjunction with those at Atkinson Airport and Lethem to obtain acceptable position fixes at any point along the principal routes to the Rupununi District, and on which the bulk of British Guiana Airways operations occur.

5. METEOROLOGY

34. Atkinson Supplementary Meteorological Office - The Supplementary Meteorological Office at Atkinson Airport is operated by the Air Traffic Control Staff, all of whom are qualified Weather observers. Hourly weather observations are taken throughout the 24 hours daily and reports are transmitted by radio to the Main Meteorological Offices at Piarco, Trinidad and Zandery in Surinam. Weather reports from Mabaruma are also sent through this channel.
35. Pilot Balloon Observations - Pilot Balloon ascents were again restricted during the year because of the difficulty in obtaining supplies of hydrogen. It is expected that suitable arrangements for supplies of hydrogen will be completed early in 1957.
36. Mabaruma Weather Reporting Station - The recommendation of the International Civil Aviation Organisation (I.C.A.O.) for the establishment of hourly weather reports from Mabaruma has not yet been implemented but reports continue to be supplied twice daily. The Director of the British Caribbean Meteorological Service has indicated recently that hourly reports may no longer be a necessity.

6. CRASH AND AMBULANCE SERVICE

37. Fire Alarms - There were no alarms of fire in the Atkinson Field area during the year. This speaks very highly for the fire prevention measures and the system of inspections and fire protection organised by the Supervisor and his staff.
38. Emergency Landings - The Crash Tender and Ambulance proceeded to the intersection of the runways on four occasions during the year for emergency landings. No action was necessary.
39. Alerts - The service was alerted for all landings and take-offs during the year. Alerting is accomplished by signal from the Duty Air Traffic Control Officer when vehicles are manned with engines running, ready for immediate action if required.

There were 4,370 alerts during the year, 496 of which were night. This is an average of 12 alerts per day throughout the year.

40. Training - Twenty-five fire drills were conducted during the year and crews were under constant instruction. In addition the Fire Supervisor lectured and demonstrated to Army personnel on methods of fire prevention and protection.
41. Equipment - The Structural Fire Truck, property of the Government of the United States, again became unserviceable during the year and its age, the difficulty of obtaining spares which are increasingly necessary for its maintenance, and the hard currency involved in procuring such spares made it clear that it was no longer an economic proposition to attempt to keep it in use. It has, therefore been withdrawn from service and instructions have been requested in respect of its disposal.

On the advice and with the cooperation of Mr. J.T. Atkinson, Superintendent of the Georgetown Fire Brigade, the loan of an Austin Champ vehicle was obtained from the Georgetown Fire Service and it is hoped that this temporary addition to the fire equipment will be available until a new Austin Champ pump/rescue vehicle is procured in 1957.

On the withdrawal of the Structural Fire Truck a Land Rover was procured and the trailer pump was fitted with hose racks thus providing a further efficient fire-fighting unit.

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To increase the foam output of the Pyrene Crash Tender an amount to cover the cost of the purchase of a water carrying vehicle was included in the draft estimates for 1957. The increased water supply thus made available will nearly double the foam output of this piece of equipment. All but essential equipment was removed from the Crash Tender to render it lighter and more mobile and steel matting was laid over certain stretches of the loose sand in the manoeuvring area to enable the fire and crash equipment to reach the more distant points of the aerodrome by the shortest and quickest routes.

42. Fire Protection - Routine fire protection inspections were conducted throughout the year in the whole Atkinson Field area and 173 fire extinguishers were re-charged including those for private organisations. Fire extinguishers in use and in store at the end of the year numbered 402.
43. Telephone Exchange - Personnel of the Crash and Ambulance service continued to perform duty as operators at the Atkinson Field Telephone-Exchange providing a continuous service to subscribers in the area and, by radio telephone, with Georgetown. During the whole year the radio telephone link was broken for a total of 68 hours.
44. General - As a result of a Police Department requirement that supernumerary constables should come under the direct control of the Commissioner of Police for pay, discipline etc., members of the Crash and Ambulance Service ceased to hold these appointments at the end of the year. This resulted in these men being no longer available for duty as Airport Police and an increase in the number of infringements of the Airport Regulations. Measures to improve this situation were under consideration at the end of the year.

This opportunity is taken to express appreciation of the excellent work done by the Fire Supervisor and his staff during the year in maintenance of equipment and improving the efficiency of the fire service. Appreciation is also expressed for the advice and assistance rendered by the Superintendent Georgetown Fire Brigade and the Public Works Engineer at Atkinson Field.

7. ATKINSON FIELD AREA

45. Administration - Responsibility for the administration of the Atkinson Field area which covers some 30 square miles of country, continued to be vested in the Director of Civil Aviation, with the Director of Public Works exercising maintenance responsibility.
46. Accommodation - The shortage of housing accommodation is still acute and is creating considerable hardship to essential airport staff. One barrack building evacuated by the Army was available at the end of the year for conversion into family accommodation but this, when completed will provide only two additional apartments and will do little to relieve the situation. It is hoped that the conversion of the barrack building mentioned above will be undertaken during 1957.
47. Hydroponic Gardens - These continue under the same lessee. It has been noted that the production of vegetables has been considerably reduced and that the lessee is concentrating more and more on the breeding and production of chickens, pigs and cows. It is hoped that vegetable production for which the lease was primarily designed, will receive more attention in future.
49. Poultry Farm - Another farmer was granted permission during the year to occupy an area in the vicinity of the old Pan American Airways Transmitting Station for the purpose of poultry farming. Considerable progress had been made by the end of the year.

49. Tropical Fish Farm - This farm continues to flourish and applications have been received for further fish farms to be established. The export of these fish by air to all parts of the world, particularly the United States, is a valuable asset to the Colony.
50. Hollow Brick Factory - Arrangements for the lease of an area in the vicinity of the Atkinson Field dock were completed by the end of the year and work had commenced on the clearing of the site for the factory.
51. Agriculture - The Experimental Station operated by the Department of Agriculture was extended during the year. Research work in plant development, principally cocoa and coffee is the main activity of this station.
52. Government School - The Atkinson Field Government School opened on 23rd April, 1956. Under its head-mistress, Mrs. B. Downes, very favourable progress has been made. The Director of Civil Aviation continues to be Manager of the school and has recently recommended an increase in the teaching staff to cope with the 76 pupils now enrolled.
53. Amenities - The Swimming Pool continued to be the most popular amenity at Atkinson Field and was the main centre of recreational and social activity throughout the year.

The playing field was also popular and was the scene of very successful inter-school sports held in the middle of the year, thanks, to a considerable extent, to the assistance and cooperation of the Officer Commanding Troops.

54. Atkinson Field Sports Club - The area leased to Pan American Industries Inc. for the erection of a Hollow Brick Factory included the ground covered by the Atkinson Field Sports Club building which had to be dismantled. No action had been taken by the lessees to re-erect the building in accordance with their undertaking, by the end of the year and it was, therefore, not possible to start the work on improvements to the building for which a C.D. and W. grant had been provided.
55. Maintenance - Roads, lands and buildings were maintained at their usual high standard during the year, as were the provision of essential services.

8. INTERIOR AIRSTRIPS, WATER ALIGHTING AREAS AND TRAILS

56. Control - The Director of Civil Aviation continued to be responsible for all interior airfields, water alighting areas and connecting trails. The acting Director prepared an extensive report for consideration by Government which included:-
- (a) Responsibility for maintenance of airstrips to be transferred to the Director of Public Works.
 - (b) An increase in the number of Supervisors at airstrips and water-alighting areas in regular use.
 - (c) The provision at aerodromes (water-alighting areas as well as airstrips) of safety aids and rescue equipment.
 - (d) The introduction of aerodrome licensing.
 - (e) The taking over of all responsibility for connecting trails by the Director of Public Works. (This was approved in 1955 but had not been implemented).
 - (f) Provision of radio transmitters/receivers for the more important airstrips.

The report was discussed at length and was approved and the Director of Public Works and the acting Director carried out a preliminary inspection of the principal interior aerodromes.

It was agreed that the implementation of these recommendations should take effect in three phases. The first, to provide for improvement to agreed standards of aerodromes used for scheduled passenger and mail services, to be started as soon as funds are made available. This is expected to be early in 1957. Phases 2 and 3 which aim to bring all aerodromes up to agreed standards will follow at a later date.

Interior Airstrips and water alighting areas are primarily for domestic use by British Guiana Airways and private aircraft operating in the Colony. Their use by other aircraft is subject to permission being granted in every case by the Director of Civil Aviation.

- 57. Maintenance - Normal maintenance of airstrips and connecting trails in the Rupununi District was continued throughout the year.
- 58. Development Programme - Funds were requested for:-
 - (a) The lengthening of Wichibai airstrip ;
 - (b) The construction of an airstrip at Kamarang Mouth ;
 - (c) A detailed survey of the Kaitour Falls area for the provision of an airstrip.

The lengthening of Wichibai airstrip recommended some years ago and considered on a number of occasions was agreed.

A certain amount of clearing of forest in the Kamarang Mouth area had already been carried out by the District Officer and, after an inspection by the acting Director, and discussions with British Guiana Airways officials, it was agreed that this area, when grading and filling had been completed and certain obstructions removed, would be suitable for use by the Company's C.47 aircraft, with certain necessary load limitations.

The provision of an airstrip at Kaitour Falls, which has also been under consideration for some years, was further considered and it was agreed that a detailed survey of the area be carried out. It is expected that work on these three projects will be started during 1957.

- 59. New Airstrips - No new airstrips were constructed during 1956 but a number of small airstrips for use by light aircraft which had been constructed in the Echilibar area were inspected.
- 60. Navigational Aids and Interior Communications - Work on the non-directional beacon (NDB) at Lethem continued during the year, but work on the building to house the radio equipment and the technician who will operate and maintain the beacon was delayed. The beacon should come into operation during 1957. Work on the second beacon at Wichibai was suspended because of the reduction of air traffic in the South Savannah area. At the end of the year a new site for this beacon was under consideration and the acting Director was of opinion that it should be in the North West District in order to enable aircraft operating into the interior to provide improved position reports. Discussions with the local airline officials are planned for early in 1957 and a firm recommendation for the re-siting of this beacon will then be made.

9. REGISTRATION, CERTIFICATION AND LICENSING
OF AIRCRAFT AND AIRCRAFT PERSONNEL

61. Registration and Re-Registration - Two aircraft were granted British Registration during the year and eight other aircraft already registered changed ownership and were re-registered. British Guiana registration has now been granted to twenty-one aircraft. Of this number six had been cancelled by the end of 1956.
62. Certificates of Airworthiness - On the recommendation of the Air Registration Board Surveyor, Mr. A.C. Tomlinson, Certificates of Airworthiness were issued or renewed in respect of the six aircraft owned and operated by British Guiana Airways (Govt.), as well as a number of private aircraft.
63. Licences - The issue, renewal and extension of Aircrew, Aircraft Maintenance, Aircraft Radio Maintenance and Flight Engineers' Licences were granted during the year. In the case of Aircraft Maintenance Engineers' Licences, renewals are granted on the recommendation of the Air Registration Board Surveyor and the issue or extension of these Licences are subject to applicants passing a written technical examination set by the Surveyor and satisfying him in respect of practical experience.

At the end of the year the number of licences recorded were:-

Pilots Licences (all categories)	24
Student Pilots Licences	9
Aircraft Maintenance Engineers Licences	8
Flight Engineers Licences	5
Flight Radio Operators Licences	12
Radio Maintenance Engineers Licences	1
TOTAL:	59

64. Instrument Rating - Captain J.P. Wilson, Chief Pilot of British Guiana Airways Ltd., continued to be the authorised examiner for the grant and renewal of Instrument Ratings and tested the Company's pilots for the renewal of their ratings during the year.
65. Fees - The amount collected for the issue, renewal and extension of Registration Certificates, Certificates of Airworthiness and Licences during the year amount to:-

Registration	- \$ 50.24
Certificates of Airworthiness	- 2,491.20
Licences	175.17
Examination Fees	49.20
TOTAL:	\$2,765.81

10. AIR TRAFFIC

66. Aircraft Movements - There was a considerable decrease in the number of aircraft movements in 1956 as compared with 1955 due to the greatly reduced activity of the Demerara Light Aeroplane Club. Scheduled and non-scheduled services increased by nearly 200 movements over those for 1955.

A small increase was again recorded at the Georgetown aerodrome and the acquisition at the end of the year of an additional Grumman Goose aircraft should result in a considerable increase in 1957.

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Comparative figures for 1954, 1955 and 1956 are as follows:-

	1954	1955	<u>1956</u>
Atkinson Airport	4,225	6,336	4,776
Georgetown Aerodrome	1,454	1,590	1,613

67. Passenger Traffic - Arrivals and departures of passengers at Atkinson Airport again showed an increase and provide a clear indication of the increase in air-travel.

The extent of this increase in the use of air transport by the travelling public is illustrated in the figures given below which include those for 1948, the first year in which such records were kept.

	1948	1952	1953	1954	1955	1956
Arrivals	4,429	7,813	8,226	9,022	9,589	10,432
Departures	4,621	7,896	8,109	9,301	9,880	12,015

Intransit passengers passing through the airport for the year numbered 6,600 as compared with 5,813 in 1955, bringing the total number of travellers using the Airport and Terminal Building facilities to 29,047, an increase of over 10% above the 1955 figures; and an average of 80 travellers a day for every day of the year. Allowing for aircraft crews and the very large increase in the number of visitors to the airport, it is safe to estimate the daily average of persons using the Airport and its facilities at about 300.

The presence of travellers and visitors is, necessarily, confined to the days and particular times of aircraft arrivals and departures and there are frequent occasions when as many as 1,000 people and over 100 cars are at the Terminal Building. As stated in paragraph 18 of this report the motor car parking area is inadequate for these occasions and steps are being taken to meet this situation.

68. Scheduled International Services - There was no increase in the number of airlines operating scheduled international services into Atkinson Airport. At the end of the year services in operation were:-

Scheduled Services in operation
as at 31st December, 1956.

- (i) B.W.I.A.from Trinidad.....Sunday, Monday,
Wednesday, Friday and
Saturday.
- to TrinidadSunday, Monday,
Wednesday, Thursday
and Saturday.
- from Barbados.....Thursday
to BarbadosFriday
- (ii) P.A.W.A..... South BoundMonday and Wednesday
- North BoundTuesday and Thursday
- (iii) K.T.M. South Bound
from Curacao via
Trinidad Friday and Sunday

/(68 Cont'd.....

K.L.M. (Cont'd).....North Bound from
 SurinamSaturday and Monday

(iv) Cruzeiro do Sul from and to Manaus via Boa Vista -Sunday.

69. Non-Scheduled International Services - The principal operators of non-scheduled international services were Pan American World Airways, British West Indian Airways and British Guiana Airways. Other non-scheduled international traffic included Air France, Surinam Airways and Military aircraft.

70. Scheduled Internal Services - British Guiana Airways (Govt)., operated scheduled internal services as follows:-

(i) DC-3c (Dakota) Services from Atkinson Airport to:

- North Rupununi Savamahs (Good Hope, Annai or Karanambo & Lethem) - Weekly
- South Rupununi Savamahs (Wichibai with monthly extension to Lumid Pau - and flag stop at Apoteri) - Fortnightly
- Orinduick, with flag stops at Kato and/or Monkey Mountain - Fortnightly
- Konowaruk - Weekly

(ii) G-21A (Grumman Goose) Services from Georgetown to:

- Bartica - 3 times weekly
- Mazaruni District (Tumareng with flag stops at Hill Foot and Kamakusa and extension on request to Kamarang Mouth) - twice weekly
- North West District - Morawhanna with flag stop at Mount Everard - Monthly

71. Non-Scheduled Internal Services British Guiana Airways operated non-scheduled internal services to 22 airstrips and 49 water alighting areas.

72. British Guiana Airways Operations - The number of take-offs and landings made by British Guiana Airways aircraft at Atkinson Field during 1956 was 727 as compared with 712 in 1955. The following is a comparative statement of traffic handled by the Company since 1950 (1953 figures are not available):-

(i) C. 47 Dakota - services from Atkinson Airport

	Passengers		Mail		Freight & Baggage	
	In	Out	In lbs	Out lbs	In lbs	Out lbs
1950	1,345	1,287	600	1,773	1,337,522	1,338,006
1952	2,285	1,946	948	2,163	1,820,315	2,634,813
1953	2,197	1,977	785	2,384	1,927,791	2,512,840
1954	2,113	1,832	745	3,072	1,954,700	5,326,887
1955	2,433	2,433	1,038	3,616	2,633,376	3,290,658
1956	2,810	3,258	949	3,429	1,976,734	3,308,926

/(72 Cont'd).....

(ii) G. 21A - Grumman Goose Services from Georgetown

	<u>Passengers</u>		Mail		Freight & Baggage	
	In	Out	In lbs	Out lbs	In lbs	Out lbs
1950	2,403	2,045	not recorded		101,272	178,369
1952	2,667	2,182	"		111,921	152,523
1953	2,415	2,143	"		90,265	171,954
1954	2,665	2,370	1,681	1,611	83,156	158,886
1955	2,700	2,801	1,553	1,462	83,300	180,306
1956	2,824	2,619	1,552	1,590	90,352	187,884

(iii) St. Vincent Government Air Service (from 1954)

	1954	1955	1956
Flights out of St. Vincent		360	369
Passengers to and from St. Vincent	2,553	2,995	2,603
Landings elsewhere than St. Vincent	1,036	973	912

The St. Vincent Government Air Service is operated by a British Guiana Airways G 21A (Grumman Goose) aircraft.

73. Aerodrome Charges - There was a considerable increase in the amount of revenue collected at Atkinson Airport under the Air Navigation (Charges at Aerodromes) Regulations in 1956 as compared with 1955, due to the increase in schedule and non-scheduled traffic. The amount collected, and a comparison with 1955, are as follows:-

	1955	1956
Landing Fees	\$34,039.75	\$41,634.15
Parking Fees	486.35	721.81
Totals:	<u>\$34,526.10</u>	\$42,355.96

British Guiana Airways (Government) continued to pay a commuted landing fee of \$500 a month.

74. Other Airport Revenue - Buildings and offices and other accommodation rented to Airlines, Oil Companies and other organisations at the Airport yielded the following revenue for 1956:-

British West Indian Airways Ltd	405.00
Pan American World Airways Inc.	1,122.48
K.L.M. Royal Dutch Airlines	450.00
Cruzeiro do Sul	270.00
British Guiana Airways	3,579.00
Petroleum Marketing Agencies (Shell)	1,095.80
Standard Oil (Esso)	831.58
Mr. L. Chung	900.00
Mrs. L. Cossou (Guest House and Airport Buffet)	2,675.00
Total:	<u>\$11,828.86</u>

75. Appendices to this Report in respect of air traffic and air traffic facilities record:-

Appendix A - Aeronautical Telecommunications facilities at Atkinson Airport.

/(75. Cont'd).....

- Appendix B - Summary of Total Aircraft Movements by type of Movement - Georgetown Seadrome.
- Appendix C - Summary of Total Aircraft Movements by type of Movement - Atkinson Aerodrome.
- Appendix D - Summary of Traffic Handled by type of Air Transport Movement - Georgetown Seadrome.
- Appendix E - Summary of Traffic Handled by type of Air Transport Movement - Atkinson Aerodrome.
- Appendix F - Summary of Total Aircraft Movements by Airlines or Operators.
- Appendix G - Internal Airstrips used and traffic handled by B.G. Airways DC-3c aircraft.
- Appendix H - Airfields, Airstrips and Water Alighting Areas used and traffic handled by B.G. Airways G.21A aircraft.
- Appendix J - External aerodromes used and traffic handled by B.G. Airways DC-3c aircraft.
- Appendix K - St. Vincent Government Air Services - Flights and traffic handled out of St. Vincent.
- Appendix L - St. Vincent Government Air Service - Landings at places other than St. Vincent.

11. LEGISLATION

76. The Air Transport (Licensing of Air Services) (Amendment) Regulations, No. 1 of 1956 - published in the Official Gazette of the 21st January, 1956, provides for the grant of provisional licences.
77. The Aerodromes Ordinance - No. 6 of 1956 - was published in the Official Gazette of the 3rd March, 1956, and is designed to provide for the management and control of interior airstrips.
78. The Colonial Air Navigation (Amendment) Order 1956 - effective from 1st July, 1956, was published in the Official Gazette of the 7th July, 1956.

12. ACCIDENTS

79. There were four notifiable aircraft accidents during 1956, three involving privately-owned aircraft and one (a helicopter) operated by a foreign airline. No one suffered any serious injury as a result of these accidents. The accidents were:-
- (a) A Bell (B) Helicopter, owned by Surinam Airways and flown by an American pilot on soil survey work for the Government of British Guiana, crashed on the Eve Leary Parade Ground, Georgetown. The aircraft was wrecked following what appeared to be an inadvertent take-off while the engine was, allegedly, being run up by the Flight Engineer who stated he was the only occupant. Evidence supports the theory that the collective pitch lever was used improperly. This accident is still under investigation by the Department of Civil Aviation, Surinam, with assistance from this Department.
- (b) A Piper Pacer aircraft of United States registration owned and operated by an American Mining Company, crashed following

/(complete.....

complete power failure when taking off from Marques Airstrip on the Ireng River. The aircraft was wrecked.

(c) A Helio Carrier (prototype) aircraft of United States registration, flown by a British pilot with members of an American mineral survey party on board, crashed following complete power failure when taking off at Lumid Fau Airstrip in the Rupununi District. The aircraft suffered only superficial damage and is being repaired. Subsequent allegations of sabotage made by the charterers could not be substantiated because of the time which elapsed before the allegations were made and because the aircraft had been unguarded in the interval. It was suggested that the fuel might have been deliberately contaminated.

(d) A locally registered Aeronca float-plane piloted by Mr. Clavier sank in the Demerara River at Georgetown after landing with a damaged float; sustained when it struck a submerged rock in the Essequibo River earlier in the flight. The aircraft was salvaged and is being repaired.

80. Reports - These accidents were investigated and reports were submitted by the acting Director.

13. CONFERENCES

81. Ministry of Transport and Civil Aviation and Colonial Office - While in the United Kingdom for the Annual Display of the Society of British Aircraft Constructors the acting Director attended meetings at the Ministry of Transport and Civil Aviation and the Colonial Office. Matters discussed included Air Traffic Control problems, Aerodromes and Navigational Aids installations, Fire and Rescue equipment, Aerodrome lighting, training of Air Traffic Control Officers and improvement of interior airstrips.

Discussions were also held on the proposal to start a pilot cadetship training scheme and, as a result, a scheme is now approaching finalization under which selected British Guianese, some with flying experience, will be sent to an approved Training School in the United Kingdom to be trained up to Commercial Pilot with Instrument Rating standards. On the successful completion of their training they will be required to serve an agreed number of years with British Guiana Airways, first as co-pilots and then, when qualified, as Captains. It is expected that this will overcome the pilot shortage from which the local airline has always suffered.

82. The British Caribbean Air Transport Advisory Council and Standing Technical Committee - The Council and its Standing Technical Committee met at Kingston, Jamaica between the 26th November, and the 4th December, 1956. The conference was attended by the Hon. W.O.R. Kendall, Mr. J.A.E. Young, Hon Member and the Permanent Secretary of the Ministry of Communications and Works, respectively, and the acting Director of Civil Aviation. The acting Director was Chairman for the opening of the committee meeting and, at the meeting of the Council, the Hon. W.O.R. Kendall was elected Chairman of the Council for the ensuing year.

A full report on the meeting of the Council and the Committee has been received by Government. With the impending Federation of the British Caribbean Governments the future of the Air Transport Advisory Council and its Standing Technical Committee is uncertain, but the Council agreed the need to keep the Council in being in some form, having in mind the present position of British Guiana and British Honduras.

/(83.....)

83. Inter-Guiana Civil Aviation Meeting - Before the end of the year, and at the request of the Director of Civil Aviation Surinam, it was agreed that the third meeting of civil aviation officials of British and French Guianas and Surinam should be held early in 1957 at Cayenne.
84. The Third Caribbean Regional Air Navigation Meeting - This meeting was held at Cuidad Trujillo in April, 1956; this territory being represented, as on previous occasions, by the United Kingdom delegation. The principal recommendations of this meeting in respect of British Guiana are shown in paragraph 19 of this report.

14. AERONAUTICAL INFORMATION PUBLICATIONS AND NOTICES TO AIRMEN

85. Aeronautical Information Publication - The revised Aeronautical Information Publication (A.I.P.) completed at the end of 1955 was published and distributed in 1956.
86. British Guiana International Notam Office - 66 Class 1 Notams and 11 Class 11. Notams were issued during the year.
87. A.I.P's and Notams - "Notams" is the official abbreviation for "Notices to Airmen". Class 1 Notams are despatched by radio in urgent and emergency cases to notify unforeseen changes in aeronautical information when time does not permit of notification by mail. Class 11. Notams are cyclostyled and sent by mail notifying foreseen changes and, when necessary, confirming the continuance or providing greater detail in respect of Class 1. Notams.

A.I.P's. (Aeronautical Information Publications) contain information of a lasting character such as detailed information on aerodromes and facilities available at them, and are circulated to aircraft owners and operators, the International Civil Aviation Organisation, the Ministry of Transport and Civil Aviation and to other interested persons and organisations.

15. GENERAL

88. The Demerara Light Aeroplane Club - The Club's flying activities were maintained at a fairly high level for the first four months of the year, but the only 'Club-owned' aircraft then became unserviceable and the Club did not have funds to cover the cost of a new engine and general overhaul. Since the end of April flying has been confined to 'Owner-Group' aircraft and, as will be noted by reference to Appendix 'F' to this report, even 'Owner-Group' aircraft movements were very low for the remainder of the year.

The Director of Civil Aviation resigned from the post of President of the Club at the beginning of the year but continued to be an honorary member; Mr. C.L. De Freitas was elected President in his place.

89. Aerial Surveys - Hunting Aerosurveys continued their photographic survey work during the year, but weather conditions were unfavourable and progress was not as satisfactory as was hoped.
90. Society of British Aircraft Constructors - S.B.A.C. - The Director (on leave in the United Kingdom) and the acting Director visited the Annual Display and Exhibition at Farnborough as guests of the Society. Particular interest was shown in the Prestwick Twin Pioneer and flights

were made in it by both officers. The Director also visited the Scottish Aviation works at Prestwick where he saw the aircraft under construction.

A Twin Pioneer will visit the Caribbean area early in 1957 when, it is hoped, it will be possible to assess its value as a replacement for the Grumman Goose, both in the Colony and on the St. Vincent Government Air Service.

91. Air Registration Board - Mr. A.C. Tomlinson, Surveyor-in-Charge of the Caribbean area paid routine visits during the year conducting inspections and making recommendations in respect of the issue and renewal of Certificates of Airworthiness to aircraft registered in the Colony.
92. Transportation of Fuel Oil by Air - The question of the high cost of transportation of fuel oil by air received consideration during the year and at Farnborough the acting Director studied this problem and the system of carriage of fuel in collapsible tanks now in use in Australia. At the end of the year consideration was being given to the possibility of introducing this form of fuel transportation locally.
93. St. Vincent Government Air Service - This service continues to be operated by Grumman Goose aircraft of British Guiana Airways. The acting Director made an inspection tour of the service in November and submitted a report on his findings. It was found that the existing service caters for little more than 50% of the transportation requirements of the areas served and that an increase in the frequencies of the services required early consideration.
94. British Guiana Airways (Government) - The Company operated under the acting management of Mr. A.E. Wendt during the year and traffic remained at approximately the same level as in 1955. Towards the end of the year negotiations were in hand for British West Indian Airways Ltd., to assume the management of the Company on behalf of Government.
95. Directorate - Consideration was given during the year to the removal of the office of the Director to Georgetown and it is expected that this will be accomplished early in 1957. This reorganisation will facilitate administration and make a large part of the Terminal Building at Atkinson Airport available for the expansion of waiting-rooms and lounges for use by the public.

16. CONCLUSION.

96. Development - This report reveals that, while there was a decrease in aircraft movements for the year, the steady increase in air travel has continued. The comparative figures in paragraph 67 of this Report reveal that approximately 3,000 more air travellers arrived at and departed from Atkinson Airport during 1956 than in 1955, the biggest annual increase recorded to date.
97. Administration - Housing continued to be the major problem of the Director during the year in-so-far as administration of the Atkinson area was concerned and there are now a number of persons whose work requires their almost constant presence at the airport, including members of the Civil Aviation staff, who have had to find living accommodation elsewhere, some of them being so far away as Georgetown, 27 miles away.

The steady increase in the popularity of the Atkinson Field area as a holiday resort has added to the problems of administration, and measures for safeguarding essential installations are to be reviewed in 1957.

98. Appreciation - With one or two exceptions the staff of the Department worked very satisfactorily during the year and this opportunity is taken to express appreciation of their services as well as of the cooperation and assistance rendered by the Public Works Department, the Military authorities and Airlines and Oil Company personnel working at the Airport.

I have the honour to be,

Sir,

Your obedient servant.

J. NICOLE

Major,
Director of Civil Aviation.

The steady increase in the popularity of the Atkinson Field area as a holiday resort has added to the problems of administration, and measures for safeguarding essential installations are to be reviewed in 1957.

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I have the honour to be,

Sir,

Your obedient servant.

J. NICOLE

Major,
Director of Civil Aviation.

Aerodrome and Approach Control:

Aerodrome and Approach Control is operated at Atkinson Field as a continuous service.

CALL SIGN	FREQUENCIES	EMISSION	TIMES	POSITION
Atkinson Approach) or) Atkinson Tower)	118.1 mcs.	A3	24 hrs.	06°30'N
	3023.5 kcs.	A3	24 hrs.	58°15'W

2. Air Ground Route Frequencies:

CALL SIGN	FREQUENCIES	EMISSION	TIMES	POSITION
Atkinson Radio	13344.5 kcs.	A3	24 hrs.	06°30'N
	8845.5 "	A3	24 hrs.	58°15'W
	8837 "	A3	24 hrs.	"
	5581.5 "	A3	24 hrs.	"
	5499 "	A3	24 hrs.	"
	2966 "	A3	24 hrs.	"
	2910 "	A3	24 hrs.	"
	126.9 mcs.	A3	24 hrs.	"

3. Fixed Services:

IDENTIFICATION	FREQUENCIES	EMISSION	TIMES	POSITION
VRL	6795 kcs.	A1	24 hrs.	06°30'N
	8225 "	A1	24 hrs.	58°15'W
	8020 "	A1	24 hrs.	"
	# 5430 "	A1	24 hrs.	"
	# 3340 "	A1	24 hrs.	"
	# 2785 "	A1	24 hrs.	"

only one frequency guarded at any one time.

4. Navigational Aid (Non-Directional Beacon):

IDENTI- FICATION	OUTPUT	FREQUENCIES	EMISSION	TIMES	POSITION
VRL	1000W	356 kcs.	A1 - A2	24 hrs.	06°30'57"N 58°14'49"W

SUMMARY OF TOTAL AIRCRAFT MOVEMENTS BY TYPE OF MOVEMENT

SEADROME: Georgetown

COLONY: British Guiana

Year: 1956

Type of Movement	Number of Movements		
	Landings	Take-off	Total
Scheduled Services	275	275	550
Non-Scheduled Services	501	500	1,001
Test Training	24	24	48
Private	7	7	14
Military (British & Foreign)	-	-	-
	807	806	1,613
Diverted Movements:			
From Georgetown	-	-	-
Into Georgetown	-	-	-

A P P E N D I X C

SUMMARY OF TOTAL AIRCRAFT MOVEMENTS BY TYPE OF MOVEMENT

AERODROME: Atkinson

COLONY: British Guiana

Year: 1956

Type of Movement	Number of Movements		
	Landings	Take-off	Total
Scheduled Services	811	812	1,623
Non-Scheduled Services	904	904	1,808
Test Training	256	254	510
Private	345	348	693
Military (British & Foreign)	71	71	142
All Movements	2,387	2,389	4,776
Diverted Movements (included in the above figures)			
Diverted into Atkinson	1	1	2
Diverted from Atkinson	-	-	-

A P P E N D I X D

SUMMARY OF TRAFFIC HANDLED

(BY TYPE OF AIR TRANSPORT MOVEMENT)

YEAR: 1956

AERODROME: ~~Antigua~~ Georgetown

COLONY: British Guiana

Type of Traffic		Type of Air Transport Movement							
		Scheduled		Non-Scheduled		Military		All Air Transport Movements	
		Set Down	Picked Up	Set Down	Picked Up	Set Down	Picked Up	Set Down	Picked Up
Loads Set Down and Picked Up	Passengers	1,260	1,160	1,564	1,459	-	-	2,824	2,619
	Commercial Freight (Kilos)	3,809.1	24,828.5	4,891.5	29,179.6	-	-	8,700.6	54,008.1
	Post Office Mail (Kilos)	673.6	596.0	60.0	176.0	-	-	733.6	772.0
Loads Intransit	Passengers	-	-	-	-	-	-	-	-
	Commercial Freight (Kilcs)	-	-	-	-	-	-	-	-

A P P E N D I X E

SUMMARY OF TRAFFIC HANDLED
(BY TYPE OF AIR TRANSPORT MOVEMENT)

YEAR: 1956

AERODROME: Atkinson

COLONY: British Guiana

Type of Traffic		Type of Air Transport Movement							
		Scheduled		Non-Scheduled		Military		All Air Transport Movements	
		Set Down	Picked Up	Set Down	Picked Up	Set Down	Picked Up	Set Down	Picked Up
Loads set Down and Picked Up	Passengers	7,606	8,244	2,826	3,771	-	-	10,432	12,015
	Commercial Freight (Kilos)	111,115.9	145,262.0	827,242.4	1,413,386.6	-	-	938,358.3	1,558,648.6
	Post Office Mails (Kilos)	31,511.0	18,620.0	352.2	1,226.6	-	-	31,863.2	19,846.6
Loads Intransit	Passengers	6,166	6,166	387	387	47	47	6,600	6,600
	Commercial Freight (Kilos)	196,547.3	196,547.3	224,514.1	224,514.1	1,274.6	1,274.6	422,336.0	422,336.0

A P P E N D I X

F.

1.

SUMMARY OF TOTAL AIRCRAFT MOVEMENTS BY AIRLINES OR OPERATORS, 1956

ATKINSON AIRPORT

	B.C.A.		B.W.I.A.		P.A.W.A.		K.L.M.		Cruzeiro do Sul		Air France	
	Landings	Take-offs	Landings	take-offs	Landings	take-offs	Landings	take-offs	Landings	take-offs	Landings	Take-offs
January	53	53	26	26	22	22	10	10	5	5	2	2
February	59	59	27	27	24	24	8	8	2	2	-	-
March	77	77	35	35	24	24	8	8	4	4	-	-
April	75	75	43	43	23	23	12	12	5	5	-	-
May	48	48	27	27	25	25	16	16	4	4	1	1
June	48	48	26	26	19	19	18	18	4	4	-	-
July	44	44	26	26	24	24	18	18	5	5	3	3
August	46	47	28	28	23	23	17	17	4	4	-	-
September	65	64	26	26	20	20	18	18	5	5	-	-
October	59	59	30	30	25	25	17	17	4	4	-	-
November	86	86	26	26	21	21	17	17	4	4	1	1
December	67	67	27	27	20	20	17	17	5	5	1	1
TOTAL:	727	727	347	347	270	270	176	176	51	51	8	8

APPENDIX F (CONT'D.)

	Hunting Aerosurvey		Kenting Aviation Ltd.		Surinam Airways		Demerara Light Aero Club		Military		Private		Others	
	Land- ings	Take Offs	Land- ings	Take Offs	Land- ings	Take Offs	Land- ings	Take Offs	Land- ings	Take Offs	Land- ings	Take Offs	Land- ings	Take Offs
January	-	-	-	-	7	6	58	59	5	5	3	3	6	6
February	-	-	-	-	5	6	98	98	3	3	5	5	4	4
March	-	-	9	8	2	2	136	137	7	7	2	2	4	4
April	13	12	9	10	3	4	68	68	3	3	9	9	5	5
May	5	5	10	10	-	-	15	15	-	-	4	4	8	8
June	7	7	-	-	-	-	11	11	2	2	7	7	3	3
July	11	11	-	-	-	-	4	4	12	12	6	6	11	11
August	18	18	-	-	-	-	16	16	11	11	7	7	16	16
September	17	17	-	-	-	-	4	4	5	5	2	2	9	9
October	19	19	-	-	-	-	-	-	10	10	3	3	9	9
November	18	18	-	-	-	-	-	-	5	5	13	13	9	9
December	8	9	1	-	-	-	4	4	8	8	6	6	10	10
TOTAL:	116	116	29	28	17	18	414	416	71	71	67	67	94	94

TOTAL MOVEMENTS 4,776

A P P E N D I X G

INTERNAL AIRSTRIPS USED AND TRAFFIC HANDLED BY DC-3 AIRCRAFT DURING 1956.

BRITISH GUIANA AIRWAYS

DC-3 INTERNAL FLIGHTS

AIRSTRIPS	No. of Landings	PASSENGERS		MAIL		FREIGHT & BAGGAGE		TOTAL PAY LOAD	
		Set Down	Picked Up	Set Down	Picked Up	Set Down	Picked Up	Set Down	Picked Up
Lethem	318	579	551	1,893	416	1,462,144	749,841	1,541,926	824,879
Mount Point	41	4	2	-	-	63,464	314,838	63,983	315,163
Annai	53	73	100	164	45	106,745	72,810	117,101	86,179
Konawaruk	52	280	493	58	-	263,009	48,553	304,697	117,419
Karanambo	39	25	23	125	62	50,703	29,603	53,769	32,747
Orinduick	79	255	307	351	76	214,877	20,793	250,875	63,611
Wichibai	58	183	100	329	95	188,025	45,911	211,039	60,078
Good Hope	40	48	54	229	50	93,523	21,369	100,288	28,514
Apoteri	124	209	299	783	37	245,702	407,329	275,733	446,063
Lumid Pau	13	54	15	35	15	32,147	1,681	38,925	3,574
Kato	52	119	79	3	-	85,282	17,107	101,197	27,877
Monkey Mountain	42	100	32	-	-	143,980	3,521	175,570	8,183
Maracanata	12	10	-	-	-	3,843	87,792	5,295	87,792
Paramita	11	23	43	-	-	57,222	8,990	60,465	14,304
McKenzie	11	37	37	-	-	1,392	1,829	7,017	8,130
Ebini	7	54	53	-	-	1,420	10,104	10,070	18,584
Ishalton	6	104	5	-	-	6,459	13,230	19,627	14,292
Potaro	24	55	148	-	-	59,907	8,144	68,227	29,671
Imbaimadi	21	23	9	4	3	117,632	30,707	120,908	32,043
Haack's Strip	1	-	-	-	-	3,051	-	3,051	-
Marquis Strip	2	-	1	-	-	9,229	50	9,229	225
Gunn Strip	2	-	7	-	-	5,923	4,615	5,923	5,518
T O T A L S:	1,008	2,235	2,358	3,974	799	3,220,679	1,898,817	3,544,915	2,224,846

APPENDIX H

AIRFIELDS, AIRSTRIPS AND WATER ALIGHTING AREAS USED, AND TRAFFIC
HANDLED BY GRUMMAN G21A AIRCRAFT DURING 1956.

BRITISH GUIANA AIRWAYS

Airfield, Airstrip or Alighting Area	OFF LOAD						ON LOAD						
	No. of Flights	Passengers No.	Weight	Freight	Baggage	Mail	Totals	Passengers No.	Weight	Freight	Baggage	Mail	Totals
Bartica	193	774	119,554	20,750	21,964	262	162,530	807	121,762	698	22,999	435	145,894
Tumereng	166	314	42,573	39,408	14,244	959	97,184	382	56,400	20,539	16,474	1,191	94,604
Hill Foot	74	19	3,039	1,241	766	58	5,104	20	3,194	803	846	98	4,941
Kamarang	29	59	7,944	9,971	2,786	339	21,040	73	9,371	9,938	3,048	49	22,406
Tunatumari	71	113	17,210	10,950	4,408	-	32,568	114	17,325	1,786	4,028	-	23,139
McKenzie	100	357	53,716	495	9,615	-	63,826	284	42,161	4,489	6,725	-	53,375
Kaieteur	43	21	2,522	5,041	529	-	8,092	32	4,590	585	340	-	5,515
Mount Everard	67	97	14,932	32,763	4,028	249	51,972	139	21,771	2,557	5,636	61	30,025
Kamakusa	8	5	830	36	406	-	1,272	3	468	-	140	-	608
Atkinson Field	21	20	3,030	1,234	170	2	4,436	20	3,397	-	275	-	3,672
Peaima	16	11	1,725	8,864	538	-	11,127	9	1,406	4,209	375	-	5,990
Manaka	33	17	2,720	-	348	-	3,068	14	2,268	-	275	-	2,543
Adventure	92	166	25,900	6,192	2,476	-	34,568	189	27,561	730	2,050	-	30,341
Bwakwani	21	38	5,898	123	1,807	5	7,833	38	6,143	-	1,097	-	7,240
Barama Mouth	7	8	1,265	109	1,172	-	2,546	5	831	-	200	-	1,031
Morwhanna	31	56	7,543	1,311	2,113	123	11,090	75	10,245	168	2,941	99	13,453
Monkey Jump	25	28	4,304	169	776	2	5,251	24	3,542	-	455	-	3,997
Parish Peak	1	3	440	-	-	-	440	-	-	-	-	-	-
Kunuballi	43	15	2,347	205	482	-	3,034	22	3,683	239	731	6	4,659
Winiperu	18	30	5,101	-	653	-	5,754	24	4,070	-	390	-	4,460
Apaigua	28	28	4,304	5,348	1,514	-	11,166	26	3,884	323	1,324	-	5,531
Charity	4	10	1,488	28	200	-	1,716	3	523	-	-	-	523
Plantain Island	2	12	2,091	-	-	-	2,091	-	-	-	-	-	-
Everton	2	-	-	-	-	-	-	-	-	-	-	-	-
Imbaimadai	1	-	-	-	-	-	-	-	-	-	-	-	-
Cabalabo	2	2	315	722	-	-	1,037	2	315	422	-	-	737
Bonasika	1	-	-	-	-	-	-	4	660	-	70	-	730
Wakapau	1	-	-	-	-	-	-	-	-	-	-	-	-
McKenzie Strip	1	-	-	-	-	-	-	-	-	-	-	-	-
Demerara River	2	-	-	-	-	-	-	-	-	-	-	-	-

APPENDIX H (contd)

Airfield, Airstrip or Alighting Area	OFF LOAD							ON LOAD					
	No. of Flights	Passengers No.	Weight	Freight	Baggage	Mail	Totals	Passengers No.	Weight	Freight	Baggage	Mail	Totals
Corentyne River	1	3	470	-	217	-	687	-	-	-	-	-	-
Leguan	1	4	660	-	70	-	730	-	-	-	-	-	-
MaKaira	10	7	1,035	57	409	-	1,501	9	1,335	-	290	-	1,625
Cuyuni	1	-	-	-	-	-	-	-	-	-	-	-	-
Konawaruk	2	2	342	-	236	-	578	1	168	100	65	-	333
Apotevi	3	-	-	-	-	-	-	-	-	-	4	-	4
New Amsterdam	7	15	2,575	-	377	-	2,952	11	1,778	-	230	-	2,008
Wisman	8	2	370	-	65	-	435	3	560	-	82	-	642
Waini	1	-	-	-	-	-	-	-	-	-	-	-	-
Pickesgill	5	9	1,379	-	291	-	1,670	8	1,230	-	110	-	1,340
Rockstone	4	3	505	-	88	-	593	-	-	-	-	-	-
Kato	1	2	305	-	60	-	365	-	-	-	-	-	-
Wakenaam	6	17	2,630	-	37	-	2,667	16	2,447	-	20	-	2,467
Scarper	3	1	130	-	-	-	130	3	467	-	-	-	467
Potaro	5	-	-	916	-	-	916	7	929	-	240	-	1,169
Sebei	1	1	126	-	123	-	249	-	-	10	-	-	10
Maria Henrietta	1	1	185	-	22	-	207	-	-	-	-	-	-
Tacama	4	7	1,095	-	230	-	1,325	1	170	-	5	-	175
Guacora	2	5	853	-	271	-	1,124	-	-	-	-	-	-
Moini	9	12	1,790	1,390	407	-	3,587	24	2,713	100	570	-	3,383
Springlands	4	5	830	-	87	-	917	1	210	-	25	-	235
Nickerie	5	1	175	-	20	-	195	3	492	-	-	-	492
Torani	5	-	-	-	-	-	-	-	-	-	-	-	-
Manawarin	2	-	-	258	-	-	258	9	1,500	-	350	-	1,850
Monkey Mountain	2	4	585	610	-	-	1,195	5	744	364	-	-	1,108
Waow Island	2	4	520	-	150	-	670	5	968	-	150	-	1,118
T O T A L S	1,198	2308	347,351	148,191	74,155	1,999	571,696	2,415	361,281	48,060	72,560	1,939	483,840

A P P E N D I X J

EXTERNAL AIRSTRIPS USED AND TRAFFIC HANDLED BY DC-3 AIRCRAFT DURING, 1956.

BRITISH GUIANA AIRWAYS

DC-3 EXTERNAL FLIGHTS

AIRSTRIPS	No. of Landings	Passengers		Mail		Freight & Baggage		Total Pay Load	
		Set Down	Picked Up	Set Down	Picked Up	Set Down	Picked Up	Set Down	Picked Up
Piarco	40	852	232	-	-	-47,067	10,813	159,121	47,666
Grenada (Pearls)	2	42	-	-	-	2,405	-	7,955	-
Antigua (Coolidge)	4	51	51	-	-	2,292	2,132	8,945	8,940
Seawell	1	13	-	-	-	378	-	2,166	-
Zandery	1	-	-	-	-	-	-	-	-
TOTAL:	48	958	283	-	-	52,142	12,945	178,187	56,606

A P P E N D I X K .

ST VINCENT GOVERNMENT AIR SERVICE - FLIGHTS AND TRAFFIC HANDLED OUT OF ST.VINCENT DURING 1956.

BRITISH GUIANA AIRWAYS

MONTH	Alighting Area	No. of Flights	OUT					IN						
			Passengers No.	Passengers Weight	Freight	Baggage	Mail	Totals	Passengers No.	Passengers Weight	Freight	Baggage	Mail	Totals
January	Villa	35	115	15,960	198	4,951	417	21,526	124	16,639	1,792	4,947	623	24,001
February		39	130	18,811	98	5,977	381	25,267	147	20,314	3,379	8,155	886	32,734
March		41	142	21,192	455	6,673	545	28,865	148	19,463	3,048	6,410	918	29,839
April		47	188	25,680	305	7,820	363	34,168	138	20,107	2,055	5,095	886	28,143
May		23	84	11,841	437	3,873	387	16,538	58	9,148	776	2,235	643	12,802
June		18	73	10,343	424	3,026	420	14,213	72	9,959	991	2,966	677	14,593
July		31	108	15,204	1,465	4,680	447	21,796	108	14,992	2,041	5,082	888	23,003
August		27	105	14,225	797	4,508	498	20,028	94	13,090	1,715	4,036	679	19,520
September		23	98	12,920	767	4,155	450	18,292	95	12,989	1,513	3,878	834	19,214
October		34	110	15,670	744	4,703	548	21,665	112	16,721	1,233	5,202	785	23,941
November		28	82	12,669	335	4,136	425	17,565	109	14,671	1,309	4,642	546	21,168
December		23	76	11,202	126	3,126	663	15,117	87	12,125	819	4,084	1,066	18,094
TOTALS:		369	1,311	185,717	6,151	57,628	5,544	255,040	1292	180,218	20,671	56,732	9,431	267,052

APPENDIX .2.

LANDINGS OF ST VINCENT BASED GRUMMON AIRCRAFT DURING 1956
AT ALL PLACES OTHER THAN ST VINCENT

Month	Alight- ing A. Area	No. of Land- ings	A. Area	No. of Land- ings	A Area	No. of Land- ings	A Area	No. of Land- ings	A Area	No. of Land- ings	A Area	No. of Land- ings	A. Area	No. of Landings
January	Grenada	2	Barbados	21	Martini- que	14	Dominica	9	Bequia	9	Piarco	12	Carriacou	7
February	St. Georges	2		23		12		10		7		13		5
March		-		22		12		-		5		14		6
April		3		21		16		2		11		15		5
May		8		21		4		-		8		12		3
June		-		14		3		-		8		10		3
July		8		23		6		13		9		9		7
August		4		18		7		11		8		11		4
September		-		18		5		8		3		9		3
October		22		25		7		12		3		9		5
November		9		17		9		11		1		10		3
December		5		18		4		7		4		8		2
	TOTALS:	63		241		99		83		76		132		53

APPENDIX L. cont'd.

Month	Alight- ing A. Area	No. of Landings	A. Area	No. of Landings	A. Area	No. of Landings	A. Area	No. of Landings
January	Grenada	4	St. Lucia	10	Georgetown	1	Dominica	-
February	Pearls	4		9		-	Sonfriere Bay	-
March		10		7		2		10
April		5		13		1		8
May		-		6		-		10
June		7		5		1		7
July		-		4		-		-
August		-		3		2		-
September		4		5		2		-
October		-		7		2		-
November		-		6		2		-
December		1		4		1		2
TOTALS:		35		79		14		37