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Convention Relating to the Regulation of Aerial Navigation

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DOCUMENTS
CONVENTION
RELATING TO THE REGULATION OF AERIAL
NAVIGATION

Dated 13th October, 1919

as affected by

Protocol of June 15, 1929.

The International Commission of Air Navigation has, during the course of its 16th session, meeting in Paris with M. Pierre-Etienne Flandin presiding, assisted by M. Albert Roper, General Secretary, approved, in its meeting of June 15, 1929, in accordance with the provision of Article 34 of the Convention concerning regulation of air navigation, the modifications in Articles 3, 5, 7, 15, 34, 37, 41 and 42 and in the final clauses of the aforementioned Convention.

Ch. I.

GENERAL PRINCIPLES

Article 1. The High contracting Parties recognize that every Power has complete and exclusive sovereignty over the air space above its territory.

For the purpose of the present Convention the territory of a State shall be understood as including the national territory; both that of the mother country and of the colonies, and the territorial waters adjacent thereto.

Article 2. Each contracting State undertakes in time of peace to accord freedom of innocent passage above its territory to the aircraft of the other contracting States, provided that the conditions laid down in the present Convention are observed.

Regulations made by a contracting State as to the admission over its territory of the aircraft of the other contracting States shall be applied without distinction of nationality.

***Article 3. Each contracting State is entitled for military reasons or in the interest of public safety to prohibit the aircraft of the other contracting States, under the penalties provided by its legislation and subject to no distinction being made in this respect between its private aircraft and those of the other contracting States, from flying over certain areas of its territory.**

*NOTE: The amendments made in the Protocol appear in bold face type. Wherever the original text has been supplanted, it appears just following the provision now in force.

Each contracting State may, as an exceptional measure and in the interest of public safety, authorize flight over the said areas by its national aircraft.

The position and extent of the prohibited areas be previously published and notified, as well as the exceptional authorizations issued under the last preceding paragraph, to all the other contracting States as well as to the International Commission for Air Navigation.

Each contracting State reserves also the right in exceptional circumstances in time of peace and with immediate effect temporarily to limit or prohibit flight over its territory or over part of its territory on condition that such limitation or prohibition shall be applicable without distinction of nationality to the aircraft of all the other States.

Such decision shall be published, notified to all the contracting States and communicated to the International Commission for Air Navigation.

Article 3. (Before amendment.) Each contracting State is entitled for military reasons or in the interest of public safety to prohibit the aircraft of the other contracting States, under the penalties *provided* by its legislation and subject to no distinction being made in this respect between its private aircraft and those of the other contracting States, from flying over certain areas of its territory.

In that case the locality and the extent of the prohibited areas shall be published and notified beforehand to the other contracting States.

Article 4. Every aircraft which finds itself above a prohibited area shall, as soon as aware of the fact, give the signal of distress provided in Paragraph 17 of Annex D and land as soon as possible outside the prohibited area at one of the nearest aerodromes of the State unlawfully flown over.

Article 5. (Originally presented as the first article in Ch. II.)

Each contracting State is entitled to conclude special conventions with non-contracting States.

The stipulations of such special conventions shall not infringe the rights of the contracting parties to the present Convention.

Such special conventions in so far as may be consistent with their objects shall not be contradictory to the general principles of the present convention.

They shall be communicated to the International Commission for Air Navigation which will notify them to the other contracting States.

Article 5. (Before amendment.) No contracting State shall, except by a special and temporary authorization, permit the flight above its territory of an aircraft which does not possess the nationality of a contracting State unless it has concluded a special con-

vention with the State in which the aircraft is registered. The stipulations of such special convention must not infringe the rights of the contracting Parties to the present Convention and must conform to the rules laid down by the said Convention and its Annexes. Such special convention shall be communicated to the International Commission for Air Navigation which will bring it to the knowledge of the other contracting States.

Ch. II.

NATIONALITY OF AIRCRAFT

Article 6. Aircraft possess the nationality of the State on the register of which they are entered, in accordance with the provisions of Section I (c) of Annex A.

Article 7. **The registration of aircraft referred to in the last preceding Article shall be made in accordance with the laws and special provisions of each contracting State.**

Article 7. (Before amendment.) No aircraft shall be entered on the register of one of the contracting States unless it belongs wholly to nationals of such State.

No incorporated company can be registered as the owner of an aircraft unless it possess the nationality of the State in which the aircraft is registered, unless the President or chairman of the Company and at least two-thirds of the directors possess such nationality, and unless the company fulfills all other conditions which may be prescribed by the laws of the said State.

Article 8. An aircraft cannot be validly registered in more than one State.

Article 9. The contracting States shall exchange every month among themselves and transmit to the International Commission for Air Navigation referred to in article 34 copies of registrations and of cancellations of registrations which shall have been entered on their official registers during the preceding month.

Article 10. All aircraft engaged in international navigation shall bear their nationality and registration marks as well as the name and residence of the owner in accordance with Annex A.

Ch. III.

CERTIFICATES OF AIRWORTHINESS AND COMPETENCY

Article 11. Every aircraft engaged in international navigation shall, in accordance with the conditions laid down in Annex B, be provided with a certificate of airworthiness issued or rendered valid by the State whose nationality it possesses.

Article 12. The commanding officer, pilots, engineers and other members of the operating crew of every aircraft shall, in accordance

with the conditions laid down in Annex E, be provided with certificates of competency and licenses issued or rendered valid by the State whose nationality the aircraft possesses.

Article 13. Certificates of airworthiness and of competency and licenses issued or rendered valid by the State whose nationality the aircraft possesses, in accordance with the regulations established by Annex B and Annex E and hereafter by the International Commission for Air Navigation, shall be recognized as valid by the other States.

Each State has the right to refuse to recognize for the purpose of flights within the limits of and above its own territory certificates of competency and licenses granted to one of its nationals by another contracting State.

Article 14. No wireless apparatus shall be carried without a special license issued by the State whose nationality the aircraft possesses. Such apparatus shall not be used except by members of the crew provided with a special license for the purpose.

Every aircraft used in public transport and capable of carrying ten or more persons shall be equipped with sending and receiving wireless apparatus when the methods of employing such apparatus shall have been determined by the International Commission for Air Navigation.

This Commission may later extend the obligation of carrying wireless apparatus to all other classes of aircraft in the conditions and according to the methods which it may determine.

Ch. IV.

ADMISSION TO AIR NAVIGATION ABOVE FOREIGN TERRITORY

Article 15. Every aircraft of a contracting State has the right to cross the air space of another State without landing. In this case it shall follow the route fixed by the State over which the flight takes place. However, for reasons of general security it will be obliged to land if ordered to do so by means of the signals provided in Annex D.

No aircraft of a contracting State capable of being flown without a pilot shall, except by special authorization, fly without a pilot over the territory of another contracting State.

Every aircraft which passes from one State into another shall, if the regulations of the latter State require it, land in one of the aerodromes fixed by the latter. Notification of these aerodromes shall be given by the contracting States to the International Commission for Air Navigation and by it transmitted to all the contracting States.

Every contracting State may make conditional on its prior authorization the establishment of international airways and the creation and operation of regular international air navigation lines, with or without landing, on its territory.

Article 15. (Paragraph 3 before amendment by Paragraph 4 of Article 15.)

The establishment of international airways shall be subject to the consent of the States flown over.

Article 16. Each contracting State shall have the right to establish reservations and restrictions in favor of its national aircraft in connection with the carriage of persons and goods for hire between two points on its territory.

Such reservations and restrictions shall be immediately published, and shall be communicated to the International Commission for Air Navigation, which shall notify them to the other contracting States.

Article 17. The aircraft of a contracting State which establishes reservations and restrictions in accordance with Article 16, may be subjected to the same reservations and restrictions in any other contracting State, even though the latter State does not impose the reservations and restrictions on other foreign aircraft.

Article 18. Every aircraft passing through the territory of a contracting State, including landing and stoppages reasonably necessary for the purpose of such transit, shall be exempt from any seizure on the ground of infringement of patent, design or model, subject to the deposit of security the amount of which in default of amicable agreement shall be fixed with the least possible delay by the competent authority of the place of seizure.

Ch. V.

RULES TO BE OBSERVED ON DEPARTURE WHEN UNDER WAY AND ON LANDING

Article 19. Every aircraft engaged in international navigation shall be provided with:

- (a) A certificate of registration in accordance with Annex A;
- (b) A certificate of airworthiness in accordance with Annex B;
- (c) Certificates and licenses of the commanding officer, pilots and crew in accordance with Annex E;
- (d) If it carries passengers, a list of their names;
- (e) If it carries freight, bills of lading and manifest;
- (f) Log books in accordance with Annex C;
- (g) If equipped with wireless, the special license prescribed by Article 14.

Article 20. The log book shall be kept for two years after the last entry.

Article 21. Upon the departure or landing of an aircraft, the authorities of the country shall have, in all cases, the right to visit the aircraft and to verify all the documents with which it must be provided.

Article 22. Aircraft of the contracting States shall be entitled to the same measures of assistance for landing, particularly in case of distress, as national aircraft.

Article 23. With regard to the salvage of aircraft wrecked at sea the principles of maritime law will apply, in the absence of any agreement to the contrary.

Article 24. Every aerodrome in a contracting State, which upon payment of charges is open to public use by its national aircraft, shall likewise be open to the aircraft of all the other contracting States.

In every such aerodrome there shall be a single tariff of charges for landing and length of stay applicable alike to national and foreign aircraft.

Article 25. Each contracting State undertakes to adopt measures to ensure that every aircraft flying above the limits of its territory and that every aircraft wherever it may be, carrying its nationality mark, shall comply with the regulations contained in Annex D.

Each of the contracting States undertakes to ensure the prosecution and punishment of all persons contravening these regulations.

Ch. VI.

PROHIBITED TRANSPORT

Article 26. The carriage by aircraft of explosives and of arms and munitions of war is forbidden in international navigation. No foreign aircraft shall be permitted to carry such articles between any two points in the same contracting State.

Article 27. Each State may, in aerial navigation, prohibit or regulate the carriage or use of photographic apparatus. Any such regulations shall be at once notified to the International Commission for Air Navigation, which shall communicate this information to the other Contracting States.

Article 28. As a measure of public safety, the carriage of objects other than those mentioned in articles 26 and 27 may be subjected to restrictions by any contracting State. Any such regulations shall be at once notified to the International Commission for Air Navigation, which shall communicate this information to the other contracting States.

Article 29. All restrictions mentioned in Article 28 shall be applied equally to national and foreign aircraft.

Ch. VII.

STATE AIRCRAFT

Article 30. The following shall be deemed to be State aircraft:
(a) Military aircraft.

(b) Aircraft exclusively employed in State service, such as posts, customs, police.

Every other aircraft shall be deemed to be a private aircraft.

All State aircraft other than military, customs and police aircraft shall be treated as private aircraft and as such shall be subject to all the provisions of the present Convention.

Article 31. Every aircraft commanded by a person in military service detailed for the purpose shall be deemed to be a military aircraft.

Article 32. No military aircraft of a contracting State shall fly over the territory of another contracting State nor land thereon without special authorization. In case of such authorization the military aircraft shall enjoy, in principle, in the absence of special stipulation the privileges which are customarily accorded to foreign ships of war.

A military aircraft which is forced to land or which is requested or summoned to land shall by reason thereof acquire no right to the privileges referred to in the above paragraph.

Article 33. Special arrangements between the States concerned will determine in what cases police and customs aircraft may be authorized to cross the frontier. They shall in no case be entitled to the privileges referred to in Article 32.

Ch. VIII.

INTERNATIONAL COMMISSION FOR AIR NAVIGATION

Article 34. There shall be instituted, under the name of International Commission for Air Navigation, a permanent International Commission placed under the direction of the League of Nations.

Each contracting State may have not more than two representatives on the Commission.

Each State represented on the Commission (Great Britain, the British Dominions and India counting for this purpose as one State) shall have one vote.

The International Commission for Air Navigation shall determine the rules of its own procedure and the place of its permanent seat, but it shall be free to meet in such places as it may deem convenient. Its first meeting shall take place in Paris. This meeting shall be convened by the French Government, as soon as a majority of the signatory States shall have notified to it their ratification of the present Convention.

The duties of this Commission shall be:

(a) To receive proposals from or to make proposals to any of the contracting States for the modification or amendment of the provisions of the present Convention, and to notify changes adopted;

(b) To carry out the duties imposed upon it by the present Article and by Articles 9, 13, 14, 15, 16, 27, 28, 36, and 37 of the present Convention;

(c) To amend the provisions of the Annexes A-G;

(d) To collect and communicate to the contracting States information of every kind concerning international air navigation;

(e) To collect and communicate to the contracting States all information relating to wireless telegraphy, meteorology and medical science which may be of interest to air navigation;

(f) To ensure the publication of maps for air navigation in accordance with the provisions of Annex F;

(g) To give its opinion on questions which the States may submit for examination.

Any modification of the provisions of any one of the Annexes may be made by the International Commission for Air Navigation when such modification shall have been approved by three-fourths of the total votes of the States represented at the Session and two-thirds of the total possible votes which could be cast if all the states were represented. Such modification shall become effective from the time when it shall have been notified by the International Commission for Air Navigation to all the contracting States.

Any proposed modification of the Articles of the present Convention shall be examined by the International Commission for Air Navigation, whether it originates with one of the contracting States or with the Commission itself. No such modification shall be proposed for adoption by the contracting States, unless it shall have been approved by at least two-thirds of the total possible votes.

All such modifications of the Articles of the Convention (but not of the provisions of the Annexes) must be formally adopted by the contracting States before they become effective.

The expenses of the International Commission for Air Navigation shall be borne by the contracting States in the proportion fixed by the said Commission.

The expenses occasioned by the sending of technical delegations will be borne by their respective States.

Article 34. (Paragraph 1 before amended by Paragraph 1 of Article 34.)

There shall be instituted, under the name of the International Commission for Air Navigation, a permanent Commission placed under the direction of the League of Nations and composed of:

(Paragraphs 2, 3, and 4 before amended by Paragraph 2 of Article 34.)

Two Representatives of each of the following States: The United States of America, France, Italy and Japan;

One Representative of Great Britain and one each of the British Dominions and of India;

One Representative of each of the other contracting States.

(Paragraph 8 before amended by Paragraph 6 of Article 34.)

Any modification of the provisions of any one of the Annexes may be made by the International Commission for Air Navigation when such modification shall have been approved by three-fourths of the total possible votes which could be cast if all the States were represented: this majority must, moreover, include at least three of the five following States: the United States of America, the British Empire, France, Italy, Japan. (Rest of this paragraph same as paragraph 6 of Article 34 above.)

(Paragraph 11 before amended by Paragraph 9 of Article 34.)

The expenses of organization and operation of the International Commission for Air Navigation shall be borne by the contracting States; the total shall be allocated in the proportion of two shares each for the United States of America, the British Empire, France, Italy and Japan and one share each for all the other States.

Ch. IX.

FINAL PROVISIONS

Article 35. The High Contracting Parties undertake as far as they are respectively concerned to co-operate as far as possible in international measures concerning:

(a) The collection and dissemination of statistical, current, and special meteorological information, in accordance with the provisions of Annex G;

(b) The publication of standard aeronautical maps, and the establishment of a uniform system of ground marks for flying, in accordance with the provisions of Annex F;

(c) The use of wireless telegraphy in air navigation, the establishment of the necessary wireless stations, and the observance of international wireless regulations.

Article 36. General provisions relative to customs in connection with international air navigation are the subject of a special agreement contained in Annex H to the present Convention.

Nothing in the present Convention shall be construed as preventing the contracting States from concluding, in conformity with its principles, special protocols as between State and State in respect of customs, police, posts and other matters of common interest in connection with air navigation. Any such protocols shall be at once notified to the International Commission for Air Navigation which shall communicate this information to the other contracting States.

Article 37. In the case of a disagreement between two or more States relating to the interpretation of the present Convention, the question in dispute shall be determined by the Permanent Court of International Justice. Provided that if one of the States concerned has not accepted the Protocols relating to the Court, the question in dispute may, on the demand of such State, be settled by arbitration.

If the parties do not agree on the choice of the arbitrators, they shall proceed as follows:

Each of the parties shall name an arbitrator, and the arbitrators shall meet to name an umpire. If the arbitrators cannot agree, the parties shall each name a third State, and the third State so named shall proceed to designate the umpire, by agreement or by each proposing a name and then determining the choice by lot.

Disagreement relating to the technical regulations annexed to the present Convention, shall be settled by the division of the International Commission for Air Navigation by a majority of votes.

In case the difference involves the question whether the interpretation of the Convention or that of a regulation is concerned, final decision shall be made by arbitration as provided in the first paragraph of this Article.

Article 37. (Paragraph 1 before amendment as stated above.)

In the case of a disagreement between two or more States relating to the interpretation of the present Convention, the question in dispute shall be determined by the Permanent Court of International Justice to be established by the League of Nations, and until its establishment by arbitration.

Article 38. In case of war, the provisions of the present Convention shall not affect the freedom of action of the contracting States either as belligerents or as neutrals.

Article 39. The provisions of the present Convention are completed by the Annexes A to H which, subject to Article 34 (c), shall have the same effect and shall come into force at the same time as the Convention itself.

Article 40. The British Dominions and India shall be deemed to be States for the purposes of the present Convention.

The territories and nationals of Protectorates or of territories administered in the name of the League of Nations, shall, for the purposes of the present Convention, be assimilated to the territory and nationals of the Protecting or Mandatory States.

Article 41. Any State may be permitted to adhere to the present Convention.

This adhesion shall be notified through the diplomatic channel to the Government of the French Republic, and by it to all the signatory or adhering States.

Article 41. (Paragraph 1 before amendment by Paragraph 1 of Article 41 above.)

States which have not taken part in the war of 1914-1919 shall be permitted to adhere to the present Convention.

Article 42. In faith whereof the hereinafter named Plenipotentiaries, whose powers have been found in good and due form, have signed the present Convention.

The present Convention has been drawn up in French, English and Italian.

Article 42. (Before amendment.)

A State which took part in the war of 1914-1919 but which is not a signatory of the present Convention, may adhere only if it is a member of the League of Nations or, until January 1, 1923, if its adhesion is approved by the Allied and Associated Powers signatories of the Treaty of Peace concluded with the said State. After January 1, 1923, this adhesion may be admitted if it is agreed to by at least three-fourths of the signatory and adhering States voting under the conditions provided by Article 34 of the present Convention.

Applications for adhesions shall be addressed to the Government of the French Republic, which will communicate them to the other contracting Powers. Unless the State applying is admitted ipso facto as a Member of the League of Nations, the French Government will receive the votes of the said Powers and will announce to them the result of the voting.

Article 43. (As in the Convention of 1919.) The present Convention may not be denounced before January 1, 1922. In case of denunciation, notification thereof shall be made to the Government of the French Republic, which shall communicate it to the contracting Parties. Such denunciation shall not take effect until at least one year after the giving of notice, and shall take effect only with respect to the Power which has given notice.

THE PRESENT CONVENTION shall be ratified.

Each Power will address its ratification to the French Government, which will inform the other signatory Powers.

The ratifications will remain deposited in the archives of the French Government.

The present Convention will come into force for each signatory Power, in respect of other Powers which have already ratified, forty days from the date of the deposit of its ratification.

On the coming into force of the present Convention, the French Government will transmit a certified copy to the Powers which under the Treaties of Peace have undertaken to enforce rules of aerial navigation in conformity with those contained in it.

DONE at Paris, the thirteenth day of October, nineteen hundred and nineteen, in a single copy which shall remain deposited in the archives of the French Government, and of which duly authorized copies shall be sent to the contracting States.

The said copy, dated as above, may be signed until the twelfth day of April, nineteen hundred and twenty, inclusively.

In FAITH WHEREOF the hereinafter-named Plenipotentiaries whose powers have been found in good and due form have signed the present Convention in the French, English and Italian Languages, which are equally authentic.

CONVENTION RELATIVE TO AERIAL NAVIGATION
BETWEEN THE SAAR TERRITORY
AND GERMANY

April 30, 1929*

Article 1. The German Government grants to aircraft duly registered in the Saar Territory, the right of air navigation in Germany provided that the provisions of the present Agreement be observed. Likewise the Governmental Commission of the Saar Territory accords to aircraft duly registered in Germany the right of air navigation in the Saar Territory.

However, the establishment and operation of regular air lines in the Saar Territory or in transit above said territory by an air navigation enterprise authorized by the German Government are subject to the express authorization of the competent aeronautical authorities, as well as the establishment and operation of regular air lines in Germany or in transit, by an air navigation enterprise authorized by the Governmental Commission of the Saar Territory.

As used in the present Agreement, "aircraft" means private aircraft and State aircraft destined exclusively for commercial service.

Article 2. Aircraft, their crew, and their passengers shall be subject, whenever they find themselves above the territory of the other State, to the provisions relative to air navigation in general which shall be in force there, relative to the carriage of persons and goods as well as for the public security and order, as far as they apply to all foreign aircraft, their crew and to their passengers and are not contrary to the terms of the present Agreement. They shall be equally subject to other obligations resulting from the general legislation in force, in such measure as this legislation is not contrary to the present Agreement.

The commercial carriage of persons and goods, between two points in the Saar Territory or in Germany, may be reserved to aircraft registered in the respective countries.

Article 3. The Governmental Commission of the Saar Territory and the German Government may prohibit flying over certain zones except that no distinction shall be made in this regard between the aircraft registered in the Saar Territory and in Germany. They shall reciprocally notify each other of the zones over which flying shall be prohibited.

Moreover, the Governmental Commission of the Saar Territory and the German Government reserve the right, in exceptional circumstances, to limit or prohibit provisionally air navigation, entirely or in part, and with immediate effect.

Article 4. Any aircraft registered in the Saar Territory shall, whenever it finds itself above a prohibited zone of the German Territory, give the signal of distress prescribed by the German regulation relative to air navigation and land as soon and as near as possible upon an aerodrome situated outside the prohibited zone. Likewise, an aircraft registered in Germany shall, whenever it finds itself above a prohibited zone of the Saar Territory, give the

*Translated from the French text by Elizabeth B. Hotchkiss, Secretary-Librarian, Air Law Institute.

signals of distress prescribed by the regulations of the Saar Territory relative to air navigation and land as soon and as near as possible upon an aerodrome situated outside the prohibited zone.

Article 5. Aircraft shall carry clearly visible marks, facilitating their identity during flight. Moreover, they shall carry the name and residence of the owner.

Aircraft shall be provided with certificates of registration and of air-worthiness and with all other documents prescribed according to the case in the Saar Territory and in Germany, for air navigation.

Article 6. The members of the crew, who perform a function in the aircraft subject to a special authorization made in Germany or in the Saar Territory according to the place of registration of the aircraft, shall be provided with the papers prescribed in their country of origin for air navigation and especially with certificates of competency and regular licenses.

The other members of the crew shall be provided with documents showing their occupation on board, their profession, their identity and their nationality.

The crew and passengers shall be provided with the documents required for the passage from one country to another conforming to the regulations then in force, so long as there shall not have been another agreement between the German Government and the Governmental Commission of the Saar Territory.

Article 7. The certificates of air-worthiness, certificates of competency and licenses, issued or rendered valid by the German Government or by the Governmental Commission of the Saar Territory, for aircraft or crew, shall have, according to the case, in the Saar Territory and in Germany, the same validity as the corresponding documents issued or rendered valid, according to the case, in the Saar Territory and in Germany, but the certificates of competency and the licenses of the crew shall be valid for the sole usage of the aircraft registered in these countries.

Article 8. Aircraft registered in the Saar Territory, whenever they find themselves in Germany, shall not be provided with apparatus for radio-communication unless they have obtained, from the Governmental Commission, special authorization to that effect. The use of such apparatus in Germany shall be regulated by the provisions in force in that country. Likewise, aircraft registered in Germany, whenever they find themselves in the Saar Territory, shall not be provided with apparatus for radio-communication unless they have obtained, from the German Government, a special authorization to that effect. The use of such apparatus in the Saar Territory shall be regulated by the provisions in force in that country. Such apparatus shall be used only by members of the crew, carrying a special authorization issued by their competent authorities.

The German Government and the Governmental Commission of the Saar Territory reserve to themselves, for reasons of security, the right to provide regulations relative to the necessary equipment for aircraft with apparatus for radio-communication.

Article 9. Aircraft, their crew and the passengers are forbidden to carry arms, munitions, poison gas, explosives, carrier-pigeons or photographic ap-

paratus, unless it is with the authorization of competent authorities of the territory flown over.

Article 10. Aircraft carrying passengers and goods shall be provided with a list of the passengers and, for the goods, with a manifest describing the cargo as to its nature and quantity, as well as with declarations necessary for customs.

The transportation of air mail shall be regulated directly between the postal administrations of the German Government and of the Saar Territory by means of special arrangements.

Article 11. The German Government by the competent authorities may, on departure from or on landing in Germany, visit the aircraft registered in the Saar Territory, and examine the certificates and all other prescribed documents.

The Governmental Commission of the Saar Territory has the same right in the Saar Territory relative to aircraft registered in Germany.

Article 12. The aerodromes at the disposition of public air navigation shall be accessible under the same conditions to aircraft registered in the Saar Territory and in Germany. These aircraft shall be able to call equally upon the aid of meteorological services, radio-electric services and the signal services. The contingent charges (charges for landing, for sojourn, etc. . . .) shall be the same for these aircraft.

Article 13. On entering and on leaving, aircraft bound for or coming from Germany or the Saar Territory shall only direct themselves toward an aerodrome open to public air navigation and classed as a custom's aerodrome (with service for the handling of passports) and this, without intermediate landing between the frontier and the aerodrome. In special cases, the competent authorities may authorize the arrival to and the departure from other aerodromes, where the custom's operations and the control of passports shall be carried out. The prohibition of landing between the frontiers and the aerodrome applies equally to these special cases.

In case of forced landing or of landing as provided in Article 4, in the territory of departure, after the custom's operations and the control of passports, (or) in the territory of arrival before these operations, the commander on board, the crew and passengers shall conform to the regulations of the customs and of passports in force in the country in question.

The Governmental Commission of the Saar Territory and the German Government shall communicate the list of aerodromes open to public air navigation. This list shall define especially those in their own country which are classed as custom's aerodromes and offer facilities for the control of passports. Every modification shown on this list as well as every restriction, even provisional, of the right to use any one of these aerodromes, shall be immediately communicated.

Article 14. As ballast, nothing but fine sand and water may be discharged.

Article 15. In course of flight there shall be thrown or released in any other manner above Germany or above the Saar Territory, with the exception of ballast, only those objects or materials for which, according to the case, the German Government or the Governmental Commission of the Saar Territory shall have given a special authorization.

Article 16. Aircraft registered in the Saar Territory or in Germany shall have the right, in order to land, especially in case of distress, to the same measures of aid as have the aircraft registered in Germany or in the Saar Territory.

Article 17. The Governmental Commission of the Saar Territory and the German Government shall communicate mutually all regulations relative to air navigation which they shall have provided.

Article 18. The details of application of the present Agreement shall be regulated, every time that this shall be possible, by direct understanding between competent administrations.