

The IATA Heritage Collection

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2 # 1936 Vintage Photo
20 August 1936

International Air Traffic
Association Congress

Stockholm, Sweden





3 # 1946 Vintage Photo

July 16th, 1946

IATA Conference / Eating Crayfish

Stockholm, Sweden



På bilden överst visar direktör Norlin IATA-konferensens president hur man skall äta en kräfta.
På undre bilden visas konferensens värdinna fru Emma-Stina Jönsson och Mr Sullivan och kräftbiten.

1281



4 # 1947 Magazine
9 November 1947

Decollage – Article
"L'IATA S'EST REUNIE A NICE"





CONGRES de I.A.T.A.
NICE MAI 1949
(photo Expé)

5 # 1949 Vintage Photo

1 May 1949

IATA Conference - Hotel Negresco

Nice, France





6 # IATA Seal

Estimated 1950s

IATA Conference - Hotel Negresco

Nice, France

Here's all you need...

SPONSORED BY AIC AND IATA
AIR TRAVEL CARD
NORTH AMERICA

Mr. John Doe
101 Main Avenue
Metropolis, U.S.A.



Ticket agents match your signature with the signature on the Air Travel Card. This assures that ONLY YOU can secure tickets with your card.

Here's how it works...

1. When you subscribe you receive the Air Travel Card issued in your name.
2. Then you simply make your reservation, charge your ticket or your friend's ticket, and fly!
3. Fly TWA or the other participating airlines throughout the world. Your firm receives one statement from TWA each month covering all air travel used.

Mail this 

Mr. L. P. MARECHAL
Director—Passenger Sales
Trans World Airlines
Lincoln Building
60 East 42nd Street
New York, New York

TWA

TRANS WORLD AIRLINES

Explains

the UNIVERSAL air travel plan



and how easy it is to fly anywhere in the world...

and CHARGE IT!



The Universal Air Travel Plan that lets you FLY and CHARGE IT! WORLD WIDE!



It's Simply a Charge Account...

TWA offers you and your firm the convenience of an Air Travel Charge Account. You need only present your card at an airline ticket office or to your travel agent and sign your name to receive tickets for air travel which will be billed monthly. You also can charge another's air travel to your own account.

Endorsed by Thousands...

Join the more than 300,000 successful business and professional men and women currently using this progressive "Fly and Charge It" plan. Distinguished travelers everywhere are identified by the Air Travel Card.

Use It Anywhere in the World...

There are several types of cards to suit your individual travel needs anywhere in the world. For example, on the following page is an actual reproduction of the North American card which is honored anywhere in the world for travel only in Canada, the United States, Hawaii, Central America and the West Indies.

It's Convenient to Use...

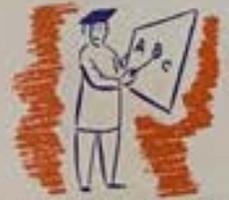


When making a trip, call and make a reservation. When you get your ticket you show your card and merely sign your name. You see, there's no need to carry large sums of money for travel when you fly and charge it.

It's Easy to Open an Account...

Your local TWA representative will be glad to show you how easy it is to acquire an Air Travel Card
OR
mail this tear-off sheet for information.

Simplifies Your Accounting...



Regardless of the participating airlines you travel on, you will receive one statement each month from TWA listing individual card holder's trips, points of origin and destination, fares, and taxes applicable to each fare. This one statement simplifies for you and your firm the keeping of travel records, tax records and expense accounts.

7 # 1951 TWA Presents the UATP
1 January 1951
Trans World Airlines explains the Universal Air Travel Plan

TABLE PLAN AND LIST OF GUESTS

DINNER

in the rooms of the

SEVENTH ANNUAL
GENERAL MEETING

at the

INTERNATIONAL AIR TRANSPORT ASSOCIATION

THE MANSION HOUSE

10 SEPTEMBER

1951

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8 # 1951 IATA 7th AGM Table Plan + Guest List

10 September 1951

7th AGM - Mansion House - Table Plan - Guest's List and Menu

London

TOASTS

THE KING

THE QUEEN

THE LORD MAYOR AND CORPORATION
OF THE CITY OF LONDON

Proposed by Sir Miles Thomas

Response by Sir Sir. Sir. The Lord Mayor

MENU

Cocktail and Sherry

Punch or Malibu

Roast Pig

From Chateau, 1951

Chateau d'Alger, 1951

From Farnham, 1951

Wandy Wine Menu

WELSH

TURKEY SOUP

COLD SALMON

ROAST GOSHER

FRENCH BEANS

ROAST POTATOS

WINDS OF BAN

BEVE MEIRA

ICE

FRITS FOURS

FROMAGE FOURS

COFFEE



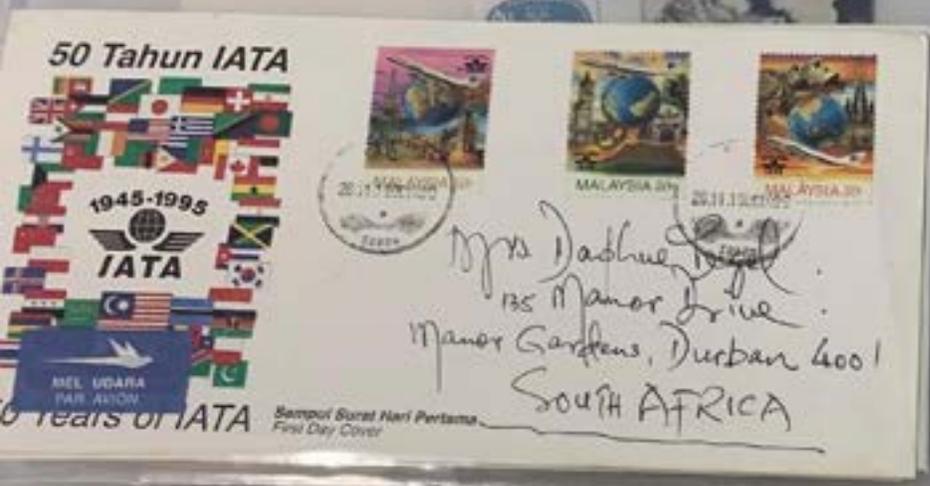
9 # 1951 Menu – Brochure

14 September 1951

BP and SHELL host the IATA Dinner
Menu at the Savoy Hotel

London, United Kingdom



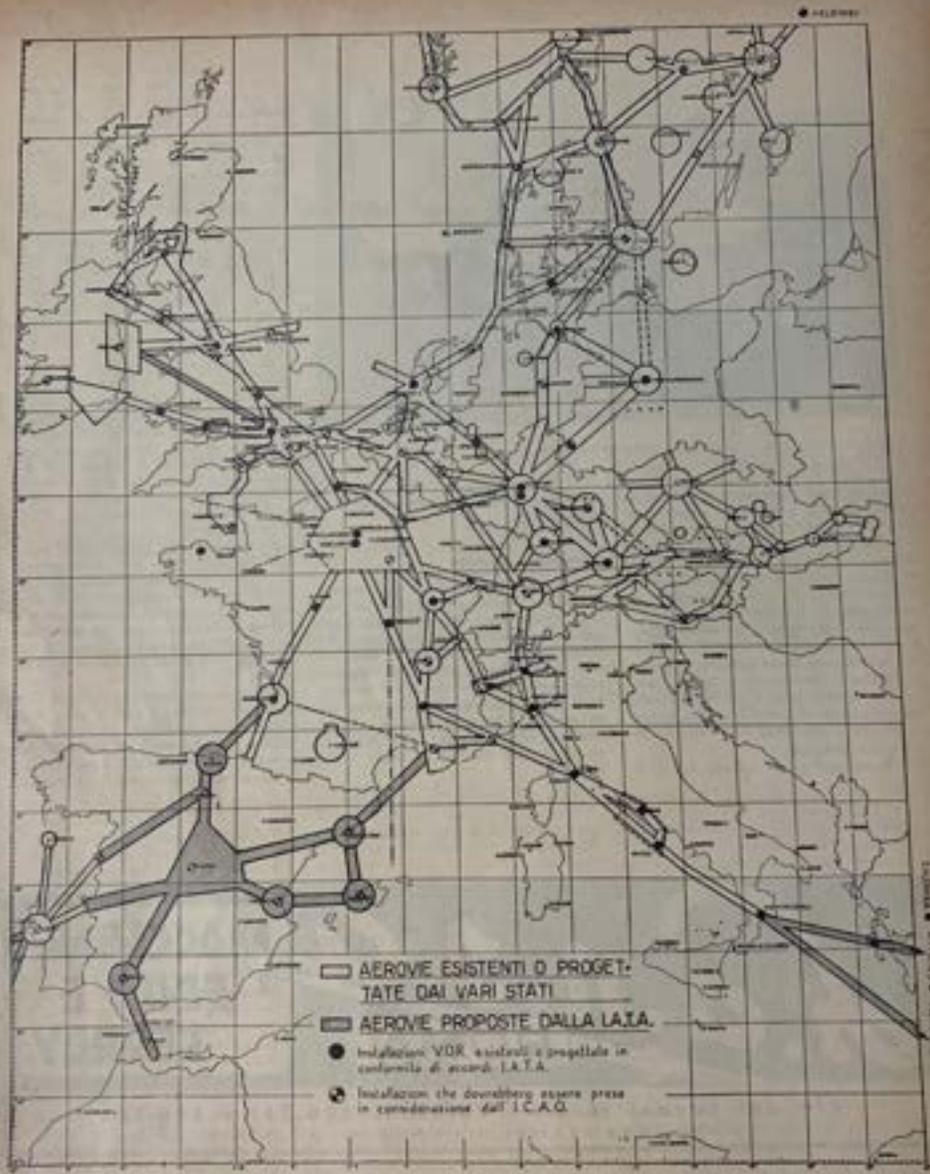


10 # 1952 Envelopes
1948 to 1995

25+ "First Day" Covers –
IATA AGM Invitations

(Worldwide)





11 # 1952 Map – IATA Eurocontrol Proposition
 1 January 1952

Aerovie (Airways)
 Suggested by IATA vs Euro Countries



American Aviation

MANAGEMENT
ENGINEERING
OPERATIONS
MAINTENANCE
EQUIPMENT

SEPT. 15

1952

◀ Interview with Sir
William P. Hildred
of IATA 24

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★

Industry finances:
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★

11 56-9

3090

MR JOHN C FRENCH
138 MANHATTAN ST
NEW YORK 17

12 # 1952 Magazine

15 September 1952

American Aviation – Article

"Interview with Sir. William P. Hildred of IATA"



presidenza Max Hymans - ma un anno gli succederà Juan Trippe

228 delegati, rappresentanti di 74 compagnie aeree di 36 Nazioni, nel considerare la decisa assemblea della IATA tenuta in Parigi, hanno eletto il nuovo presidente dell'Associazione per il 1955, il signor Juan Trippe, presidente della Pan American. Questa elezione avviene naturalmente a una prima dell'inizio delle ferie. Max Hymans, presidente dell'Air France, ha ricevuto questo incarico per il periodo dal settembre 1954 al settembre 1955. Nel suo annuale rapporto, il direttore generale della IATA, le William Hibbard, ha dichiarato che le compagnie aeree di tutto il mondo stanno ora attraversando un'era di nuova era ed hanno collettivamente ottenuto una svolta di crisi economica. Gli operatori non possono fare miracoli, tecnici o altri, tali nel prossimo futuro da mutare l'attuale situazione in le entrate e il costo operativo dei servizi aerei. Le critiche di Hibbard restano soprattutto rivolte all'aggravio di altre tasse di attrito sulle operazioni di governo, imposte e l'assoluta incertezza delle tasse sui passeggeri, particolarmente grave in Europa, dove le tasse sono più forti. Le cifre del 1953 mostrano che il margine di utile dell'operazione aerea, oltre ai costi operativi, è stato soltanto dell'11,5, ovvero 27 milioni di dollari su un fatturato totale di 2.400 milioni.

La speranza per un'espansione delle linee aeree (che non può che non nel campo delle parti, ed è proprio qui che la via dell'aria differenzia dalle altre forme di trasporto) le ferrovie, ad esempio, detengono oltre il 60% dei loro incassi dal traffico passeggeri. Nel suo rapporto Hibbard, per non fare un'ipotesi irrealistica sull'efficienza, perché questa forma di volo potrebbe essere affiancata a molte altre forme non basate sull'applicazione del primo tipo delle ai motori, ha detto di essere consapevole che spesso è oggi convinto delle possibilità di questo ridimensionamento medio di trasporto, è simile soffermato alla sua possibilità economica ed è un'attività perché sicuramente non siano soltanto, ma tra i problemi che devono essere presi in considerazione vi è quello dell'integrazione delle macchine a volo verticale nel presente sistema di operazioni con riferiti ad esse.

Anche il Consiglio tecnico della IATA ha svolto importanti lavori. Riguardo ai servizi di navigazione è solo della che il loro miglioramento potrà essere soddisfacente soltanto se i Governi si impegnano a portare tale servizio a un minimo indispensabile comune alla sicurezza e alla efficienza. Devono sviluppare un calendario di progresso dei servizi ai nuovi sistemi di navigazione e comunicazione e a questo proposito il Consiglio ha sottolineato il fatto che in certe circostanze la compagnia guadagnerà più facilmente che economicamente agguistando al più presto dei motori, tecnologia nuovi. Un ritardo di una di esse può portare nei problemi anche per le altre compagnie di una comune, dal momento che i Governi non possono mantenere due tipi di installazioni a terra. Tra i particolari problemi operativi in Europa — una radioelettricità più efficace, la coordinazione tra le operazioni aeree

civili e militari e la standardizzazione delle procedure amministrative — sono fattori inclusi. Come parte della completa reorganizzazione della attività tecnica della IATA viene annunciata la creazione di un nuovo gruppo di lavoro tecnico dedicato per studiare tutti i problemi dell'area tecnica, dal Mantenimento e dal Medio Oriente. Frattanto proseguono le ricerche di un contratto ideale per i turbopropelli e i turboreattori; esso dovrebbe avere il più basso costo possibile, non minor sicurezza del carburante, una disponibilità su tutti gli aeroporti, perfezionamento come prodotto già in vendita sul mercato per altri utilizzi.

Non ad oggi i costruttori hanno presentato nuovi e molti che richiedono la produzione di un coefficiente di alto grado e di alto costo, nel campo delle ai relativi lo sviluppo di un risultato sufficientemente economico per regolare servizi di trasporto sia procedendo più strettamente di quanto previsto. Intesa nei prossimi mesi, alcuni aerei si dovrà scegliere molto durante per un nuovo tipo di strumento capace di accettare i convenzionali alternativi. Le previsioni degli aerei a propulsione diventano un troppo riferiti via via che gli aerei volano nell'atmosfera più turbolenta. Nello stesso tempo è necessaria la scoperta di più accurate indicazioni di quota dalla terra e di separazione tra i vari livelli operativi, a causa dell'espansione del traffico. Mentre ogni la quota operativa di un velivolo viene determinata in base al numero di voli (ore) sopra la terra, non si potrà essere necessario tenere questi livelli in intervalli costanti di pressione. Per la rete aerodromica si renderanno necessari nuovi ai alla navigazione.

L'AMALGIAMATORE IEGGIO

Ancora nessuno nessuno è stato preso a Parigi nel tentativo per un aereo da scuola leggero e si prevede che altre ricerche avranno luogo a breve scadenza. L'organizzazione di denaro nazionale, come si vede, non è solo, a circa 10 milioni di dollari; dato che ogni Nazione concorrente ha dichiarato di voler tentare a costituire adeguatamente per suo conto, la somma di denaro può essere calcolata in circa 20 milioni di dollari. L'intenzione (per una sua decisione) più difficile sarebbe di ordinare alla Bristol un esemplare del modello "Orpheus", intorno al quale numerosi problemi non sono risolti. In questo e da altri fattori considerere però che il prezzo dell'assorbire leggero non sarebbe più di un terzo, ma la metà di un aereo normale. E, almeno potrebbe portare anche nella carica offensiva, la deficiente l'operazione subirebbe l'ingresso ingenti delle necessità di addebiato in doppio numero di piloti. Nell'opinione a prendere una decisione l'industria dunque non solo l'effetto antieconomico delle monotele dei vari costruttori, ma anche le reazioni che — per tentando costantemente vedere l'idea del nuovo leggero — si trova in qualche modo il pericolo di uscire dal controllo.

La giusta aspirazione dell'Associazione Italiana ad avere un'assegnazione di bilancio più proporzionata ai compiti assolti e relativi che le vengono attribuiti, resta non meno ferma dall'impegno di sottoporre una sempre migliore efficienza tecnica. Ed è motivo di particolare soddisfazione constatare come, anche nella difficile vita attuale, gli alti quadri tecnici sapiano provvedere la giovane aerea nazionale. Un esempio è dato da una serie di provvedimenti, di imminente pubblicazione, dai quali si si attende un sensibile miglioramento degli organi in una delle categorie più complesse, quella degli ufficiali piloti. Categoria complessa perché ne fanno parte, non pari determinazione e spesso pari aiuti, tante uomini di sapere bellamente addebiato quanto aerei che (per quanto concerne di un bell'aspetto) nella nostra organizzazione hanno potuto trovare solo vantaggi in cui il volo ha modesta e nulla parte. All'arma, da una situazione del genere, derivano due gruppi di uomini (i « Alata », luglio 1953, pagina 4). Il trattamento economico (indennità di volo e accessori) esteso ad un numero di piloti e molte maggiore di quelli bellamente idonei, e l'organizzazione dei Centri Addebiato al Volo regionali, i quali hanno in sostanza la sola funzione di permettere lo svolgimento di un'attività utile ai fini militari ma solo intesa a giustificare il mantenimento delle indennità previste. I provvedimenti di miglioramento prevederebbero tre azioni distinte: l'eliminazione di tutti gli ufficiali superiori in P.A. che siano stati richiamati in servizio attivo, la esclusione dal ruolo naviganti degli ufficiali, le a.p.a. superiori di addebiato, la riduzione del numero di ufficiali subalterni piloti non addebiato bellamente, e, altrettanto necessario e sotto condizione di abbassamento del ruolo naviganti.

13 # 1954 Insert
23 September 1954

Settimana Alata –
Article " IATA's 10TH AGM (in Paris)"



AVIACO

LINEAS AEREAS

Saluda



a la I. A. T. A. (INTERNATIONAL AIR TRANSPORT ASSOCIATION) con ocasión de su

X ANIVERSARIO



AVIACION Y COMERCIO, S. A.
MADRID - ESPAÑA



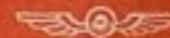
Un saludo



a sus clientes y a las restantes Compañías de Tráfico Aéreo con motivo del

X ANIVERSARIO DE LA I. A. T. A. Y LA O. A. C. I.

DE



Iberia

LINEAS AEREAS ESPAÑOLAS

UNE CUATRO CONTINENTES Y TOCA EN 43 GRANDES CIUDADES

Pub. Ruzafa-Av. José Antonio, 55-MADRID

14 # 1955 Page -
Advertisement
1 January 1955

IBERIA and AVIACO
congratulate IATA and
AOICI for the 10th
Anniversary





International airlines Mr. K—more formally known as Stanislaw Kryczkowski, Secretary of the IATA Technical Committee, with his Montreal staff, Arne Aagaard, C. C. E. Bellinger, F. P. Heybrook, James N. Robinson



IATA THE TECHNICAL COMMITTEE

By Michael Sheldon

OPERATING international air transport differs in at least one vital respect from virtually every other business enterprise. Technically speaking, there are no trade secrets.

Yet there are few industries more competitive than civil aviation. The airlines compete for revenue—for passengers and cargo. And when they carry their share of national prestige along with the national flag, the competition becomes that much keener.

But there is one simple reason why the extent of their cooperation should be just as remarkable. International flight is impossible without international cooperation. For example, the airlines leaving North America every day for other lands—across the Atlantic, Pacific or Caribbean—can be considered in the hundreds. To operate in such numbers—and to keep any schedule at all—the airlines must have more than adequate payoffs. They

also require the assurance that wherever they may fly, they will find the airports, airports, weather stations, landing aids and navigation facilities to make the flight as safe and efficient as, say, a non-stop operation from New York to Los Angeles in good weather.

In short, in their efforts to make this globe one world, the airlines have come to the point where an Australian operator can be as much affected by the civil air regulations of Pakistan as by

those of his own government, and American airlines can be more interested in the approach lighting system at Rio de Janeiro than at 50 airports inside the U. S. A.

To achieve the international assurances they need and to protect air transport from the alternative chaos of uncoordinated action by scores of governments across the world, the airlines have built a worldwide, cooperative technical effort of their own. This organization, the technical side of the International Air Transport Association, celebrates its first decade this year. During these past 10 years IATA technical activities have taken various forms. At times they have been limited to firewheeling discussions among air-line representatives. At others, recommendations have been drawn up. And joint action, aggressive if need be, has also had a regular place. The form has been determined by the needs of the airlines and, as well, by political situations. Practically any problem in international flight involves political considerations—that is to say, only the governments concerned can take final action on the problems involved. Further, the majority of the policies and regulations that affect civil aviation operations are international in character, worked out and coordinated by states through the International Civil Aviation Organization.

At the Montreal head office of IATA Stanislaw Kryczkowski (known more comfortably as Stan or Mr. K) and his Technical Secretariat are the hard-pumping heart of IATA technical ac-



Sir William Hildred, the Director General of world aviation group

tivity. They work in Montreal because ICAO is established there and liaison with ICAO heads the list of their duties. Policies which the airlines advocate must be sold to ICAO, and the IATA technical people are delighted when any child they have raised is adopted by its foster organization. They have no false pride of parentage.

IATA technical activity has traced out a definite pattern. Right after the war came a period of urgent post-war aid, civil aviation was built out of mud. The key task for IATA then was to work with the world's governments to create conditions in which the international airlines could begin to operate efficiently. Above all, this meant the organization of routes, facilities and airports that could cope with greatly increased traffic, carried by larger and faster aircraft. The 14 technical annexes produced by ICAO between 1945

and 1951 are the structure of this organization. As a result of their adoption, IATA has been able in the past three or four years to turn increasingly from immediate to future needs. Regional implementation of the annexes requires constant attention, but the technical people now devote far more time to what might be called informed crystal-ball gazing—with a purpose. What, they ask, is going to happen when the international airlines are largely jet-travelled? What are the implications of the helicopter?

In this process, it is the duty of "Mr. K" and the Technical Secretariat in Montreal and its liaison office in London, to help define problems and search for solutions. They are not, however, a super-brain trust and they do not reign over transport agencies like the Academy selecting the rules of French grammar. They are, rather, the administrators of the global pool of the airlines' technical know-how, into which all companies put the best they have and from which each can draw as much as it needs.

IATA technical activity is, in fact, a rather casual mixture of old-time hangar flying, operational trouble shooting, parliamentary procedure, diplomatic protocol—and more than a dash of chalk-talk at the Institute of Advanced Studies or M.I.T.

Since it is usually advancing simultaneously on all fronts, IATA's technical work is a little difficult for the observer to understand at any given moment. Its organizational lines, however, are reasonably clear. General direction of work and the final setting of policy rests with the IATA Technical Committee, a group of 16 high-level airline executives who draw their authority directly from the Executive Committee of the Association. The Technical Director and Deputy Director General of Air France is its current

15 # 1955
Magazine Insert
1 May 1955

PEGASUS Article
"IATA-ICAO
Cooperation"



INTERAVIA

REVUE DE L'AÉRONAUTIQUE MONDIALE



16 # 1957 Magazine
9 January 1957

Interavia – Article
"L' I.A.T.A. à Madrid"

Prix de la revue

France	10,000
Belgique	10,000
Allemagne	10,000
Grande-Bretagne	10,000
Italie	10,000
Espagne	10,000
Autres pays	10,000

Table des matières

Business as Usual

Farnborough 1957 – L'I.A.T.A. à Madrid

Le concours de l'O.T.A.R. - Interview du général Kammhuber - Le pari de Aeroflot

12^e ANNÉE

9

SEPTEMBRE 1957





Don Tomás Delgado y Ferrn de Alba, presidente electo de la XII Asamblea General de la Asociación de Transporte Aéreo Internacional (IATA) y presidente del Consejo de Administración de la Compañía Nacional de Líneas Aéreas Españolas S.A. (Foto Peritón.)

Y EUROPA

La reunión en Madrid de la Asamblea de la Asociación Internacional de Transportes Aéreos (IATA), estando en problemas cruciales de la industria del transporte aéreo en todo el mundo y muy especialmente en Europa. La IATA enfrenta una política de mantenimiento y si es posible de reducción de tarifas—lo que es laudable en beneficio del público—con un aumento de costes de varios de los elementos que integran el transporte aéreo, agravado fundamentalmente por una renovación del material volante.

El progreso incesante de la técnica se resalta produce con una cierta periodicidad momentos cruciales con el logro de nuevos tipos de aviones, que revolucionan el transporte marcos a características operativas extraordinariamente mejores que las precedentes. El año 30 fue el de los "Douglas DC-3", que marcaron el camino para las etapas medias y que hicieron posible la enorme extensión del transporte dentro de América y dentro de Europa. Han sido ya ampliamente superados por otros aviones que se ajustaron al patrón, mejorando las características, pero los "DC-3" vuelan aún eficientemente y constituyen un hito.

Quince años después vino la era de los "Constellation" y de sus sucesores, que han hecho posible esta enorme intensidad de tráfico transatlántico, uniendo sin cesar América con Europa y atravesando los Corrientes de un extremo a otro.

Ahora se anuncia ya, para 1958, la era de los aviones de reacción, los grandes como el "Boeing 707" o el "Douglas DC-8", capaces de atravesar el Atlántico sin escala, o las pequeñas, para etapas medias, como el "Caravelle", de productividad en cuatro veces la de los aviones actuales, pero transportan doble carga a doble velocidad. Reducen el coste operativo por pasajero-kilómetro, pero en cambio necesitan medios financieros notablemente mayores que hoy, porque los costes de adquisición son muy importantes. Un "DC-8" llevará ciento-veinte pasajeros, a través del Atlántico, sin escala, a una velocidad de mil kilómetros por hora, pero su adquisición cuesta del orden de dieciséis cincuenta millones de pesetas en línea de vuelo.

Y en su vida la IATA, si acaso la más importante, entre las consecuencias financieras. El costo de esos aviones crecidos, de reacción, exige por ahora cifras muchas más altas que las corrientes en los aeropuertos, de gran productividad significa un alto tal de pasajeros, que obliga a prever las extensiones técnicas. Y, en fin, su gran velocidad de cruces provoca problemas de control de la circulación, que piden una revisión grave en las actuales normas a la navegación. La Organización Internacional de Aviación Civil, ante la importancia de los problemas, ha creado un Grupo directivo especial de seis personas mundialmente elegidas, para estudiar las soluciones y estimular a los Gobiernos a que las pongan en práctica. Porque me gustaría referir los miembros de ese Grupo, cuando lo que significa el esfuerzo estatal a realizar.

Algunos informes anuales de la IATA tienen cierta tendencia a trazar sobre el esfuerzo que los Estados realizan por hacer posible el vuelo, así como la intervención de los Gobiernos. Por lo visto es un fenómeno natural que los aspectos finales de una actividad compleja tengan tendencia a criticar los esfuerzos iniciales de los que ha partido el desenvolvimiento de la actividad. Y en la evolución del vuelo son de por sí suficientemente brillantes y apurados los méritos de las compañías para que caigan en la tentación de olvidar el trabajo que ha hecho posible su exist-

En embargo, nuestros colegas que el resultado, hoy tan brillante del transporte aéreo, se debe tanto al esfuerzo conjunto de las Empresas en la IATA, como a la sistematización de las actividades estatales en el campo internacional a través de la OACI y al esfuerzo individual de los Estados en su campo nacional no sólo con el montaje de la infraestructura, sino también a través de ayudas y subvenciones directas e indirectas. Y esto es aún más de señalar cuando se trata de transportes más allá de las propias fronteras. Lo cual no impide que deba rendirse a la IATA un crédito homenaje por su tenaz y eficaz trabajo.

En el campo mundial pasamos al europeo, los problemas se complican. La explotación de las nuevas naciones puede ser más económica que la de las antiguas, pero esto exige, de una parte, que los Estados europeos, por parte intensa del servicio público, pero en un orden internacional, un aumento notable de sus obligaciones en cuanto a la infraestructura. De otra parte, hace falta llevar las ayudas de pasajeros, es decir, hacer una masa de viajeros, o de cargas, que por comparación de productividades será a la larga mucho mayor la masa social. Lograr esta última justifica que política como la de la IATA, de mantener y, si es posible, reducir el nivel de las tarifas, pero a su vez, creaciones también nuevas protecciones estatales y mejoras facilitadas en cuanto al ejercicio de las llamadas libertades del aire, que se ejercen por Convenios entre Estados.

El signo de esta nueva era de la aviación de transporte favorece a las empresas con sistemas "monopolio", tales que pueden tener ideas numerosas para justificar los grandes salarios de mantenimiento y repartir los gastos generales. Tales también que los Estados de materiales, por su extensión superficial relativamente grande, pueden plantearse redes de distribución y de aporte, con aviones de menor categoría, servidas por un número relativamente pequeño de grandes y costosas aeropuertos.

Desgraciadamente no es ésta el caso de Europa, donde trata de encontrar cerrado número de pequeñas compañías y donde los Estados son de extensión superficial pequeña para la unidad de medida de la aviación moderna. En Europa no cabe otra solución económica para todos a la vez que una fortificación sustancial, basada en una planificación cooperativa y en una explotación cooperativa. Objetivos éstos que lleve a la vida la Comisión Europea de Aviación Civil, si bien con pocos resultados hasta ahora, sea por razones políticas de los Estados, sea por razones económicas de las empresas.

En una Europa que en buena parte busca un mercado común y que se integra para actividades como las de energía atómica, cabe esperar que sea buena fortuna para no desintegrarse en materia de transporte aéreo. La IATA tiene un campo de acción mundial y puede ser campo de acción mundial por este problema de alta restricción, que además no está en sus actividades peculiares. Pero es evidente que se encuentra aquí con un balón de prueba y todos debemos esperar que el acierto y la eficacia que la IATA ha puesto en sus decisiones anteriores obligan de tal modo, que las empresas europeas vean favorecida su posible acción sin merma del espíritu universal del organismo.

Luis de ARCARRACH.

17 # 1957 Magazine- Page
14 September 1957

Article
La IATA y Europa





18 # - IATA Stamps 1959 to 1995

IATA Anniversary & AGM Complete Collection

第15回国際航空郵便協会総会記念切手
第15回総会は1979年12月13日から15日、53ヶ所の航空会社代表者が集まり、東京有明コロシアムで開催される。之れを記念して切手が発行された。

発行日：昭和54年10月12日
額 面：10円40分
設 計：鶴とIATAのマーク
原画作者：日置謙次

彫 金 (電 鍍)
原作者の絵を渡邊秀明氏に依頼して彫金とし、之れを原画として電鍍、彩色、仕上げ加工を施工完成したものである。製作所：山田総合化学工業研究所

COMMEMORATIVE ISSUE
The 15th Annual General Meeting of IATA
First Day of Issue: Oct. 12, 1979.
Denomination: 10yen.
Design: Flying crane and emblem of IATA
Designer: Katsutoshi Hioki

METAL ENGRAVING
Makers: Yamada Sougoh Kagaku Kogyo Kenkyusho

Original pictures are taken out of the masterpieces of famous Mr. K.Hioki. As foundation work, metal engraving of the drawings is done by Mr. SHUMEI ENDO. Then, thick-plating, colouring with various kinds of precious metals, and finish hand-work are carried out.








AIR TRAVEL CARD

INTERNATIONAL

UA 33 25 13 WUA

SCOTT FURS
MENDEL SCOTT
1836 EUCLID AVE
CLEVELAND OHIO

19 # 1960s Air Travel Card International



20 # 1961 Magazine
29 October 1961

Aviation Week - Article
"IATA's 17th AGM in Sydney" Special Report



21 # 1962 Vintage Photo, IATA AGM

11 December 1962

Stockholm, Sweden



documents

Documents issued during the meetings will be obtainable from the IATA Information Desk located at the entrance to the Conference Hall.

IATA notices

These will be posted on the Notice Board beside the IATA Information Desk. Delegates are reminded to refer to this Notice Board for details of any changes in planned arrangements.

programme

Provisional timings of business sessions are shown in the Diary. For the latest information refer to documentation issued by the Secretary of IATA.

transport

Business Sessions: Coaches will leave the Gresham Hotel for the Shelbourne Hotel 30 minutes before Sessions begin. Return coaches will depart from the Shelbourne Hotel 15 minutes after Sessions have concluded.

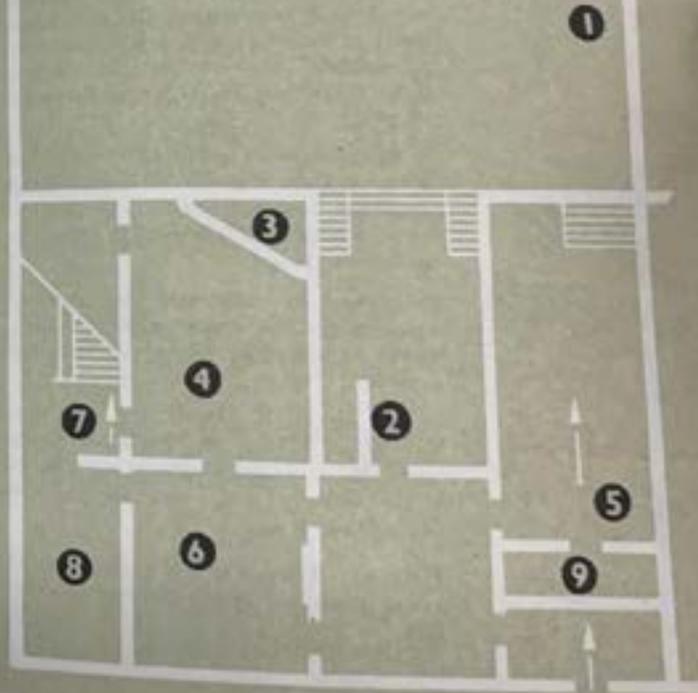
If requested, taxis will be provided for Delegates staying at the Royal Hibernian and Russell Hotels.

Closing Plenary Session: Additional coaches will leave the Gresham Hotel 30 minutes before the Session begins. Return coaches will depart from the Shelbourne Hotel 30 minutes after the conclusion of the Session.

Official Functions and Entertainments: Arrangements have been made for special coaches to take Delegates and their wives to and from the various venues. Details will be shown on invitation cards.

SHELBOURNE HOTEL (ground floor)

- 1 Conference Hall
- 2 IATA Information Desk
- 3 Bar
- 4 Refreshments
- 5 To Public Phones and Toilets
- 6 Lounge
- 7 To Hotel
- 8 Post Office, General Information
- 9 Bank



22 # 1962 Handbook
10 September 1962

18th AGM - Welcome
Handbook for AGM
Delegates - 10th to 14th
SEP. 1962

Dublin, Ireland



The **AEROPLANE** SEPTEMBER 20, 1962 ONE SHILLING

Commercial Aviation News

MOMENT OF TRUTH FOR IATA AT DUBLIN



23 # 1962 Magazine
20 September 1962

The Aeroplane – Article
"Moment of truth for IATA at Dublin"



Wichtig

Um Schwierigkeiten und - manchmal bedauerliche - Unkennungen zu vermeiden, vermeiden Sie nicht, Ihre Reisepapiere (Pass, Sichtverweise, Gesundheitszeugnisse usw.) auf die Vorschriften der Länder, in die Sie sich begeben, in Übereinstimmung zu bringen.

Gepäck

Be bevorzugen Sie auf Flugzeugen. Die Wichtigste ist auf dem Flughafen ankommen. Einmalige werden folgende Gegenstände, sofern sie sich nicht in Ihren Koffern befinden, bei sich führen:

- Damenhandtasche oder Koffermappe
- Mantel oder Umhang
- Reisetasche
- Perücke
- Zeitsungen und Bücher in angemessener Menge
- Fotoapparat oder Amateurfilmkamera (nicht auf allen Strecken zugelassen)
- Für Säuglinge: Thermosflasche, Saugflaschen, Milchpulver, Kinderwagen
- Für Körperbehinderte: zusammenklappbarer oder zerlegbarer Rollstuhl und Krücken

Jedoch sind jedes andere Reiseobjekt wie:

- Elektroapparate
- Akkumulatoren
- Metallgegenstände usw.

mit dem Gepäck genommen. Es darf nur dann in die Kabine mitgenommen werden, wenn Gewicht und Stellung in annehmbaren Grenzen liegen.

Vergewissern Sie sich vor dem Reiseantritt, dass Ihr Gepäck in gutem Zustand ist und die Schließen und Verschlüsse gut funktionieren.

Bewahren Sie für jedes Gepäckstück die Adressen auf, die Ihnen beim Lösen Ihres Gepäcks ausgestellt werden. Es ist angebracht, Ihre wertige Ausrüstung auch in einem extra jeden Gepäckstück zu verpacken.



Fahrt zu den Pariser Flughäfen

Die schiefere, d.h. die Steuerung des Flugplans und eines Verkehrs durch die Luftverkehrsbehörde, erfolgt nur nach dem Flughafen.

Nach wie vor können Sie für die Fahrt zwischen den wichtigsten Flughäfen benutzen. Besonders die Abfahrtszeiten für die Abreise zum Flughafen.

Bus Fahrpreis: 2 MF

BUS-ABFAHRT INVALIDEN

nach ORLY

von 6.00 alle Viertelstunden
bis 21.30 Fahrzeit: 20 Minuten
zwischen 11.00 und 21.00: 40 Minuten

von 22.30 bis 5.00 20 Minuten vor der Meldeschlusszeit in ORLY

nach LE BOURGET

von 6.00 alle Viertelstunden
bis 21.00 Fahrzeit: 30 Minuten
zwischen 11.00 und 21.00: 40 Minuten

von 21.00 bis 5.00 20 Minuten vor der Meldeschlusszeit in LE BOURGET

ACHTUNG

Warten Sie bitte rechtzeitig am Flughafen. Beachten Sie die auf Ihrem Flugticket vermerkte Meldeschlusszeit.



Caravelle
UND
BOEING JET
DIE BEIDEN BESTEN "JETS"
DEM LÄNGSTEN FLUGNETZ DER WELT



CARRIERS/ANNOTATIONS

EMTS PAR AIR FRANCE		LISTE DE PASSAGE		02/PS		20'622'186	
ORIGINE ET DESTINATION DE TRANSPORT AERIEUR ET DES DE BILLET		PROVINCE DE PASSAGE		PROVINCE DE BARRAGE		CARRON NUMERO DE PASSAGE	
ORIGINE: ... DESTINATION: ... DATE DE DEPART: ... NOMBRE DE PASSENGERS: ...		NOMBRE DE PASSENGERS: ... NOMBRE DE PASSENGERS: ... NOMBRE DE PASSENGERS: ...		NOMBRE DE PASSENGERS: ... NOMBRE DE PASSENGERS: ... NOMBRE DE PASSENGERS: ...		NOMBRE DE PASSENGERS: ... NOMBRE DE PASSENGERS: ... NOMBRE DE PASSENGERS: ...	
NOM DU PASSENGER: ... NON CARRIER: ...		NOM DU PASSENGER: ... NON CARRIER: ...		NOM DU PASSENGER: ... NON CARRIER: ...		NOM DU PASSENGER: ... NON CARRIER: ...	

24 # 1963 Ticket and Useful Travel Info - Air France

3 October 1963

Air France Ticket from Paris to Lisbon



VACANZE AEREE

nelle più belle città del mondo

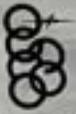
25 # 1965 Brochure – Air Holidays
1 January 1965

Brochure of an Italian Travel Agent
for Air Holidays





VOR 10 JAHREN



ersehen dieses Zeichen zum ersten Mal am deutschen Himmel. Dieses ist es ein weltbekanntes Symbol im Geschäftsverkehr und Flugwesen.

OLYMPIC AIRWAYS

Dieses Zeichen steht für:

- Internationale Flugerfahrung
- Zuverlässigkeit
- Service und Komfort

OLYMPIC AIRWAYS im Dienste des internationalen Luftverkehrs nach: Amsterdam • Beirut • Cairo • Frankfurt • Istanbul • London • New York • Nicosia • Paris • Rom • Tel Aviv • Zürich • Athen • Salzwik • Conza • Istanbul • Bodoon und der gesamten Welt.

am liebsten mit

OLYMPIC
EUROPA • USA • NAH OST
und in Kürze auch
OST- und SÜDAFRIKA



26 # 1966 IATA Travel Agents Advertisements
1 January 1966

Miscellaneous IATA Travel Agents Advertisements on Magazine

Viajes Galicia S. B.



SEDE SOCIAL: SAN BERNABE, 7 GRAN GALERIA, MADRID

DA LA BIENVENIDA a los participantes y congresistas de la INTERNACIONAL AIR TRANSPORT ASSOCIATION.

Ventas, deseadoles una grata

VIAJES GALICIA
renta Suaviza
ción y venta.
billeteo nacional



Flugreisebüro

Information über ein Zeichen

IATA heißt im wahren Sinne des Wortes „International Air Transport Association“ und ist die weltweite Organisation der internationalen Luftverkehrsgesellschaften in allen Ländern der Erde. In allen Ländern der Erde haben die IATA-Mitglieder besonders erfahrene und leistungsfähige Reisebüros eingerichtet, in denen Sie Flugreiseinformationen und Buchungsmöglichkeiten für alle weltweiten Fluglinien der IATA-Gesellschaften erhalten. Als äußeres Zeichen Ihrer Ernennung und Hinweis für alle Flugreiseinteressierten tragen diese Reisebüros in ihrer Aufschrift das Zeichen „IATA-Flugreisebüro“.

IATA-Flugreisebüros und Lufthansa verbindet eine gute Partnerschaft. Sie stehen aus jahrelanger, vertrauensvoller Zusammenarbeit. Wenn Sie Ihren nächsten Lufthansa-Flug planen, vertrauen Sie auf das IATA-Schild in einem Reisebüro. Hier werden Sie gut beraten.

LUFTHANSA
Always in Service

AIR FRANCE ALITALIA Lufthansa JAPAN AIR LINES



American Aviation



IATA **67**
PHILIPPINES

Exclusive Report: IATA And The Seat Pitch Issue
PLUS Latest Traffic Analyses

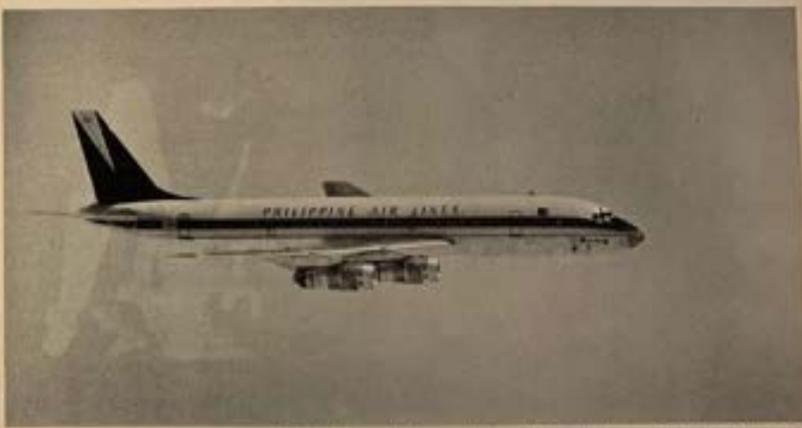
Lightplane Industry Spurr

461701-00-NRR-501EL-J958C42766
JEHN L. HERRAN 52C
ILLINOIS POWER CO
501 E. LAFAYETTE ST
PITTSBURGH, PA. 15222

IATA Meets In Manila Next Month

Philippine Air Lines will host an estimated 250 high officials of the 101 member international carriers

by Gordon Fletcher



One of the ten DC-8s currently operated by Philippine Air Lines is shown above in PAL livery. A third DC-8 will join fleet in early 1968.

IF THIS YEAR'S 23rd annual general meeting of the International Air Transport Association in Manila is the standout so far in the social and unofficial education scene, it will be by the will of the group's incoming president and the 4800 people who work for his airlines.

For Benigno P. Toda Jr., the gracious dynamo who is president of Philippine Air Lines, vossed privately last December in Mexico City that this would be so.

Although the annual meeting is traditionally a rather polite affair, Toda just might go beyond protocol a bit in his speech as incoming president. He has said there will be no advanced text and is known to hold some rather strong views concerning TransPacific routes to be awarded next year. Although the item is not on the agenda, 16 U.S. airlines are seeking either to strengthen their route structure there or start flying

the Pacific for the first time.

The IATA business agenda, they will tell you in Montreal, is the traditional one of standing committee reports and the annual report of the director general including the state of the industry.

But director general Krist Hammerkjeld, despite his training as a diplomat, is known to put it on the line on occasion. He did so last year at the 22nd annual meeting with a strong blast at the supplemental carriers.

Officially in advance, IATA headquarters in Montreal has said "as the basic source of authority in IATA the group's annual general meeting is the occasion when all activity of the association receives an annual review and future policies are decided."

A special feature of the Dec. 4-5 meetings will be a symposium on the future of the world air transport industry during the decade of the 1970s.

Presentations on the subject will be made by senior airline executives covering technical advances, traffic, finance and legal procedures.

The 101 member carriers are expected to be represented by 250 top executives. One of the items in the social agenda is a reception for these executives and their wives to be given by Philippine President, Ferdinand E. Marcos, and his wife.

Headquarters for the meeting will be the Manila Hotel with 268 air conditioned rooms and 18 suites. Arrangements in the Philippines have been under the direction of Buena Ventura M. Veloso, senior vice president of Philippine Air Lines.

Delegates, if they have the time, would perhaps learn a good deal by a brief study of the history of the host carrier.

Today Philippine Air Lines has a fleet of 11 turbo-prop Fokker F-27 Friendships, three BAC 111s and two

27 # 1967 Magazine
1 November 1967

American Aviation - Article
"IATA Meets in Manila Next Month"



The International Air Transport Association

*A Case Study of a
Quasi-Governmental Organization*

by
RICHARD Y. CHUANG

A.W. SIJTHOFF LEIDEN 1972



**28 # 1972 The International
Air Transport Association**
1 January 1972

Book - "A case study of a
Quasi-Governmental
Organization"





29 # 1972 Souvenir Plate - Porcelain

1 January 1972

IATA Commemorative plate given to the Delegates



Lab-3 Madrid, April 18 (AP) - Secretary of the
Air Transport Association (ATA) Knut Hamm
address today to the International Congress
Others in the photo are Secor D. Browne (1),
Aeronautics Board of Washington, and Gabriel
Spain and Chairman at the convention. (AP) 31345-72

30 # 1972 Vintage Photo
18 April 1972, IATA Conference

Madrid

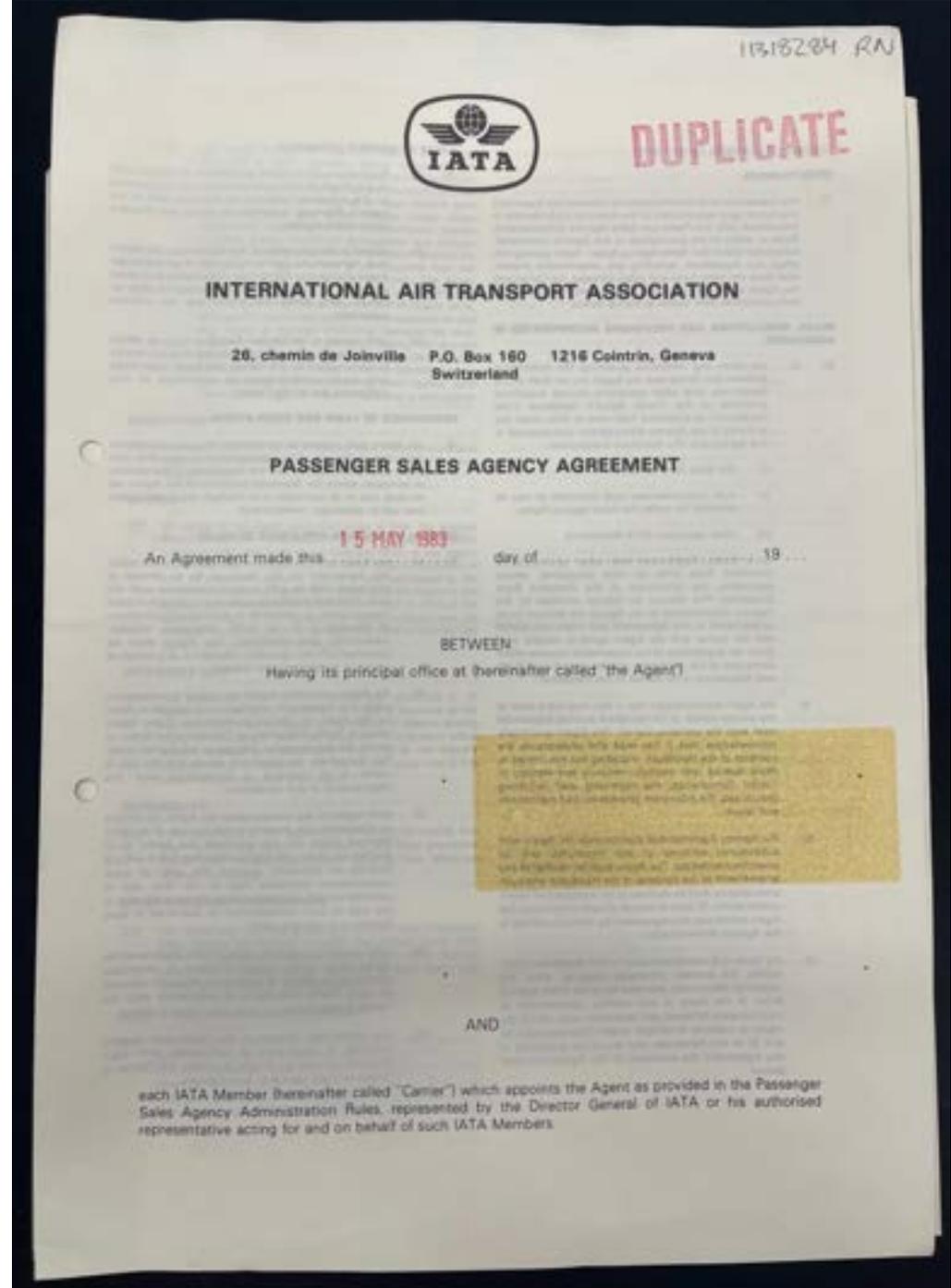
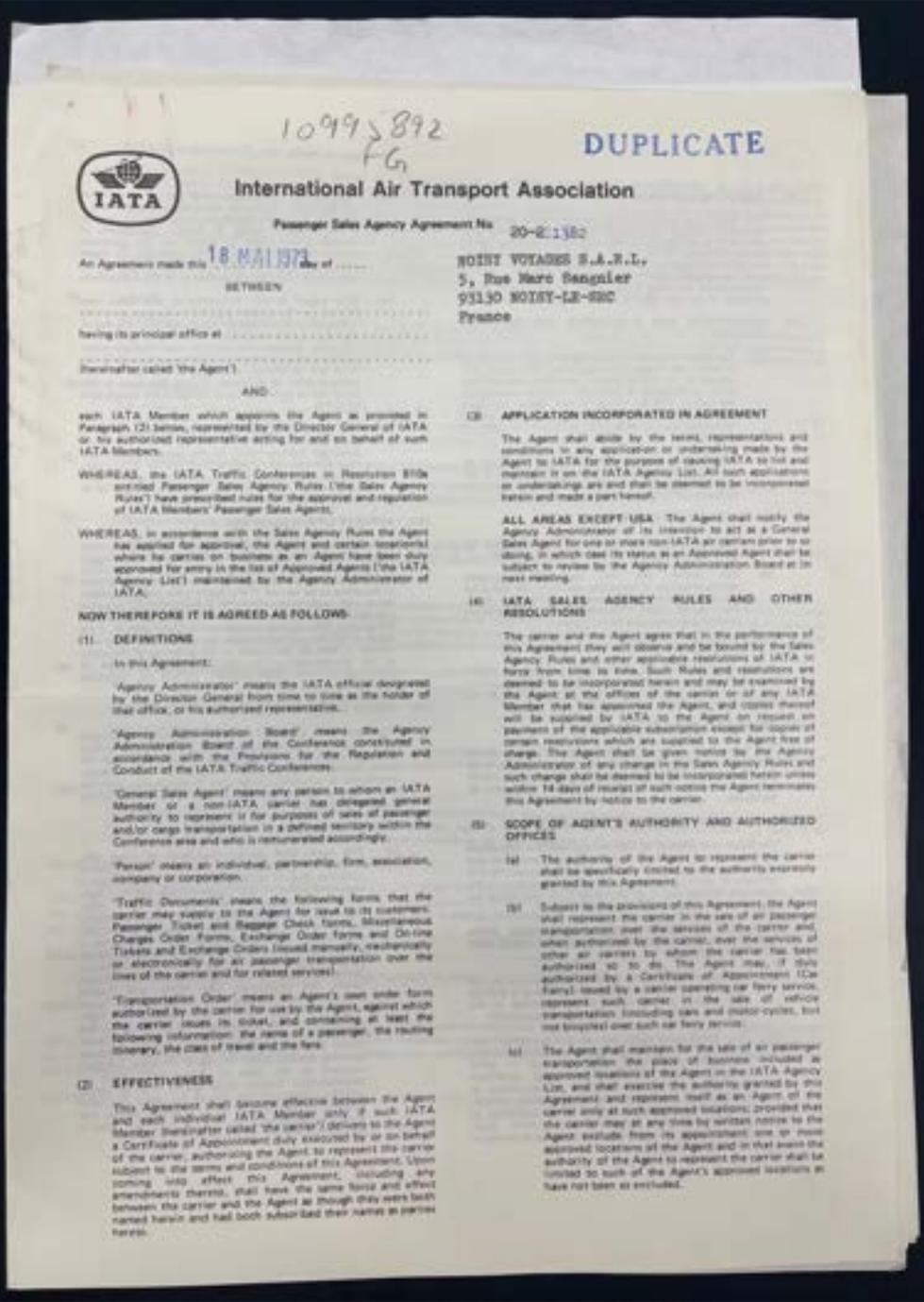


31 # PSAAs - 10 Years Comparison

← 18 May 1973

15 May 1983 →

Passenger Sales Agency Agreement





REPORTS AND PROCEEDINGS

**34 th ANNUAL
GENERAL MEETING
GENEVA**

November 13th -15th 1978

INTERNATIONAL AIR TRANSPORT ASSOCIATION



REPORTS AND PROCEEDINGS

**35 th ANNUAL
GENERAL MEETING
MANILA**

November 27th-30th 1979

INTERNATIONAL AIR TRANSPORT ASSOCIATION

**32 # 1978/1979 AGM
Reports & Proceedings**
27 November 1979

IATA 35th AGM
Manila

**32 # 1978/1979 AGM
Reports & Proceedings**
13 November 1978

IATA 34th AGM
Geneva



QUALITY IN AIR TRANSPORT

INTERNATIONAL AIR TRANSPORT ASSOCIATION
UNIVERSAL FEDERATION OF TRAVEL AGENTS' ASSOCIATIONS



Joint Passenger Agents' Professional Training Unit
P.O. BOX 140, 1216 COINTRIN, 1216 NYA, SWITZERLAND
TELEPHONE (022) 98 33 46, TELEX 23391, CABLES: IATA GENEVA

Ref: TP/182/E

July 1979

TO : All students who have registered between 1st September 1978 and 10th June 1979 who have not yet made any attempt at a Preliminary Diploma examination.

Dear Student,

IATA/UFTAA AGENTS' PROFESSIONAL TRAINING PROGRAMME
Preliminary Diploma Examination - September 1979

This is to inform you that the next IATA/UFTAA Preliminary Diploma examination session will take place in your area during the week 10th - 16th September 1979. The examination will last one full day and will consist of two examination papers as follows :

PAPER I - GENERAL TRAVEL KNOWLEDGE (morning session) :

This paper covers Units 2 to 14 of the training manual.
Time allowance : 2½ hours.

PAPER II - AIR FARES AND TICKETING (afternoon session) :

This paper covers Units 15 to 16 of the training manual.
Time allowance : 2½ hours.

2. If you wish to take this examination, kindly complete and mail the attached registration form to your local coordinator, to be received by him/her not later than 27th July 1979. His/her address is shown on the attached form. The exact date, place and time of the examination will be notified to you shortly thereafter.

3. Students who enrolled in this course of study are required to make a first attempt at the Diploma examination within one year of registration.

The forthcoming examination sessions will take place on the following dates :

1980 : 17th - 23rd March
15th - 21st September

33 # Training Program 1 July 1979

IATA / UFTAA - Agents Professional Training Program Preliminary Diploma Examination



cts the following
1979:
International Air Transport Association

Agency Administration

P.O. BOX 180, 1218 CORTIN, GENEVA, SWITZERLAND
TELEPHONE 7330 30 30 30 - TELEFAX 7330 1 - CABLES: IATA GENEVA

28 December, 1979

TO: All IATA Passenger Sales Agents
Approved Locations in IATA Area 2

Dear Sirs,

PASSENGER TRANSMITTAL NO. 116

SUBJECT: New "IATA Travel Agent's Handbook"

Statements of General Concurrence

1. New "IATA TRAVEL AGENT'S HANDBOOK"

1.1. A new IATA TRAVEL AGENT'S HANDBOOK, to be issued in March of 1980, will be sent to all Approved Locations of IATA Passenger Sales Agents. The new publication will replace the March 1979 edition of the IATA Approved Agents' Handbook and will contain all the changes agreed to for effectiveness on 1st January, 1980 and for which all necessary Government approvals have now been received.

1.2. Following are listed the major changes of interest to Agents:

(a) Revised Fees for Approved Passenger Sales Agents

Resolution 203 (Except USA) has been completely redrafted and a copy of the revised text is produced at Attachment 'A' hereto.

(b) Minimum Security Standards for Safe Custody of Traffic Documents and Carrier Identification Plates

Resolution 820a, the Passenger Sales Agency Agreement, has been amended requiring Agents to immediately advise the local police authorities and the Carrier (or where the Agent is subject to a Bank Settlement Plan, the Plan Management) in the event that Traffic

34 # IATA Communication

1 December 1979

New Travel Agent's Handbook



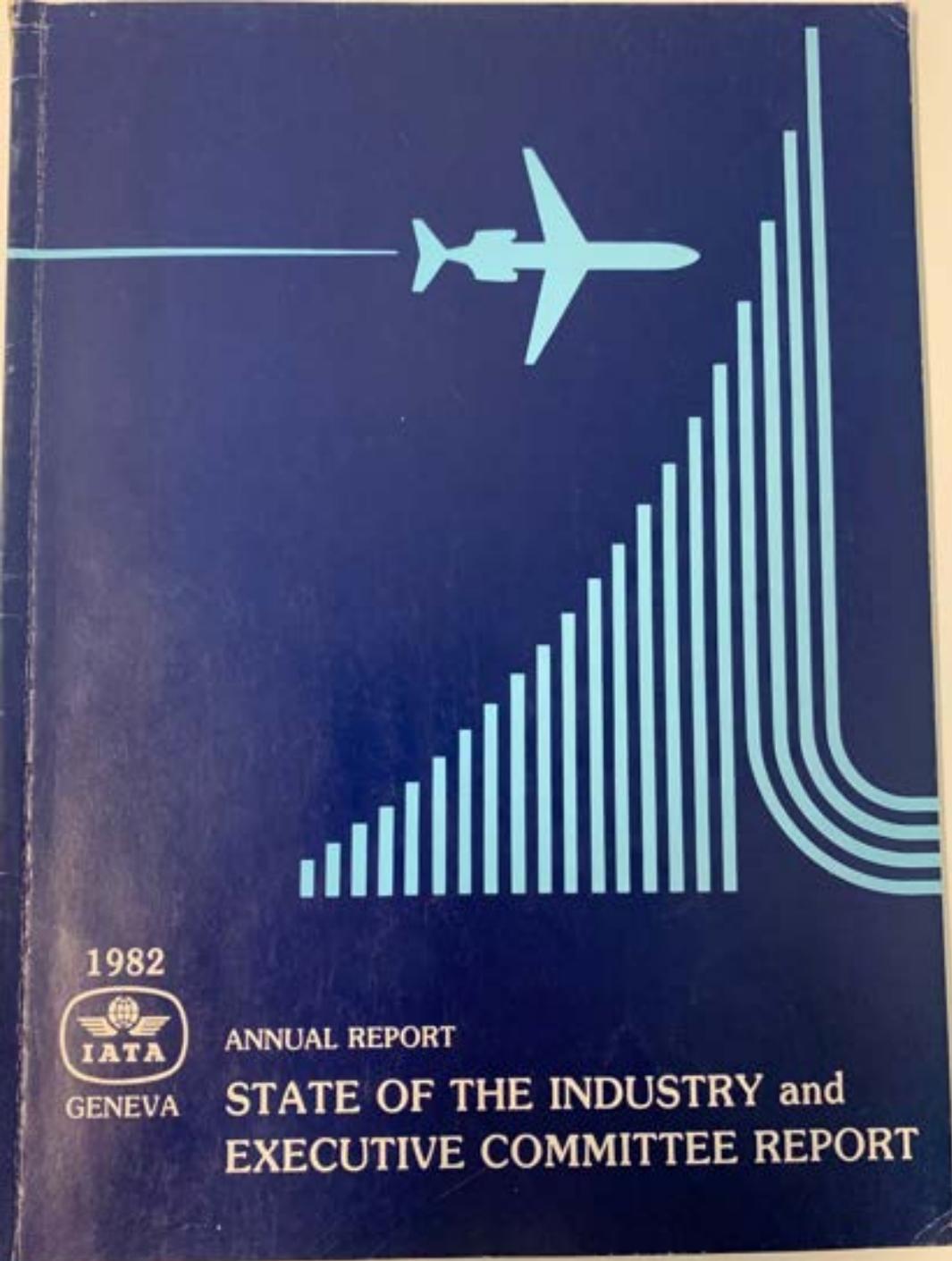


35 # 1980 Souvenir Metal Coaster
1980s

Commemorative Metal Coaster
IATA Conference

United Kingdom





36 # 1982 Annual report of 37th AGM in Cannes

1 December 1982

IATA 1982 Annual report Geneva –
State of the Industry and Executive Committee report

Cannes, France





IATA - THE FIRST SIX DECADES

37 # 1986 IATA- First 6 decades

1 January 1986

The development of the Air Transport Industry since 1919



IATA

1928 / 1932 in WARSAW



POLISH AIRLINES
LOT

**38 # 1986 Booklet- IATA in Warsaw
1928/1932**

1 January 1986

IATA 45th AGM -Booklet - IATA in Warsaw
1928/1932





39 # 1988 IATA Annual Report
1 December 1988

44th IATA AGM Annual Report

Montreal, Canada

IATA Annual Report 1988





45th AGM
1989



LOT



LOT

IATA
SPECIAL VISIT
IN WARSAW

POLISH AIRLINES
LOT

40 # 1989 Postcards

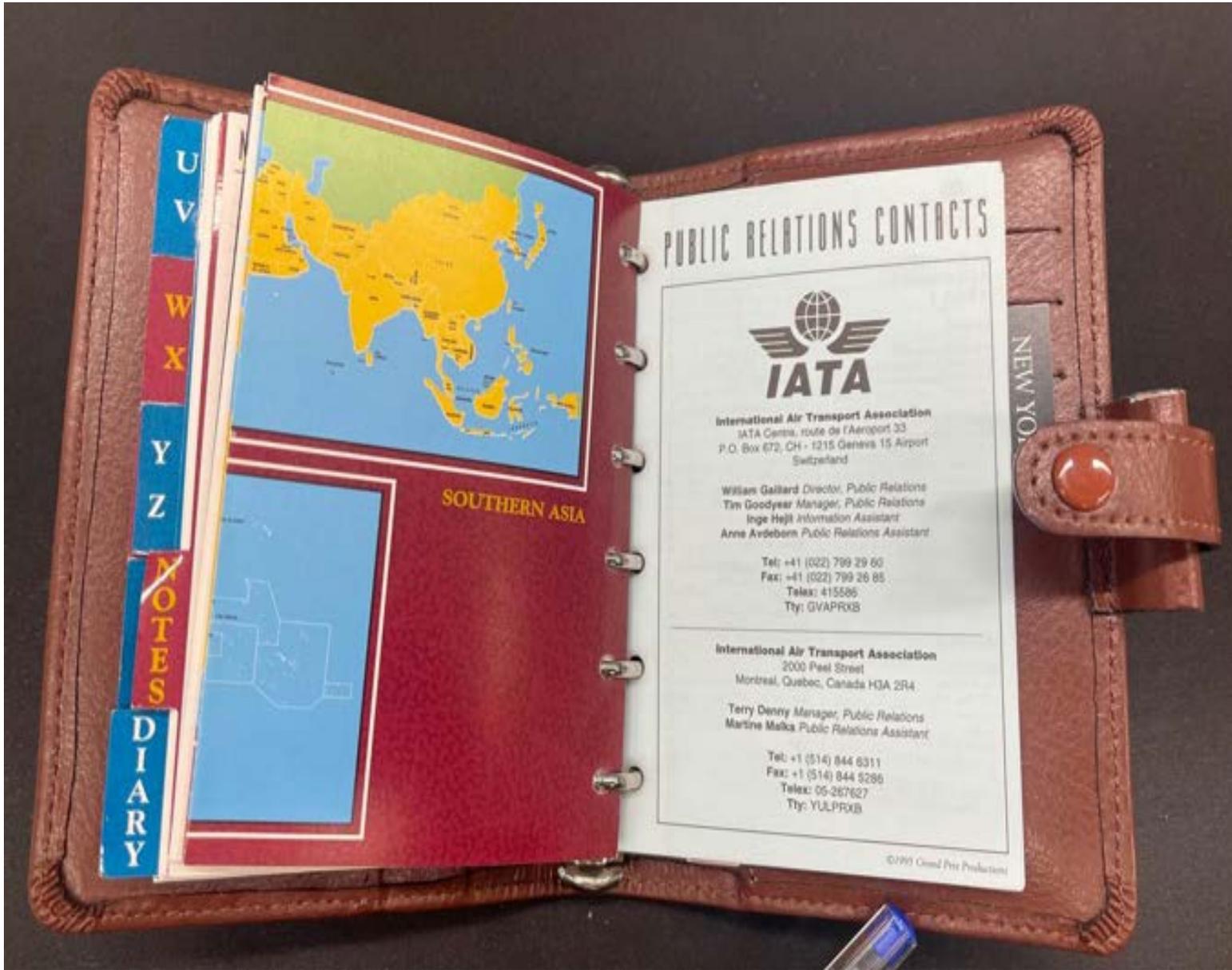
30 October 1989

LOT-IATA visit during 45th
IATA AGM

Warsaw, Poland

41 # IATA Personal Organizer 1994-1995

IATA's 50th Anniversary





WINGS FOR THE WORLD
LES AILES DU MONDE
ALAS PARA EL MUNDO



42 # 1995 Book
1 January 1995

IATA 1945-1995 - Wings of the
World



43 # 2002 OAG Flight Guide
1 October 2002

OAG Flight Guide Worldwide +
Supplement

The image shows two pages of a flight guide supplement. The pages are filled with dense, multi-column text. The columns contain flight information such as flight numbers, airlines, destinations, and times. The text is small and densely packed, typical of a flight guide supplement. The pages are slightly curved, and the binding is visible in the center. The overall appearance is that of a professional reference manual.





DGSDIR



*To remind you of the
32nd IATA/CAWG Meeting
in
Koblenz/Germany*



44 # 2003 Photo – 32nd IATA / CAWG Meeting

1 January 2003

32nd IATA/German Border Police Meeting

Koblenz, Germany





45 # Glass Globe IATA
7-9 June 2009

Souvenir - Annual General Meeting
2009

