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Document No. 001
NO CHANGE in Class.
 DECLASSIFIED
Class. CHANGED TO: TS S C
DDA Memo, 4 Apr 77
Auth: DDA REG. 77/1763
Date: 09 JAN 1978 By: oii

15 October 1948

STAT

E G Y P T

AVIATION CONVENTIONS

Chicago Convention - Egypt signed the Chicago Convention December 1944, but did not accept the five freedoms. On 13 March 1947, Egypt deposited ratification of the Convention and became a full-fledged member of ICAO* with a seat on the Council. (2, 3, 4, 5)

BILATERAL CIVIL AVIATION AGREEMENTS

US - Signed 15 June 1946. Grants unrestricted Fifth Freedom. (6)

Sixteen other countries desiring permanent air agreements have sought bilateral accords along the lines of the Egyptian-US agreement. The Egyptians have extended temporary operating permission to the United Kingdom, Dutch, French, Ethiopian and Iranian airlines pending conclusion of air agreements. Temporary rights have also been extended to Switzerland, Lebanon, Czechoslovakia, Norway, Sweden, Brazil, Saudi Arabia, Iraq, Syria and Denmark. (1)

The Rumanian airline, TARS, in April 1947, was seeking rights to fly to Cairo; in connection with the Greek airline, AIR HELLAS, the Greek Government is holding preliminary discussions concerning a bilateral with Egypt; LOT, the Polish airline, also desires to operate into Egypt.

Egypt has formally submitted the Egyptian draft to UK, Norway and France. *of an air agreement*

Egypt had two prewar agreements:

- (1) With Air France, which was renewable from year to year. It forbade cabotage and limited frequency of flights.
- (2) With Imperial Airways of Great Britain, which lapsed in May 1947, necessitating the negotiation of a bilateral with the United Kingdom.

Up until the signing of the US bilateral agreement, Egypt had refused Fifth Freedom rights within the Arab area except on a temporary basis. The Arab League aviation agreement sought to restrict Fifth Freedom rights to the Arab States. *(never ratified)*

Under provisional agreement with the US, 21 November 1945, full five freedoms were granted. The US-Egypt bilateral was ratified 10 June 1947 and approved by King Farouk 16 July.

* Egypt contributed to the support of the International Civil Aviation Organization £ E. 10,842 (approximately US \$44,994) during the 1947-48 fiscal year and £ E 4,500 (approximately US \$18,675) during 1946-47 fiscal year. (£ E = US \$4.15) (7)

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SECRETAIRLINES (Domestic)1. MISR Airlines (MISR - Airwork S.A.E.) (7, 30, 36)

This first Egyptian aviation company formed an association with the British aviation company, Airwork Ltd., holds an authorization from the Egyptian Government for the establishment and operation within Egyptian territorial limits of: civil flying training schools; local passenger-carrying flights; service stations for the provisioning, maintenance and repair of civil aircraft; regular and occasional civil air transport services for the carriage of passengers, mail and cargo within Egypt, and between Egypt and abroad.

Headquarters - Almaza Airport, Heliopolis.

Ownership - MISR, capitalized at 80,000 Egyptian pounds, is owned 90% by Bank MISR, which in turn is owned by the Egyptian Government and certain Egyptian nationals; and 10% Airwork Ltd., Heston, England.

Routes*- Cairo-Port Said-Alexandria (Beechcraft)
Cairo-Damascus-Baghdad-Tehran.** (Beechcraft)
Cairo-Assiut-Luxor (Beechcraft) Service temporarily suspended.
Cairo-Jerusalem-Nicosia (Beechcraft)
Cairo-Beirut-Nicosia (Beechcraft)
Cairo-Amman

Equipment - 4 De Havilland 89 (Rapide (8 seats)
8 Beechcraft Model 18 S (7 seats)
2 Vickers Viking (24 seats)

Incident to the Palestine conflict, the US State Department, Munitions Control Board, has refused to license the export of American civil aircraft and spare parts to Near East civil air transport companies.

Owing to inability to obtain Beechcraft spare parts ordered in the US during the last quarter of 1947, MISR, forced to ground 3 Beechcrafts, turned to the UK for equipment and bought Vikings.

Personnel - Total - 532, including 25 pilots.

A number of pilots used by MISR were seconded from the Royal Egyptian Air Force during the years 1946 and 1947 due to a shortage of qualified personnel following a strike of flying personnel during 1946.

* Due to the Arab-Jewish hostilities and the US ban on shipment of air material to the Near East, regular services of MISR have been curtailed.

** In normal times there are flights to Haifa and Lydda in Palestine. An extension of the Baghdad service to Tehran was announced in June 1948, but was immediately suspended until the cessation of hostilities in Palestine. A service to Amman was inaugurated in May 1948.

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SECRETOperations - 1947

Total revenue and non-revenue passenger miles	6,538,426
Total mileage flown	1,612,009
Total passengers	43,356
Total cargo, lts. (including baggage)	1,466,118
Mail, lb.	215,021
Passenger ton miles	490,832
Average load factor	64.3%

Subsidy - At the present time MISR is receiving no subsidy from the Egyptian Government. The subject has been under discussion between the company's directors and Government officials, however, over the past year.

MISR airline at present has mail carriage contracts with the Governments of Egypt, Iraq, Lebanon, Syria, and Cyprus.

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SECRET2. Societe Aeriennne Internationale d'Egypte (SAIDE) (7)

Formed in January 1948 in Cairo by joint Egyptian and Italian interests. Operations started 23 August 1948.

Headquarters - Cairo (Almaza Airport)

Ownership - The company is capitalized at 250,000 Egyptian pounds (approximately US \$1,037,500) of which the participation is 60% Egyptian and 40% Italian. The Egyptian interest is centered in the Bank Misr group which also control Misr Airwork, the parent company of MISR Airlines; the Italian participation centers around the Fiat Company.

Routes - Cairo - Athens - Rome

Later the line will provide service to South Africa, the Far East, Europe and the Americas.

Pilgrim flights to Jidda will be started 9 September 1948. (8)

Equipment - 2 4E Savoia Marchetti (SM-95), 32 passengers.

2 2E Fiat, (G-212), 18 passengers

Maintenance - The planes will be serviced in the shops of MISR by SAIDE's Italian mechanics. It is believed the servicing in Rome will be done by Fiat personnel.

Personnel - . At the beginning the flights will be captained by Italian pilots with Egyptian copilots. It is planned to have Egyptian crews entirely after training has been completed.

Subsidy - No information available as to relationship between SAIDE and the Egyptian Government in regard to subsidy assistance.

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~~SECRET~~AIRLINES (Foreign) (7, 26, 27, 28, 29)1. Air FranceAuthorization Date - 1 June 1946Routes - Paris-Rome-Cairo (Almaza)-Basra-Karachi-Calcutta
(Dum Dum)-Saigon (Tan Son Nhut Airport)-Phnom-Penn
- Bangkok-Tourane-Hong Kong-ShanghaiParis-Tunis-Cairo-Khartoum-Nairobi-Dar-es-Salaam-
TananariveEquipment - L-492. Air India InternationalAuthorization Date - 31 May 1948Routes - Bombay-Basra-Cairo-Geneva-LondonEquipment - L-7493. Arab Airways Association (Transjordanian)Authorization Date - 11 December 1946Routes - Amman-CairoEquipment - DH-894. Aerolinee Italiane Internazionale (ALITALIA)Authorization Date - 1 February 1948Routes - Geneva-Rome-Cairo-AsmaraEquipment - DC-3
• SM-955. Compagnie General de Transports (Lebanese)Authorization Date - November 1945Routes - Beirut-CairoEquipment - DC-36. Cyprus AirwaysAuthorization Date - 12 March 1948Routes - Nicosia-Alexandria-CairoEquipment - DC-3**SECRET**

SECRET7. Ceskoslovenske Aeroline (CSA)Authorization Date - 15 April 1947Routes - Prague-Rome-Athens-CairoEquipment - DC-38. Ethiopian AirlinesAuthorization Date - 1 March 1946Routes - Addis Ababa-Asmara-CairoEquipment - DC-39. Hellenic Airlines (Greek)Authorization Date - 28 February 1948Routes - Athens-AlexandriaEquipment - DC-310. Iranian AirwaysAuthorization Date - 12 February 1946Routes - Tehran-Baghdad-Beirut-CairoEquipment - DC-311. Iraqi AirlinesAuthorization Date - 24 May 1947Routes - Baghdad-CairoEquipment - Viking12. Koninklijke Luchtvaart Maatschappij (KLM) Royal Dutch Airlines (25)Authorization Date - 1 June 1947Routes - Amsterdam-Cairo-Basra-Karachi-Calcutta-Bangkok-Batavia (Rome included in two flights per week each way; Singapore included in one flight per week each way)Equipment - L-49
L-749**SECRET**

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13. Middle East Airlines (Lebanese)
Authorization Date - November 1945
Routes - Beirut-Cairo
Equipment - DC-3
14. Panair do Brazil
Authorization Date - 1 May 1947
Routes - Rio de Janeiro-Recife-Dakar-Lisbon-Rome-Cairo
Equipment - L-49
15. Qantas Empire Airways (Australian)
Authorization Date - 18 December 1947
Routes - UK-Cairo-Sydney
Equipment - L-49
16. Saudi Arabian Airlines
Authorization Date - 5 August 1947
Routes - Cairo-Medina-Jidda-Ryad-Hasa-Dhahran
Equipment - DC-3
17. Societe Anonyme Belge d'Exploitation de la Navigation Aerienne
 (SABENA)
Authorization Date - 15 June 1947
Routes - Brussels-Athens-Cairo-Juba-Stanleyville
Equipment - DC-4
17. Scandinavian Airline System (SAS)*
18. Aktiebolaget Aerotransport (ABA) (Swedish Air Lines)
Authorization Date - 15 April 1947
Routes - Nairobi-Cairo-Stockholm
Equipment - DC-4

* D.N.L., D.D.L., and A.B.A. are combined together as S.A.S. (Scandinavian Airlines System). The routes indicated are served interchangeably by the three companies according to the exigencies of the traffic. Likewise, DC-4's or Vickers Vikings are used interchangeably for these services.

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19. Det Danske Luftfartsselskap (DDL) (Danish Air Lines)
Authorization Date - 1 April 1947
Routes - Tehran-Cairo-Stockholm
Equipment - DC-4
20. Det Norske Luftfartsselskap (DNL) (Norwegian Air Lines)
Authorization Date - 15 April 1947
Routes - Stockholm-Copenhagen-Frankfurt-Geneva-Rome-Cairo
Equipment - DC-4
 Vikings
21. SWISSAIR
Authorization Date - 25 June 1947
Routes - Geneva-Cairo
Equipment - DC-4
22. Syrian Airlines
Authorization Date - 21 March 1947
Routes - All Syrian Airlines services were suspended
 in April, 1947
23. Technical and Aeronautical Exploitations Co., Ltd. (TAE) (Greek)
Authorization Date - 1 April 1948
Routes - Athens-Alexandria
Equipment - DC-3
24. Transcontinental and Western Airlines (TWA) (29)
Authorization Date - 18 June 1946
Routes - New York-Azores-Lisbon-Madrid-Algiers-Tunis-Tripoli-
 Cairo-Dhahran-Bombay
Equipment - Lockheed Constellation

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SECRET25. British Overseas Airways Corporation (BOAC) (7, 9)Authorization Date - 1937Routes - London-Tripoli-Cairo-Khartoum-Nairobi-Salisbury-
Johannesburg (York and Lancastrian)

London-Tripoli-Cairo-Khartoum-Nairobi (York)

London-Tripoli-Cairo-Khartoum-Nairobi-Dar es Salaam
(York)Southampton-Augusta-Cairo-Luxor-Khartoum-Port Bell-
Livingstone-Johannesburg (Solent)

London-Marseille-Valletta-El Adem-Cairo (DC-3)

Nairobi-Mogadiscio-Hargeisa-Aden-Asmara-Port Sudan-
Wadi Halfa-Luxor-Cairo (DC-3)Addis Ababa-Asmara-Khartoum-Wadi Halfa-Luxor-Cairo
(DC-3)Aden-Djibouti-Kamaran-Asmara-Port Sudan-Jidda-
Luxor-Cairo (DC-3)London-Tripoli-Cairo-Basra-Karachi-Calcutta-Singapore-
Darwin-Sydney (Lancastrian)London-Marseille-Augusta-Cairo-Basra-Bahrein-Karachi-
Calcutta-Rangoon-Singapore-Soerabaja-Darwin-Bowen-
Sydney (Hythe)London-Tripoli-Cairo-Basra-Karachi-Delhi-Calcutta
(York)

London-Tripoli-Cairo-Basra-Karachi-Delhi (York)

Southampton-Marseille-Augusta-Cairo-Basra-Bahrein-
Karachi (Hythe)London-Tripoli-Cairo-Basra-Karachi-Bombay-Colombo
(Lancastrian)Southampton-Marseille-Augusta-Cairo-Bahrein-Karachi-
Calcutta-Rangoon-Bangkok-Hong Kong (Plymouth)(This flight goes to Shanghai and Yokohama
via Hong Kong Airways)**SECRET**

SECRETAIRPORTS

Egypt has two airfields designated as international commercial airports:

1. Almaza - Used by BOAC, Air France, RAF Ferry Command and Netherlands Government Transport Operations for military and civilian transport service during World War II. In 1944, the airport was enlarged, the initial work being done by the RAF at a cost of 422,000 Egyptian pounds. MISR makes use of Almaza. (19, 20)

2. Farouk - Formerly John Payne Field, developed by the USA Air Force in 1943 for the use of the Air Transport Command, is 13 miles east of the center of Cairo. The land was obtained from the RAF and they in turn had received it under the Anglo-Egyptian treaty terms. The field was improved at US expense at a cost of \$2,652,000. It has two runways, 7,000 ft. each, and one of 6,000 ft. On 15 June 1946, Payne Field was given to the Egyptian Government and an agreement was signed with the US designating it as a civil international airport. The US Government agreed to supervise, maintain and operate communications, navigational aids, and meteorological services for at least six months, and not more than one year. During this period, the US agreed to carry on a training program for Egyptian personnel.

TWA has a maintenance base at the field and conducts overhaul operations for a number of airlines throughout the Middle East. (15, 21, 22, 23, 24)

In addition to the international airports, the following airfields are used by commercial airlines in Egypt:

Alexandria (Fouad)	-	(31 - 08 N. 29 - 48 E.)
Aswan	-	(24 - 03 N. 32 - 54 E.)
Assiut	-	(27 - 13 N. 31 - 06 E.)
Minia	-	(28 - 05 N. 30 - 44 E.)
Luxor	-	(25 - 41 N. 32 - 42 E.)
Sollum	-	(31 - 34 N. 25 - 08 E.)
Port Said	-	(31 - 17 N. 32 - 15 E.)

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ORGANIZATION

During World War II the Department of Civil Aviation was under the Ministry of National Defense. The RAF provided the necessary equipment and parts to enable MISR Airlines to continue operations of services deemed essential to military operations in the Middle East.

In April 1946, by Royal Decree, the Department of Civil Aviation was transferred to the jurisdiction of the Ministry of Communications. In October 1947 both military and civil aviation were placed under the Ministry of National Defense and the post of Under Secretary of State for Aviation was constituted. (7, 13, 15, 16, 17, 18)

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TRAINING

There are two flying schools in Egypt.

1. MISR Airwork Flying School at Almaza Airport, Cairo, furnishes flying training for both A and B licenses and Ground Engineering and Radio instructional establishments. It has branch flying schools at Alexandria and Port Said. The school fleet consists of:

- 5 DH Tiger Moths
- 2 DH Gipsy Moths
- 1 DH Leopard Moth
- 2 Miles Magister

2. National Air Services, S.A.E. Began operations in late 1947.

Together the schools provide approximately 420 training hours monthly to about 115 civil pilot trainees in Egypt. (7, 16, 17)

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SECRETFUEL

There are three important producing oil fields in Egypt. The 1947 production in US barrels is as follows:

1. Ras Gahrib - 8,847,000
2. Hurghada - 351,000
3. Sudr 112,000

Wadi Suda on Sinai peninsula is considered an outlet for the reserves already tapped. There are two refineries in Egypt, both in the Suez area, the larger owned and operated by the Anglo-Egyptian Oil Company; the smaller is an Egyptian Government-owned plant.

The Anglo-Egyptian Oil Fields, Ltd. refinery has an intake capacity of approximately 35,000 barrels per day. Sources of crude oil are augmented by imports from Abadan and other Persian Gulf sources.

A pipeline, capable of transferring 1,000 tons per day of refined products, lies between the refinery at Suez and the city of Cairo. The 12-inch section from Suez to Agrud is British-owned and is connected to the underground storage tanks owned by the British Army. The Agrud to Cairo line is a 6-inch section built by the British with US Lend Lease material in 1943.

Storage Facilities

Shell Company of Egypt	Total Capacity <u>US Barrels</u>
Port Said	271,400
Alexandria	158,450

Total storage capacity for Egypt - 10,300,000 US-barrels. (10, 11)

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SECRETAIR POLICY(a) International

Although Egypt's one bilateral agreement concluded to date, that with the United States, is a full Fifth Freedom pact, Egypt leans toward restrictive agreements in order to protect Egyptian airlines.

Egypt has been in sympathy with the Arab League Aviation Committee which leans toward a capacity or frequency control clause in the proposed revised Arab League Standard Form Air Agreement, as a means of protecting Middle East traffic for Arab airlines.

Egypt's concern has always been the protection of Cairo-Lydda traffic for MISR airline. On conclusion of the US bilateral with Egypt, TWA agreed with Egyptian MISR that MISR would have a prior right to traffic originating in Cairo and destined for Lydda. The agreement signed 18 June 1946 automatically expired in June 1947. Egypt's failure to conclude other bilaterals (other than the US agreement) is due to a demand that Fifth Freedom traffic be reserved on area routes which parallel the routes of MISR.

Since the Arab-Jewish fighting, however, and the consequent loss of Lydda Airport, the Egyptians have issued order to civil airlines using Egyptian airports to cease calling at Israeli-held airports. This necessitates cancellation of services to Haifa and other Israeli-held airports if airlines wish to retain the privilege of calling at Cairo and Alexandria, both of which are important traffic generating centers.

Informal agreement was reached between Lebanon and Egypt relative to frequency of flights by Middle East Airlines and MISR on the Cairo-Beirut service.

The Cairo-Amman service of MISR is further evidenced that Egyptian policy is tending to strict traffic division with its Arab neighbors. (2, 3, 4, 5; 12, 13, 14, 15; 33)

Multilateral

Egypt favors a multilateral agreement for air transport. (34)

incorporating certain restrictions

(b) Domestic

Egypt's domestic policy (1) prohibits cabotage; (2) seeks to restrict foreign lines that might compete over a sector of the route with the national lines. (30, 31, 32)

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SECRETWHO'S WHO (7, 35)

Under Secretary of State for Aviation - Dr. Abel Rahman El Sawi Bey

Director General of Civil Aviation
Department - Mostafa Riad Moursi

Acting Deputy Director General of
Civil Aviation Department - Dr. Ahmad Fahmi Beheri

Inspector General of Civil Aviation
Department and
Egyptian Representative on ICAO Council - Osman Hamdi

Controller of Airdromes - Mohamed El Hakim

Controller Aeronautical Inspection - Mohsen Shehab El-Din

Board of Directors of MISR Airlines

H.E. Dr. Hassan Saïek Pasha - Chairman and Managing Director

H.H. Prince Soliman Daoud - Vice Chairman

Mohamed Roushdy Bey - Managing Director and General
Manager

Mohammed Ahmed Farghali Pasha)
Tarraf Aly Pasha)
Mohammed Tewfik Khali 'Bey)
Abd El-Hamid Abd Elhak Bey) - Directors

Mostafa Riad Moursi Bey - Director General, Civil Aviation
Department and Government Delegate

Officials of MISR Airlines

Mohamed Roushdy Bey - Managing Director and General
Manager

Gamal El Din Kotby Bey - Deputy General Manager

Abdel Hamid Mokbel Bey - Secretary General

Capt. Hussein Tewfik - Operation Manager

Hassan Shoukry Eff. - Works Manager

Mohamed Fuad Raafat Eff. - Traffic Manager

Aly Bahgat Eff. - Chief Accountant

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Egyptian Investors in SAIDE

- H.E. Elhany Pasha Hussein - a member by marriage of the Egyptian Royal family
- H.H. Prince Soliman Daoud -
- H.E. Mohamed Taher Pasha
- H.E. Mourad Wahba Pasha

Italian investors in SAIDE

- Umberto Klinger - an engineer who was formerly the chairman of the prewar Italian State Airline "Ala Littoria" and is reported to have been appointed Director General of SAIDE.

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