

N° 1749.

**ALLEMAGNE,
ÉTATS-UNIS D'AMÉRIQUE
AUTRICHE, BELGIQUE, etc.**

Dispositions concernant le transport
de la poste aux lettres par voie
aérienne, adoptées à la Conférence
tenue à La Haye, le 10 septembre
1927.

**GERMANY,
UNITED STATES OF AMERICA
AUSTRIA, BELGIUM, etc.**

Provisions for the Conveyance of
Mails by Air, adopted at the
Conference held at The Hague,
September 10, 1927.

¹ TRADUCTION. -- TRANSLATION.

N^o 1749. — PROVISIONS² FOR THE CONVEYANCE OF MAILS BY AIR.
ADOPTED AT THE CONFERENCE HELD AT THE HAGUE,
SEPTEMBER 10, 1927.

French official text communicated by the Finnish Minister for Foreign Affairs. The registration of these Regulations took place June 16, 1928.

CHAPTER I.

GENERAL PROVISIONS

Article 1.

CLASSES OF CORRESPONDENCE ACCEPTED FOR CONVEYANCE BY AIR MAIL.

1. All the classes of correspondence indicated in Article 33 of the Postal Union Convention³ may be transmitted throughout by Air Mail or for part of the distance only, viz., letters, post-cards (both single and reply-paid), commercial papers, samples of merchandise, printed papers of every kind including articles printed in relief for the use of the blind, and postal money orders.

2. The articles mentioned in Article 33 of the Convention may be registered.

3. Insured articles — both letters and boxes — may also be exchanged by Air Mail between those countries which have agreed to do so.

Article 2.

FREEDOM OF TRANSIT.

Freedom of transit as prescribed by Article 25, paragraph 1, of the Postal Union Convention is guaranteed for Air Mail correspondence throughout the entire territory of the Union no matter whether the intermediate Administrations take part or not in re-transmitting the correspondence.

¹ Publiée à titre d'information.

¹ Published for information.

² These provisions were put into force in the following Countries: Germany, Austria, Belgium, Bulgaria, Colony of the Belgian Congo, Denmark, Free City of Danzig, Estonia, Finland, France, Great Britain, Hungary, Latvia, Morocco, The Netherlands, Persia, Poland, Sweden, Switzerland, Czechoslovakia, Union of Socialist Soviet Republics.

³ Vol. XL, page 19; Vol. L, page 166; and Vol. LXXII, page 455, of this Series.

Article 3.

RATES OF POSTAGE AND GENERAL CONDITIONS FOR THE ACCEPTANCE OF AIR MAIL CORRESPONDENCE.

1. A special Air Mail fee, in addition to the ordinary rate of postage, must be prepaid on articles for transmission by Air Mail. The amount of the special fee is fixed by the Administration of the country of origin, and may not exceed 25 centimes gold per 20 grammes per 1000 kilometres of transmission by air.

2. For post-cards and money orders the maximum fee is 25 centimes (gold) per article per 1000 kilometres of transmission by air.

3. A separate fee is collected on each half of a reply-paid post-card at the time of posting.

4. The fee on Air Mail correspondence conveyed by extraordinary services (Article 11, paragraph 11) may be increased in proportion to the extraordinary expenditure to which the use of these services gives rise.

5. The said fee must be uniform for each country of destination and must be prepaid at the time of posting. Except as provided in Article 6, it may not be collected from the addressee.

Article 4.

UNPAID OR INSUFFICIENTLY PREPAID AIR MAIL CORRESPONDENCE.

1. Air Mail correspondence which is totally unpaid is treated in conformity with the provisions of Articles 35 and 36 of the Postal Union Convention. Articles on which the prepayment of postage is not compulsory are transmitted by ordinary routes.

2. Air Mail correspondence which is insufficiently prepaid is transmitted by air if the amount prepaid represents at least the amount of the Air Mail fee. The provisions of Article 36 of the Postal Union Convention apply to the collection of any postal charges which have not been prepaid.

3. When these articles are transmitted by ordinary route, the office of posting or the office of exchange must strike out any annotation relative to transmission by Air Mail.

Article 5.

DELIVERY OF AIR MAIL CORRESPONDENCE.

1. Air Mail correspondence must be delivered with the utmost rapidity possible and in any case not later than the first delivery following its receipt at the office of delivery.

The senders have the right to request delivery by special messenger, immediately after arrival, on prepayment of the special express delivery fee prescribed by Article 40 of the Postal Union Convention. This right may only be claimed in postal intercourse between countries which undertake express delivery service for each others correspondence.

3. On payment of a supplementary charge, Administrations may, after agreement between themselves, arrange for delivery by special means, in particular by the use of pneumatic tubes.

Article 6.

REDIRECTION AND RETURN OF AIR MAIL CORRESPONDENCE.

1. Air Mail correspondence addressed to persons who have changed their address is for warded to the new address by ordinary means of conveyance unless the addressee has expressly asked for redirection by Air Mail and has paid in advance to the forwarding office the Air Mail fee for the new transmission. Undeliverable correspondence is returned to origin by ordinary route.

2. If redirection or return takes place through ordinary postal channels, the Air Mail label ("*Par Avion*") and any annotation relative to transmission by Air Mail must be struck through officially by means of two thick transverse strokes.

CHAPTER II.

REGISTERED ARTICLES AND INSURED ARTICLES.

I. REGISTERED ARTICLES.

Article 7.

REGISTERED ARTICLES.

Registered articles are subject to the postage rates and general conditions of acceptance prescribed by the Postal Union Convention. They must be prepaid in addition with the same Air Mail fee as ordinary articles.

Article 8.

RESPONSIBILITY.

Postal Administrations are responsible, under the same conditions as for other registered articles, for registered articles sent by Air Mail.

II. INSURED ARTICLES.

Article 9.

INSURED ARTICLES.

1. Administrations which have decided to admit, in postal intercourse with each other, insured articles for conveyance by Air Mail are authorized to collect a special insurance fee of which they fix the amount.

The total of the ordinary insurance fee and the special fee must remain within the limits fixed by Article 3 (*c*) of the Insured Letters and Boxes Agreement.

2. So far as concerns insured articles sent in closed mails, through the territory of a country which is not a party to the Agreement concerning insured articles or transmitted by the Air Services of countries in the case of which responsibility for insured articles is not accepted, the responsibility of these countries is limited to that prescribed for registered articles.

CHAPTER III.

ALLOCATION OF AIR MAIL FEES, RATES FOR CONVEYANCE.

Article IO.

ALLOCATION OF AIR MAIL FEES.

Each Administration keeps the whole of the sums which it collects in respect of all Air Mail fees.

Article II.

RATES FOR AIR CONVEYANCE OF CLOSED MAILS.

1. The transit rates prescribed by Article 70 of the Postal Union Convention do not apply to air services.

2. By way of exception to the provisions of the Convention, the countries of destination which undertake the retransmission of Air Mail correspondence by air in their internal service are entitled to a credit in respect of the cost of internal conveyance. This credit must be uniform for all routes in the internal system of a country.

3. The rates for conveyance applicable to an air route must be uniform for all Administrations which use this route without sharing in the working expenses.

4. Apart from the exceptions prescribed in paragraphs 5 and 6 below, the cost of air conveyance is payable to the postal Administration of the country in whose territory is situated the aerodrome at which the correspondence is handed over to the air service.

5. The Office which hands to an air transport undertaking mails intended for conveyance successively by several distinct air services may, if it has been arranged with the intermediate Offices, settle directly with that undertaking the cost of conveyance for the whole route. The intermediate Offices have, for their part, the right to demand the application pure and simple of the provisions of paragraph 4.

6. As an exception to the provisions of paragraphs 4 and 5 above, each Administration which maintains an air service retains the right to collect the rates for conveyance applicable to the use of this service from each Administration which makes use of it. This right extends to the whole of the route.

7. The cost of air conveyance of Air Mail correspondence despatched in closed mails is borne by the Administration of the country of origin; the cost of air conveyance of correspondence despatched *à découvert* is borne by the Administration which hands it *à découvert* to another Administration.

8. Unless the postal Administrations concerned arrange otherwise, the transfer in an aerodrome, in course of transmission, of mails conveyed successively by several distinct air services must be performed by the postal Administration of the country in which the transfer takes place. This rule does not apply when the transfer takes place between machines performing successive stages of the same service.

9. Warehousing charges are not collected in respect of Air Mails.

However, in exceptional circumstances where considerable expense is incurred by such warehousing, postal Administrations are authorized to collect, in respect of mails warehoused, the warehousing charges laid down by Article 71 of the Convention.

10. As a temporary measure, the basic tariff to be applied to the settlement of accounts between Administrations in respect of air transport is fixed at 6 ½ centimes of a gold franc per indivisible

fraction of 100 grammes net weight per 100 kilometres. Any fraction of 100 grammes or of 100 kilometres is made up to the next 100 grammes or 100 kilometres respectively. This method of calculation is applicable also to Air Mails conveyed in the internal service.

11. The rates for conveyance specified above do not apply to conveyance for long distances by means of services of which the establishment and maintenance necessitate extraordinary expenditure. The conditions under which these services may be used will be regulated by mutual agreement between the Administrations concerned ; they must be uniform for all Administrations making use of these services.

12. The rates for conveyance prescribed above are payable also for correspondence exempt from transit rates, as well as for mails or correspondence missent, if these are despatched by air.

Article 12.

RATES FOR CONVEYANCE " A DÉCOUVERT " OF AIR MAIL CORRESPONDENCE.

1. Air Mail correspondence may be exchanged *à découvert* by air between two Administrations.
2. The cost of air conveyance is paid wholly to the Administration of the country to which the correspondence has been sent *à découvert* for re-transmission by air ; that Administration may require separate bundles to be made up for destinations which it may specify.
3. To arrive at the cost of conveyance, when the *à découvert* transit rates prescribed by the Convention are not collected, the net weight of Air Mail correspondence transmitted *à découvert* is increased by 25 % to provide for the expenditure applicable to sorting.

Article 13.

CALCULATION OF DISTANCES BETWEEN TWO COUNTRIES CONNECTED BY SEVERAL AIR LINES.

If two countries are connected by several air lines the rates for conveyance are based on the mean distance of these routes and their importance for international traffic.

CHAPTER IV.

INTERNATIONAL BUREAU.

Article 14.

COMMUNICATIONS TO BE ADDRESSED TO THE INTERNATIONAL BUREAU.

1. Administrations must communicate to each other through the medium of the International Bureau :
 - (a) Particulars of the Air Mail fees which they collect on Air Mail correspondence in the internal service as well as for destinations in other countries ;
 - (b) Notice whether or not they accept insured articles for conveyance by the Air Mails ;
 - (c) A list of all the air lines, national or foreign, that they use for the conveyance of Air Mail correspondence whether such lines are situated in the interior of the country or start from its aerodromes for foreign countries ; in the case of the latter lines the entry must indicate the total distance in respect of which the Administration using them

assumes responsibility for the correspondence that it entrusts to them. The list must show in particular, for each line, the distance and duration of the flight from the aerodrome of departure to different ports of call (aerodromes), the frequency of the service, the countries to which the rates for conveyance by air by the line must be paid, and the special conditions or restrictions to which the use of the line in question is subject. At the end of the particulars relating to internal services, each Administration must show the mean distance adopted in calculating the credit claimed for air conveyance of Air Mail correspondence for destinations in the interior of its country;

(d) A list of countries to which they undertake the retransmission of Air Mail correspondence by air for the whole or part of the distance, with particulars of the routes by which re-forwarding takes place, distances by air and the rates of conveyance applicable.

2. The communications under (c) and (d) must be sent regularly twice a year, a month before the commencement of (a) the summer service and (b) the winter service. Any subsequent modification must be notified without delay.

3. The International Bureau will complete in accordance with the communications which it receives the particulars of the official summaries (*Recueils*) of information of general interest concerning the carrying out of the Postal Union Convention and the Agreement concerning insured letters and boxes. It will prepare in addition a general list of postal air lines and a general list of countries served by air lines. These lists must be distributed to Administrations without delay. The lists to be furnished by Administrations and the general lists to be prepared by the International Bureau must be similar to the annexed Forms Y and Z respectively.

The International Bureau will also undertake to prepare a map of the world showing postal lines of international air communication and supplementary maps showing the lines in the interior of each continent.

4. A copy of the communications under (c) and (d) will be sent directly, as information in advance, by each Administration to all the other Offices which desire to receive them.

5. Administrations will in addition communicate regularly to all the Offices which ask for them the time-tables of the air lines in their internal and international systems with particulars for each aerodrome of the times of arrival and departure of the aeroplanes.

CHAPTER V.

ACCOUNTING REGULATIONS.

Article 15.

STATISTICS.

1. The general accounting for the cost of air conveyance is based on statistical returns taken in the second week in November and the second week in June in each year. The data obtained from the June statistics form the basis for the payment due for the summer service and those from the November statistics form the basis in regard to the winter service.

2. The statistics relating to services which are not in operation during June or November are compiled by arrangement between the Administrations concerned.

3. As a temporary measure, every Office has the right to demand that the settlement of accounts shall take place quarterly on the basis of gross weight of mails actually conveyed during the preceding quarter. In this case, the procedure to be followed must be arranged between the Administrations concerned.

Article 16.

MAKE-UP OF ORDINARY OR AIR MAILS DURING AIR MAIL STATISTICAL PERIODS.

The provisions of Article 54 of the Detailed Regulations of the Postal Union Convention are not applicable to the half-yearly statistics for calculating the cost of conveyance by air. However, during these statistical periods the labels or addresses of mails containing Air Mail correspondence must be conspicuously marked "*Statistique-Avion*".

Article 17.

ESTABLISHMENT OF THE WEIGHT OF AIR MAILS.

1. During the Air Mail statistical periods the office of exchange despatching an Air Mail enters on the letter bill for the office of exchange of destination the net weight of Air Mail correspondence contained in the mail.

2. The total net weight of the contents of the mail is entered also on the label or on the external address of the mail. The enclosure of one Air Mail in another Mail of the same kind is forbidden during a statistical period.

3. If correspondence *à découvert* intended for onward transmission by air should be included in an ordinary or Air Mail, the weight must be entered on the letter bill, a separate entry being made for each country to which the air correspondence is addressed. If necessary the particulars of the weights may be entered upon a separate list similar to the annexed Form V, which must be attached to the letter bill.

4. Fractions of weight up to 50 grammes inclusive are ignored, while fractions of weight above 50 grammes are made up to 100 grammes.

5. These entries are checked by the office of exchange of destination. If that office finds that the actual weight of the correspondence differs by more than 60 grammes from the weight entered on the letter bill, it corrects the letter bill and notifies the error immediately to the despatching office of exchange by means of a verification note. If the differences in weight ascertained are within the above-mentioned limits the entries of the office of despatch are accepted.

Article 18.

LIST OF CLOSED AIR MAILS.

As soon as possible and, in any case, within a period of 15 days after each Air Mail statistical period, the Administrations which have despatched closed Air Mails send a list of these mails to the different Administrations whose air services they have used, including if necessary, the Administration of destination.

If this list includes mails which do not give rise to a credit for air conveyance, an explanatory note is added to it, e. g., "*Poids ne dépasse par 59 grammes*" (Weight does not exceed 59 grammes), etc., etc.

Article 19.

PREPARATION OF STATEMENTS W AND X FOR AIR MAILS.

1. During the statistical periods, the intermediate Administrations take note, in a statement in accordance with Form W annexed, of the net weight of Air Mail correspondence shown on the

labels or addresses of the Air Mails that they have re-forwarded by air beyond the frontier of the country. A copy of the statement is prepared for each office of exchange despatching Air Mails.

2. The Administrations receiving Air Mails which undertake the re-transmission by air of Air Mail correspondence contained therein in their internal service or beyond the frontiers of their countries prepare a statement, in accordance with Form X annexed, from the particulars given on the letter bills. The same procedure applies to Air Mail correspondence contained in ordinary mails.

3. As soon as possible, and, at the latest, one month after the close of the statistical period, the statements W and X are forwarded to the despatching offices of exchange for acceptance. These offices, after having accepted the statements, forward them, in their turn, to their central Administration which returns them to the central Administration of the creditor Office.

4. If the creditor Office has received no notice of amendments within an interval of three months reckoning from the date of despatch, the statements are regarded as fully accepted. In the case of extraordinary circumstances (*long distance*, etc.) these periods may be extended by mutual agreement between the Administrations concerned.

Article 20.

ACCOUNTING FOR TRANSPORT CHARGES.

1. The net weights of the Air Mail correspondence shown in Statements W and X are multiplied by a figure corresponding to the frequency of the summer and winter services, and the products thus obtained serve as the basis of special accounts determining in francs and centimes the transport payments due to each Office for the current half year.

2. The duty of preparing these accounts devolves on the creditor Office which forwards them to the debtor Office.

3. The weight of the bags and of the packing is not taken into account.

4. The special accounts are prepared in duplicate and forwarded to the debtor Office as soon as possible. If the creditor Office has received no notice of amendments within an interval of three months reckoning from the date of despatch, the account is regarded as fully accepted.

Article 21.

GENERAL ACCOUNT.

In the absence of any understanding to the contrary between the Administrations concerned, the general account of air transport charges is prepared twice a year by the International Bureau under the regulations fixed for the account relating to transit charges. However, the provisions of Article 75, paragraph 3, of the Postal Convention do not apply to the accounts for air transport charges.

CHAPTER VI.

MISCELLANEOUS PROVISIONS.

Article 22.

GENERAL STATISTICS.

The general statistics compiled by the International Bureau will be completed by particulars of Air Mail correspondence found among the classes of packets shown in Section III of the Statistical Table R and the Statistical Table S. The cost of conveyance shown under No. 146 of Section V of the Statistical Table R must also include the cost of conveyance by air.

Article 23.

AIR MAIL CORRESPONDENCE — HOW DISTINGUISHED.

Air Mail correspondence must bear on despatch a special blue label with the words "*Par Avion*" (By Air Mail) and a translation in the language of the country of origin.

Article 24.

PARTIAL TRANSMISSION BY AIR.

If the sender desires that his correspondence shall be forwarded by air for part of the route only he must indicate this. At the end of air transmission, the instruction and the Air Mail label "*Par Avion*" as well as the special annotation must be struck through officially by means of two thick transverse strokes.

Article 25.

METHOD OF DESPATCHING AIR MAIL CORRESPONDENCE IN ORDINARY MAILS.

The method of despatch prescribed for Express articles in Article 48 of the Detailed Regulations for the execution of the Postal Union Convention applies equally to Air Mail correspondence included in ordinary mails, with the exception that the word "*Exprès*" on the labels of the bundles and in the column of the letter bills headed "Observations" must be replaced by "*Par Avion*" (By Air Mail).

Article 26.

NOTES TO BE MADE ON THE LETTER BILLS AND DESPATCH LISTS AND LABELS OF MAILS CONTAINING AIR MAIL CORRESPONDENCE.

1. The presence of Air Mail correspondence in ordinary mails is indicated by the words "*Par Avion*" in Table No. I of the Letter Bill and on the despatch list of which the make-up will be modified in consequence.

2. The Letter bills which accompany Air Mails must bear an Air Mail label "*Par Avion*" at the head. The same label "*Par Avion*" is affixed to the labels and addresses of these Mails.

Article 27.

ROUTING OF AIR MAIL CORRESPONDENCE.

1. The Administrations of the Union which use air communications for the conveyance of their own correspondence are bound to forward by the same means the Air Mail correspondence which they receive from other Administrations.

2. Administrations which have no air service forward Air Mail correspondence by the most rapid routes used for ordinary mails.

The same regulation applies if, for any reason whatever, transmission by these other routes offers advantage over an existing air route.

Article 28.

CUSTOMS CLEARANCE OF CORRESPONDENCE LIABLE TO CUSTOMS DUTY.

The Administrations will take measures to accelerate as much as possible the clearance through Customs of Air Mail correspondence liable to Customs duty.

Article 29.

APPLICATION OF THE PROVISIONS OF THE POSTAL UNION CONVENTION.

The provisions of the Postal Union Convention and its Detailed Regulations are applicable to everything which is not expressly provided for in the preceding Articles.

Article 30.

ENTRY INTO FORCE AND DURATION.

The present provisions shall come into operation as far as possible on the 1st of January 1928, and shall remain in force until replaced by the Convention of London.

LETTER POST — FORMS

Office from which
the mail is sent

V

Office to which
the mail is sent

.....

.....

WEIGHT BILL

of air mail correspondence

contained in the Shipment ordinary
air

from the office of

to the office of

sent on 19 at h. m.

arrived on..... 19 at h. m.

Serial No.	Names of the countries of destination of the air mails	Net weight gr.	Remarks
1	2	3	4

LETTER POST — FORMS

Despatching Office

Re-transmitting Office

W

CONVEYANCE BY AIR OF AIR-MAILS IN CLOSED RECEP-TACLES

Return of the net weights of the correspondence contained in the air-mail re-transmitted by the office of during the statistical period from to the

Serial No.	Date	Office of origin of the mail	Office of Destination	The mail has been re-transmitted by air from.....to.....	Net weight of the correspondence contained in the mail in grammes	Distance in kilometres	Cost of conveyance by air of the mail		Remarks
							Fr.	C.	
1	2	3	4	5	6	7	8		9
									Totals

LETTER POST — FORMS

X

Despatching Office

Office of destination

CONVEYANCE OF AIR MAILS BY AIR

Return of net weight of the air correspondence contained in the ^{air}ordinary mails from the office of to the office of sent during the statistical period from to the

Serial No.	Date	Weight of the air-mail correspondence for the country of destination of the mail ¹ (average distance carried by air within the country km.) gr.	Net weight of the air mail correspondence destined for other countries										
			Intermediate distance by air				Average distance carried by air within the country of destination ²						
			with surtax		without surtax		km.		gr.		km.		gr.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
		Totals											

¹ Air mail correspondence for the locality in which the air port of reception is situated is not included in the return of weights.
² Columns 3 and 9 to 13 are not to be filled up unless the country of destination of the mail correspondence undertakes their re-transmission by air to places within its own territory.

LETTER POST — FORMS

Y

LIST OF AIR LINES

at the disposal of the Management of the Union ; distance and duration of the journey from the port of departure to the various ports of call ; frequency of the service ; country to which the cost of conveyance must be credited ; and special conditions or restrictions to which the use of the line is subjected.

Serial No.	Name of the air line	Route	Distance from the port of departure km.	Duration of the journey hours	Frequency of service	Country to which the cost of conveyance by air must be credited	Remarks (Restrictions in the use of the line, etc.)

