

LEAGUE OF NATIONS

ORGANISATION FOR COMMUNICATIONS  
AND TRANSIT

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SYSTEMATIC SURVEY  
OF THE REGIME OF COMMUNICATIONS  
OF IMPORTANCE TO THE WORKING  
OF THE LEAGUE OF NATIONS  
AT TIMES OF EMERGENCY

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**Measures foreseen in accordance with  
the Resolutions of the Assembly and the Council**

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# COMMUNICATIONS OF IMPORTANCE TO THE WORKING OF THE LEAGUE OF NATIONS AT TIMES OF EMERGENCY

## Measures foreseen in accordance with the Resolutions of the Assembly and the Council

### INTRODUCTION

For a number of years the Assembly and the Council have attached the highest significance to the question of communications of importance to the working of the League of Nations at times of emergency. From the point of view of communications, a "time of emergency" occurs whenever, owing to a political situation, Governments are obliged to adopt measures modifying the working of the normal means of communications.<sup>1</sup> To ensure the effective working of the League and all its organs at such times, it has been found essential that certain practical measures should be foreseen and that there should be a guarantee that such measures would be rapidly executed in the case of necessity. For this latter reason, while the utilisation of all means of communications has been carefully considered by the competent organs of the League, it was felt particularly important to provide for special measures, such as the establishment of the League Wireless Station and the régimes applicable to aircraft and motor vehicles effecting transport of importance to the working of the League, which would be independent of the normal and regular means of communications.

The present purpose is, accordingly, to establish a comprehensive document which, detailing more particularly these special measures, could, if required, be used as a practical guide. Bearing this in mind, it is considered appropriate, for instance, in Chapters I and III, to reproduce, not all the decisions taken by various organs of the League on the question as a whole or on specific aspects of it, but only those which are believed to be necessary to a clear understanding of what provisions have actually been foreseen to meet an emergency situation.

<sup>1</sup> Records of the Eleventh Ordinary Session of the Assembly (1930) : Third Committee (Reduction of Armaments), League of Nations *Official Journal*, Special Supplement No. 87, page 57.

## CHAPTER I. — EARLY ACTION TAKEN BY THE COMPETENT ORGANS OF THE LEAGUE

As early as 1925, the Assembly adopted the following resolution :

“ The Assembly,

“ Considering that all improvements in railway, telegraphic, radio-telegraphic, telephonic and radio-telephonic communications between the seat of the League of Nations and the States Members or non-members of the League are of the highest political and practical importance to the working and development of the League ;

“ Having taken note of the efforts of the Organisation for Communications and Transit to secure improvements in the railway time-tables affecting communications with the seat of the League ;

“ Calls the attention of the Governments concerned to the necessity for further progress accompanied by an improvement in conditions as regards Customs formalities at the frontiers near the seat of the League. These conditions are still giving rise to the delays and inconveniences to which attention was drawn in the discussions of the last Assembly; and the Assembly requests the Organisation for Communications and Transit to continue to co-operate in the endeavour to achieve such progress ;

“ Associating itself with the resolution adopted by the Advisory and Technical Committee at its last session with reference to the questions raised by the establishment of a new European long-distance telephone system, draws the attention of the Governments concerned to the desirability of treating communications between the seat of the League and the principal European capitals on the same footing as communications between important capitals, when considering the question of priority and urgency for the establishment of different lines . . . ”

The Commission of Enquiry into the Greco-Bulgarian conflict of October 1925 recommended that “ it might be considered whether special facilities for communications and transit could not be granted to Governments and to the Secretariat in case of a threat of war—in particular, the use of wireless telegraphy and priority messages might be considered ”.

The Advisory and Technical Committee for Communications and Transit examined this question at the request of the Council, as well as the whole problem of communications with the seat of the League which had been raised in the Preparatory Disarmament Commission.

The Council, at its session of December 1926, approved the first report submitted by the Transit Committee concerning measures to be taken in order that full use might be made of the existing means of communication by rail, air, telegraph, radio-telegraph and telephone. The Council requested the Secretary-General to invite the States Members to consider favourably the technical measures proposed in the Transit

Committee's report and to take such steps as were possible to facilitate the application of these measures. The Council requested the Transit Committee to keep in touch with all the administrations and organisations concerned. The Council also requested the Transit Committee to submit a second report which would include an examination of the question of placing eventually a radio-telegraphic station at the disposal of the League to enable it to communicate independently with the greatest possible number of States Members.

In its second report submitted to the Council in September 1927, the Transit Committee stated that the measures suggested in the Committee's first report had given rise to no practical objections on the part of the various administrations. The Committee had carried out further preparatory studies, including the following: the identification of aircraft effecting transport of importance to the working of the League; the lay-out of an aerodrome near the seat of the League; the establishment of a radio-telegraphic station; and telephonic communications between Geneva and European capitals. The Transit Committee considered "that, at a time of general emergency—for example, immediately before mobilisation and, above all, during the actual period of mobilisation—the total or partial taking over by the State of the means of communications must inevitably mean that, in many cases, communications of importance to the League might be rendered less rapid or less certain . . . unless some special means independent of the general system of national communications can be found". For this reason it welcomed the resolution adopted by the Council for the establishment of a radio-telegraphic station for the use of the League, and attached importance to the studies for the establishment or adaptation of a landing-ground and the placing of aircraft at the League's disposal, should this be necessary.

The Council thereupon adopted the following resolution (September 8th, 1927):

"The Council expresses its satisfaction with the manner in which the Advisory and Technical Committee for Communications and Transit has continued its investigations in regard to communications of importance to the League of Nations in times of emergency in conformity with the resolution adopted by the Council at its session in December 1926, and decides to lay before the Assembly the second report of the Advisory and Technical Committee on communications of importance to the League of Nations in times of emergency.

"It requests the Advisory and Technical Committee for Communications and Transit to complete, as soon as possible, the details of the measures proposed in its first report to the Council, in order that the various administrations concerned may be given all practical indications without delay.

"The Council requests the Advisory and Technical Committee to hasten its examination of the supplementary measures contemplated in the Committee's second report and, in particular, the examination of the questions relating to communications independent of the general system of national communications; in order that the Council may acquaint itself in sufficient time with all the Advisory and Technical Committee's proposals on this subject."

The Assembly, at its eighth session (1927), adopted the following resolution :

" The Assembly,

" Being desirous of adopting all measures likely to make possible the prompt application of the system contemplated by the Covenant for the maintenance of peace and of giving to States Members of the League of Nations a greater feeling of security ;

" Convinced that, in this connection, it is of the utmost importance to ensure the rapid working of the organs of the League of Nations at times of emergency ;

" Considering that their intervention in the shortest possible time may prove to be an essential condition for the prevention of war ;

" Trusting that greater facilities for the immediate operation of the machinery of the League of Nations will assist the work of disarmament ;

" Inspired by the spirit and provisions of the Covenant :

" Reasserts that it is the obligation of the States Members of the League of Nations to facilitate by every means in their power the rapid meeting of the Council at times of emergency ;

" Invites the States Members of the League of Nations to take in advance all necessary measures for this purpose ;

" Congratulates the Council on having studied the question, to which the Assembly attaches the greatest importance, and requests the Council to continue its studies, particularly in regard to telephonic communications between the seat of the League and the different capitals, the identification of aircraft making journeys of importance to the League of Nations at times of emergency, the establishment of a radio-telegraphic station at the seat of the League, the adaptation of a landing-ground in the neighbourhood of the seat of the League, and, more generally, provisions enabling the League of Nations to be prepared at any moment to meet any emergency with the greatest possible rapidity."

The Council subsequently adopted the following resolution (September 27th, 1927) :

" The Council,

" Having regard to the resolution adopted by the Assembly on September 26th, 1927, regarding meetings of the Council and of the organs of the League of Nations in times of emergency ;

" Notes that the Assembly asserts that ' it is the obligation of the States Members of the League of Nations to facilitate by every means in their power the rapid meeting of the Council in times of emergency ', and calls the attention of the States Members of the League to the consequences of this obligation ;

" Forwards to the States Members of the League of Nations this resolution of the Assembly ;

" Requests the Secretary-General to communicate it to the Advisory and Technical Committee for Communications and Transit with the request that it will continue the investigations which it has already started on this question."

## CHAPTER II. — RAILWAY COMMUNICATIONS

In the examination of railway connections with Geneva, the Transit Committee realised that rail schedules in normal times must obviously be established with reference to commercial conditions. It was thought, however, that closer co-operation between the Transit Organisation and the International Timetable Conference would have useful results. Accordingly, through the good offices of the Swiss Federal authorities, provision was made in 1927 for the regular representation of the Transit Organisation at sessions of the International Timetable and Through-carriage Conference.

In accordance with the several resolutions adopted by the Assembly and the Council, the States Members have been considered as under an obligation to facilitate by every means in their power all forms of communications with the League in the event of a crisis. The Transit Committee, considering that the railway system in Europe would no doubt be adapted as far as possible to meet an emergency situation, did not believe it feasible to draw up an advance plan with respect to railway communications. In such an adaptation of the normal train services to meet an unusual situation, there might be an improvement in the already existing services and the addition of special services; as well as effective co-operation with, for example, air and motor transport.

In the first report prepared by the Transit Committee at the request of the Council and approved by the Council in December 1926, it was suggested, in connection with transport by rail, that "each State might be requested to designate a central service, in possession of the necessary instructions and powers, with which Members of the Council and the Secretary-General of the League could get into direct touch upon notification of a state of emergency, in order to ensure that rapid means of transport are made available at once. It would naturally be understood that all extra costs arising out of exceptional conditions would be met out of League funds."

It may also be noted that the official instruments approved by the Fourth General Conference on Communications and Transit held in 1931, subsequently approved by the Council, included a recommendation, which is reproduced below, concerning measures to be taken in cases of serious interruption of transit routes. The Fourth General Conference had principally in mind an interruption of railway transit routes.

"The General Conference on Communications and Transit is of opinion that, should international transit through the territory of one or more States suffer serious interruption, those States whose means of

transport could be of help in establishing traffic temporarily in place of the interrupted traffic should co-operate, each in its own territory, in the establishment of this temporary traffic. It should be understood that, subject to the provisions of international undertakings concerning transport, the passengers or the goods carried would, as far as possible and as far as is compatible with the interests of these passengers or goods, be forwarded by a new route involving the shortest possible detour."

### CHAPTER III. — AIRCRAFT EFFECTING TRANSPORT DUTIES OF IMPORTANCE TO THE WORKING - OF THE LEAGUE AT TIMES OF EMERGENCY

Recognising that the special character of air transport would enable it to render important services to the League at times of emergency, provided that certain requisite conditions were clearly understood and agreed upon beforehand, notably the facilities to be granted by the States Members, an exhaustive examination was made of this question. A somewhat detailed account of these facilities is given in the present chapter followed by (1) an account of the practical arrangements made for identifying aircraft effecting transport of importance to the working of the League and (2) the position of the question of the lay-out of an aerodrome near the seat of the League.

#### A. FACILITIES TO BE GRANTED BY THE STATES MEMBERS.

In its first report, prepared at the request of the Council, which approved it in December 1926, the Transit Committee suggested that the States Members of the League should declare their readiness in the event of an emergency "to take all measures within their power and should designate in advance a central service with the necessary instructions and powers" to facilitate communications by air with the seat of the League.

In addition to studying the question of the identification of aircraft effecting transport of importance to the working of the League, the International Commission for Air Navigation began to examine in 1927, at the request of the Transit Committee, the larger and more difficult problem of the facilities to be granted to such aircraft, bearing in mind that at a time of crisis States might restrict severely or even prohibit entirely flight over their territory<sup>1</sup>.

<sup>1</sup> Article 3 of the revised text of the Convention relating to the Regulation of Aerial Navigation (dated October 13th, 1919), effective on May 17th, 1933, reads, in part, as follows :

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

Most bilateral air agreements of recent years contain similar provisions. The States parties to the Convention of 1919 would be bound by it at a time of international crisis, but, according to 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".

The Assembly, at its tenth session (1929), adopted the following resolution on facilities to be granted to aircraft :

" The Assembly has noted the work undertaken by the International Commission for Air Navigation with regard to the juridical status of aircraft utilised to ensure air communications of importance to the working of the League of Nations, and the facilities to be granted to these aircraft.

" It trusts that this work will be completed as soon as possible, in order that the results may be submitted for the examination of Governments.

" The Assembly accordingly requests the Council, as soon as the work of the International Commission for Air Navigation is finished, to have a study made, possibly by the Committee on Arbitration and Security, of the requisite measures to ensure that aircraft engaged in transport of importance to the working of the League of Nations may be free in times of emergency to fly in such a way and over such territory as may be necessary for the carrying out of their mission, the Secretariat and the Governments having come to an agreement beforehand as to the rules to be observed and the normal routes to be followed, and as to any departures therefrom "

The Transit Committee examined at its fourteenth session in March 1930 a draft text which had been completed by the International Commission for Air Navigation in December 1929 as suitable for insertion in the Convention of October 13th, 1919. The Committee did not study in detail the proposals submitted by the C.I.N.A.<sup>1</sup> as they were to be examined by the Committee on Arbitration and Security. It thought, however, " that the attention of the latter should be drawn to the fact that the International Commission for Air Navigation, which was set up by the International Convention of 1919, very naturally drafted its proposals in the form of amendments to the said Convention ". In the view of the Committee, if this were the only procedure contemplated, it " would offer the serious inconvenience of discriminating between States which were and States which were not parties to the 1919 Convention. " It would also delay the application of its provisions and the opening of the necessary negotiations between the Secretary-General of the League and the Governments until the suggested amendments to the 1919 Convention have been put into force ". The Committee was therefore of opinion " that it would save time and be more satisfactory if the Assembly adopted a resolution laying down the general rules to be applied by Members of the League, with due regard to their obligations, defining the aircraft to be used for air

<sup>1</sup> The International Commission for Air Navigation is usually known by its French initials " C.I.N.A. "

<sup>2</sup> The following countries are parties to the 1919 Convention: Australia, Belgium, United Kingdom of Great Britain and Northern Ireland, Bulgaria, Canada, Chile, Czechoslovakia, Denmark, Finland, France, Greece, India, Iraq, Irish Free State, Italy, Japan, Netherlands, New Zealand, Norway, Poland, Portugal, Roumania, Saar Territory, Siam, Sweden, Union of South Africa, Uruguay, Yugoslavia. Switzerland has decided to adhere to this Convention as from October 1st, 1934.

communications of importance to the working of the League and enunciating the principles on which negotiations could be opened immediately between the Secretary-General of the League and the Governments". Under these circumstances, it thought it should assist the Committee on Arbitration and Security by redrafting on the above lines the proposals of the C.I.N.A., while observing at the same time "that the proposed draft resolution of the Assembly must therefore be consistent both with the provisions of the 1919 Convention and with those of Conventions in force between States parties to the 1919 Convention and States not parties to that Convention", also "that the adoption by the Assembly of such a draft resolution would not prevent States from subsequently codifying the provisions adopted to facilitate air transport of importance to the League, by inserting the necessary provisions in international Conventions dealing with air transport questions".

At its fourth session in May 1930, the Committee on Arbitration and Security agreed with the suggestions of the Transit Committee and decided to submit a draft resolution to the Assembly. The Third Committee accordingly presented a report to the Assembly in 1930 containing a draft resolution outlining the regime applicable to aircraft. The report and draft resolution which were adopted by the Assembly read, in part, as follows :

#### REPORT ADOPTED BY THE ASSEMBLY AT ITS ELEVENTH SESSION, 1930.

"The draft resolution which the Third Committee submits to the Assembly for adoption aims, in the first place, at providing the measures necessary to assure aircraft carrying out transport duties of importance to the working of the League all the facilities necessary for the discharge of their mission; and, in the second place, to provide full guarantees to States as regards their national security. Such guarantees in respect of national security are specially formulated in paragraphs 2 and 9 of the draft resolution. Paragraph 2 stipulates that the rules and routes to be normally followed by aircraft and the procedure contemplated for notifying the Secretary-General without delay of any changes in such rules and routes shall be fixed in advance. These rules may stipulate, in particular, the conditions under which a State will be able to insist on an aircraft landing for purposes of supervision; and the terms of paragraph 3 dealing with facilities in regard to supervision do not affect this right of States. In addition, paragraph 9 lays down that each State retains the right to prohibit the whole or part of its territory being crossed by aircraft registered in another State or manned by a crew of foreign nationality when such prohibition appears necessary for reasons of national safety. It also indicates the measures which in this case should be taken by the State in question to ensure the transfer of the passengers and the continuation of the air transport. All the measures, and particularly those in paragraph 1, in accordance with which the aircraft used for air communications of importance to the working of the League shall at no time be subject to any exceptional and temporary restrictions which may be imposed on air navigation, should be understood subject to the provisions contained in paragraphs 2

and 9 mentioned above. The Swiss delegation proposed that this reservation should be explicitly inserted in paragraph 1. The Committee thought it preferable to draw general attention to it in this report, since paragraph 1 is not the only paragraph to which it is applicable. Finally, it may be pointed out that, by paragraph 7 of the draft resolution, the Secretary-General of the League is bound to give the States flown over due notice by suitable means of the identification marks of the aircraft, of the route to be taken, and of the composition of the crew.

" Paragraph 4 of the draft resolution defines the aircraft which should be considered as used for air communications of importance to the working of the League of Nations. These aircraft are such as are used for conveying League correspondence, agents of the League, or persons entrusted by the League with a special mission, official representatives, etc. It is clear that persons entrusted by the League with a special mission should include the members of the various advisory committees of the League, irrespective of the authority by whom they were appointed.

" The Swiss delegation proposed to omit from paragraph 6 the words ' and not registered in any State ', since the aim of this proposal was not to prejudice in any way questions relating to the registration of aircraft assigned exclusively to the service of the League of Nations. The Committee preferred to retain the text adopted by the Committee on Arbitration and Security, holding that, in view of paragraph 11, it in no way prejudices any measures which might be taken in respect of such aircraft.

" In conformity with paragraph 10, the measures prescribed in the draft resolution will be defined during negotiations between the Secretary-General and the Governments concerned. The object of those negotiations will be the application of the rules laid down in the draft resolution, and there is no doubt that the Members of the League, who are under obligation to facilitate the working of the League by all means in their power, will consider themselves bound by this obligation to grant such facilities as the Assembly may deem indispensable to the means of air transport necessary for the working of the League at times of emergency."

#### RESOLUTION ADOPTED BY THE ASSEMBLY AT ITS ELEVENTH SESSION, 1930.

" The Assembly,

" Recalling that the Members of the League of Nations are under the obligation to facilitate by all means in their power the working of the League :

" Considering that the use of air transport may be necessary in times of emergency to enable the League to take rapid action to safeguard the peace :

" Adopts the following resolution :

" 1. It is necessary that the Members of the League, in order to discharge this obligation, should grant to aircraft used for air communications of importance for the working of the League all facilities for navigation and passage involved in the discharge of their missions. Such aircraft should enjoy all the rights granted by the most favourable conventional regime to Government aircraft other than military, Customs or police aircraft, and should at no time be subject to any exceptional and temporary restrictions that might be imposed on air navigation.

" 2. The conditions on which the various Governments will grant the facilities mentioned in the previous paragraph shall be laid down in advance by each of the Governments concerned after

consulting the Secretary-General of the League. In particular, the rules and routes to be normally followed by aircraft and the procedure contemplated for notifying the Secretary-General without delay of any changes in such rules and routes should be fixed in advance.

" 3. Aircraft used for communications of importance to the working of the League shall enjoy all facilities in regard both to supervision and to the routes to be followed.

" 4. Aircraft used for communications of importance to the working of the League within the meaning of the present resolution are aircraft permanently or temporarily engaged in conveying agents of the League or persons entrusted by the League with a special mission, or League correspondence, or official representatives of States Members of the League, or delegations to the Council, to the Assemblies and Conferences of the League, and the correspondence of such representatives or delegations.

" 5. The Secretary-General shall keep a list of the aircraft referred to in the foregoing article; he shall communicate this list to all the States Members of the League of Nations, with any modifications which may occur in this list.

" In urgent cases, these communications would be telegraphed to the States concerned.

" 6. All detailed regulations regarding conditions of registration, communication of entries and cancellation of entries, identification marks on aircraft showing that they are on the service of the League, certificates and licences for the crew and other documents generally laid down by international conventions, shall be laid down by the Council of the League of Nations after consulting the competent bodies, it being understood that the certificates of airworthiness and of competency and licences for the personnel on board and other documents generally prescribed shall be issued or rendered valid by a State in accordance with its law. The same shall apply in cases in which the Council recognises this to be necessary, in regard to all provisions relating to aircraft assigned to the exclusive service of the League and not registered in any State.

" 7. Should aircraft used for communications of importance to the working of the League be required to fly over a State, the Secretary-General of the League will give that State due notice by suitable means of the identification marks of the aircraft, of the route to be taken and of the composition of the crew, and, whenever possible, will communicate in advance the names of the persons on board—the crew and the passengers to be provided with documents certifying their status and mission.

" 8. In the event of the aircraft mentioned above being in difficulties, the States whose territory is crossed will assist the crew and persons on board, if possible, to complete the journey by air and, in any case, to carry out their mission as quickly as possible.

" 9. Each State shall retain the right to prohibit the whole or part of its territory being crossed by aircraft registered in another State or manned by a crew of foreign nationality, when such prohibition appears necessary for reasons of national safety. In such case, the State in question should do everything to ensure the transfer of the passengers as quickly as possible to an aerodrome or frontier point and the continuation of air transport under conditions to be determined by the negotiations referred to below.

" 10. With a view to the application of the foregoing provisions, the Secretary-General of the League of Nations will immediately undertake the negotiations which may be necessary with the

Governments of the States Members of the League, and will report to the next Assembly on the steps taken to ensure the execution of this resolution.

" 11. The present resolution should not be regarded as in any way prejudging the question of the advisability of the League of Nations' having aircraft of its own at its disposal."

REPORT ADOPTED BY THE ASSEMBLY AT ITS TWELFTH  
SESSION, 1931.

The Assembly, at its twelfth session in 1931, adopted the Third Committee's report on transport of importance to the League at times of emergency, of which the first section, devoted to facilities to be granted to aircraft, reads, in part, as follows :

" At its eleventh session, the Assembly adopted a resolution concerning the regime applicable to aircraft engaged in transport of importance to the working of the League at times of emergency. The resolution provided, on the one hand, that negotiations should be undertaken by the Secretary-General and the Governments concerned with a view to the application of the rules laid down by the Assembly and, on the other hand, that the Council should decide on certain measures of detail relating to the identification of aircraft used in the service of the League.

" The Third Committee has noted with satisfaction that the replies received from the Governments and the information communicated by the Secretariat indicate that the regime desired by the Assembly could be applied immediately in the event of a situation's necessitating emergency communications with the League. Some States have not yet replied to the Secretary-General's request, but there is no reason to suppose that they would raise difficulties."

RESULT OF THE NEGOTIATIONS BETWEEN THE SECRETARY-  
GENERAL AND THE STATES MEMBERS.

Since the 1931 Assembly, virtually all States which had not replied fully or at all to the Secretary-General's request have done so in a satisfactory manner. There are no grounds for considering that the very few States which at the moment of publication had not yet declared their readiness to comply with the resolution of the Assembly would co-operate any the less in facilitating aircraft communications with the League in the event of a crisis. While the decisions taken by the Assembly and the Council on emergency communications with the League are equally binding on all the States Members, the Secretary-General has actually negotiated, up to the present time, only with the European States Members with regard to the aircraft and motor transport regimes. There is no reason to believe that, for instance, the regime applicable to aircraft would not also be applied, if necessary, by extra-European Members of the League.

The replies of the States on the aircraft regime, or what are considered to be the essentials of the replies, are reproduced

hereinafter. When a preliminary reply, or a certain point or points in a preliminary reply, have been superseded entirely, or supplemented to a notable extent, by a subsequent communication, reference is not necessarily made to the first communication. In a number of cases, when more than one communication has been received from the same State, a composite account is given of the measures in question for the sake of clarity, dates being inserted at the appropriate points. Occasionally, it has been considered advisable to supplement certain information actually included in the replies by information extracted from documents found in the Secretariat archives: references are given. In the spelling of place names, the present official versions are employed.

## 1. Austria.

[*Translation.*]

December 11th, 1931.

The view taken of the right of aircraft effecting transport of importance to the League of Nations at times of emergency to enter Austria and to fly over Austrian territory must vary considerably according as the emergency affects or does not affect the security of Austria, the decision on this point resting with the Austrian Government.

Being desirous of allowing the utmost possible freedom of action to such aircraft, the Government is prepared to make the following concessions:

### I. IF THE EMERGENCY DOES NOT AFFECT THE SECURITY OF AUSTRIA.

An aircraft effecting transport of importance to the working of the League, and recognised as such, will have full liberty to choose its route over Austrian territory, except over the prohibited zones enumerated, provided it conforms, in entering and leaving Austria from or in the direction of Hungary, Czechoslovakia, Italy and Yugoslavia, with the restrictive provisions also mentioned below.

#### A. *Prohibited Zones.*

Flying over the polygons situated near Bruck a.d. Leitha (lat.  $48^{\circ} 1\frac{1}{2}'$  N., long.  $16^{\circ} 48'$  E.) and on the Steinfeld (lat.  $47^{\circ} 54'$  N., long.  $16^{\circ} 14'$  E.) is prohibited within the following limits:

(a) Polygons situated near Bruck a.d. Leitha; the zone enclosed by a line running from Parndorf through Goys and Kaisersteinbruch to Wilfeinsdorf station, and thence along the railway line from Wilfeinsdorf to Bruck a.d. Leitha and Parndorf.

(b) Steinfeld polygons : the zone bounded by the Ebreichsdorf-Ebenfurt-Sollenau-Tattendorf railway line and by a straight line from Tattendorf to Ebreichsdorf.

[*Translation.*]

February 22nd, 1932.

(c) The boundaries of the new prohibited zone in the Dachstein mountain area, which lies at lat.  $47^{\circ} 28' 32''$  N. and long.  $13^{\circ} 36' 37''$  E., are as follows : the western shore of the lake of Hallstatt between Gosaumühle and Steeg, thence the road from Steeg *via* Au Pötschenhöhe Bad Aussee and Unter Kainisch to Aeussere Kainisch as far as the railway station lying south of Aeussere Kainisch ; thence a line running through the Mühleck (point 1720), the Kammspitz (point 2141), the Stoderzinken (point 2047), the southern wall of the Dachstein, and the village of Filzmoos, and thence to the southern shore of the Vorderer Gosausee, which it follows to the spot where the Gosau stream leaves the lake ; and, finally, the course of the stream until it flows into the lake of Hallstatt.

[*Translation.*]

December 11th, 1931.

### *B. Corridors of Approach.*

#### *1. Austro-Hungarian frontier.*

(a) The sector lying between the Czechoslovak frontier on the right bank of the Danube and the carriage-road from Halbthurn to Mosonszentjanos.

(b) The sector extending for 5 km. to the north and 5 km. to the south of the road between Gross-Petersdorf and Szombathely.

#### *2. Austro-Czechoslovak frontier.*

(a) The sector between the points at which the roads from Leonfelden to Vyšší Brod and from Windhaag to Cetviny cross the frontier ;

(b) The sector between the points at which the roads from Hardegg to Cizov and from Haugsdorf to Znojmo cross the frontier ;

(c) The sector between the points at which the railway from Laa a.d. Thaya to Hrušovany and the road from Schweinbarth to Mikulov cross the frontier ;

(d) The sector between the points at which the railway from Hohenau to Breclav and a straight line from the village

of Hohenau to the confluence of the Thaya and the March cross the frontier;

(e) The sector between the railway-bridge south-east of Marchegg and the confluence of the March and the Danube.

### 3. *Austro-Italian frontier.*

(a) Brenner route : official route fixed by the Austrian and Italian regulations for their respective territories : Brennero-Bressanone-Bolzano-Ora railway line-Trento Customs aerodrome (Gardolo).

(b) Tarvisio route : official route (as above) : (Thörl) Maglern-Tarvisio-Pontebba-Chuisaforte-Stazione per la Carnia-Artegna-Udine-Udine Customs aerodrome (Campofornido North).

Flying is permitted over the two routes mentioned above if the aircraft does not diverge more than 2 km. from the line indicated and remains at an altitude of 2 km. Aircraft may descend below this height, if necessary, for meteorological reasons. (The last sentence is extracted from the communication dated November 4th, 1933.)

### 4. *Austro-Yugoslav frontier.*

The *Official Bulletin* transmitted by the Austrian Government on November 4th, 1933, anticipating a new Austro-Yugoslav Convention on Air Navigation, which shortly afterwards became effective, gave the following three air corridors between Austria and Yugoslavia, the first only having been mentioned in the communication of December 11th, 1931 :

(a) The shortest line joining Strass and Maribor ;

(b) The railway line in the Drau valley between Lavamünd and Dravograd-Méeža stations ;

(c) The road over the Loibl pass between Ferlach and Tržič.

The above places and stations may be flown over ; it is also permissible to deviate from the routes indicated within a distance of two kilometres on either side.

[*Translation.*]

December 11th, 1931.

5. There is at present no restriction concerning the points at which flying over the Austro-German and Austro-Swiss frontiers is permitted.

The Austrian Government will not fail to inform the Secretariat of the League of any change or extension in the prohibited zones or authorised sectors.

## II. IF THE EMERGENCY AFFECTS THE SECURITY OF AUSTRIA.

Two distinctions should be drawn : as to whether or not a general prohibition of flying over Austrian territory has been decreed ; and as to whether the crew of an aircraft effecting transport of importance to the working of the League of Nations at times of emergency, and identified as such, is of Austrian or foreign nationality.

### *A. If no General Prohibition of flying over Austrian Territory has been decreed.*

1. An aircraft effecting transport of importance to the working of the League, and recognised as such, will, if its crew is of Austrian nationality, have the same rights as those provided in the circumstances supposed at the beginning of heading I ; the only difference will be that it will have to respect any supplementary prohibited zones that may have been established for reasons of national security. The Secretariat of the League will have been informed in good time of the establishment of such zones.

2. An aircraft effecting transport of importance to the working of the League, and recognised as such, will, if its crew is of foreign nationality, be permitted to take the following routes only :

#### *From west to east :*

(a) From the Austro-Swiss (or Austro-Liechtenstein) frontier, *via* the Arlberg, Landeck, Innsbruck, Gerlos Pass, Salzach Valley, Salzburg, Steyr, Amstetten, St. Pölten, and Vienna, to the authorised sector of the Austro-Hungarian frontier near Hegyeshalom.

The part of this route lying between the Austro-Swiss (or Austro-Liechtenstein) frontier and Salzburg may, in view of the lack of landing possibilities and the height of the mountains to be passed over, be flown in perfectly favourable weather only.

(b) From the Austro-German frontier near Salzburg, *via* Steyr, Amstetten, St. Pölten, and Vienna, to the authorised sector of the Austro-Hungarian frontier near Hegyeshalom.

(c) From the authorised sector of the Austro-Italian frontier near Tarvisio, *via* Wolfsberg, Wildon, and Hartberg, to the authorised sector of the Austro-Hungarian frontier near Szombathely.

*From north to south :*

(a) From Kufstein *via* Innsbruck to the Brenner.

(b) From the authorised sector of the Austro-Czechoslovak frontier near Znojmo, *via* Vienna, Gramatneusiedl, the area to the east of Ebenfurt, Hartberg and Wildon, whence either *via* Wolfsberg and Klagenfurt to the authorised sector of the Austro-Italian frontier near Tarvisio, or to Strass and Maribor.

*B. If a General Prohibition of flying over Austrian Territory has been decreed.*

The aircraft referred to under II, A, 1 and II, A, 2 will be required to land at the following aerodromes :

From Switzerland to Austria . . . . . Innsbruck

From Germany to Austria . . . . . Salzburg

From Czechoslovakia to Austria . . . . . Vienna

From Hungary to Austria :

(1) If entering along the south bank of the Danube (frontier sector indicated under I, B, 1 (a) above)

Vienna

(2) If entering *via* Szombathely . . . . .

Graz

From Yugoslavia to Austria . . . . . Graz

From Italy to Austria :

(1) If entering *via* Tarvisio (Thörl-Maglern) . . . . .

Klagenfurt

(2) If entering *via* the Brenner Pass . . . . .

Innsbruck

Changes may be made in these regulations if the Government of Austria is forced by the nature of the emergency to extend a prohibited zone to include one or more of the aerodromes mentioned above.

As regards the measures referred to in paragraph 9 of the Assembly resolution concerning the status of aircraft at times of emergency (measures aimed at the rapid continuation of the air transport of delegates, mail, etc., in case of a compulsory landing at an aerodrome or of a forced landing caused by an accident or other incident), the Government is prepared to take all the necessary steps, according to the nature of each individual case, to ensure that such transport may be continued as quickly as possible. In order that the satisfactory working of these measures may be still more certain, it will, of course, be necessary to inform the Government in good time of the hour at which the aircraft are to arrive at the aerodrome concerned.

## 2. Belgium.

[*Translation.*]

May 6th, 1931.

### 1. *Routes to be followed by Aircraft effecting Transport of Importance to the Working of the League when flying over Belgian Territory.*

Except for any modifications which may be caused by special circumstances at the time and which would be notified without delay to the Secretariat of the League, air transport of importance to the working of the League will take the following routes, avoiding the towns of Ghent, Antwerp, Brussels, Liège and Namur by at least twenty kilometres :

| Coming from or proceeding to | Routes                      | Point at which the frontier may be crossed |
|------------------------------|-----------------------------|--|
| Netherlands                  | Amsterdam-Louvain-Gosselies | Merxplas                                   |
| Germany                      | Cologne-Landen-Gosselies    | Veldwezel (West of Maestricht)             |
| Grand-Duchy of Luxemburg     | Luxemburg-Arlon-Gosselies   | Autelbas (East of Arlon)                   |
| France                       | Paris-Maubeuge-Gosselies    | Erquelines                                 |
| United Kingdom               | London-Ostend-Gosselies     | Ostend                                     |

### 2. *Rules to be observed when flying over Belgian Territory: Control Measures.*

Such aircraft must bear conspicuous identification marks. They may only have on board persons accredited by the League.

In order to avoid any mistake on the part of the frontier stations and the land-defence stations, aircraft must not fly over any part of Belgian territory at a height of more than eight hundred metres.

The Belgian Government reserves a possible right of control over the passengers. This control will take place at the Gosselies aerodrome. If necessary, the order to land at Gosselies would be notified in due time by suitable means to the Secretary-General of the League.

3. *Assistance to be granted by the Belgian Government in Case the Aircraft are in Difficulties.*

If the aircraft in question are in difficulties when flying over Belgian territory, the Government will assist the crew and persons on board either to continue the journey by air or in any case to carry out their mission as quickly as possible.

For this purpose, aircraft in difficulty should immediately communicate with the Department of Foreign Affairs (Bureau of the League of Nations); the latter will immediately inform the Department of National Defence.

4. *The Crossing of the Whole or Part of the Territory by Aircraft registered in Another State or manned by a Crew of Foreign Nationality.*

The restrictions indicated above will be applied. Moreover, the aircraft will be obliged to land at the Gosselies aerodrome for the purpose of control.

[*Translation.*]

August 28th, 1931.

*Additional Particulars regarding No. 4 above.*

Should the Government avail itself of the right stipulated in paragraph 9 of the Assembly resolution to prohibit, for reasons of public safety, the crossing of the whole or part of Belgian territory by aircraft belonging to the categories mentioned, such aircraft would not always be able to cross Belgian territory by the routes fixed subject to the sole additional obligation of landing at the Gosselies aerodrome. Occasions might arise when these machines would have to land at points other than Gosselies. These points would be selected according to circumstances and notified in good time to the Secretary-General of the League.

Nevertheless, in such an eventuality, the Government would take steps, according to the possibilities of the moment and in the manner dictated by circumstances, to ensure the transfer of the passengers as quickly as possible to an aerodrome or frontier point and the continuation of their transport by air.

In all cases in which the crossing of Belgian territory by aircraft registered in another State or manned by a crew of foreign nationality had not been prohibited by the Government, such aircraft would have to follow the routes and observe the rules laid down respectively in Nos. 1 and 2 of the communication of May 6th, 1931, and, in addition, would be obliged to land at the Gosselies aerodrome for purposes of supervision.

Apart from the assistance provided for in No. 3 of the above-mentioned communication, the Government would, in all cases of compulsory landing at Gosselies, take steps to ensure the continuation of the air transport of delegates, mail, etc., as expeditiously as possible.

### 3. United Kingdom of Great Britain and Northern Ireland.

April 1st, 1931.

His Majesty's Government in the United Kingdom of Great Britain and Northern Ireland are prepared, when occasion arises, to take the necessary measures, as regards flying over this country, to give effect to the resolution adopted by the Assembly of the League at its eleventh session, defining the regime applicable to aircraft effecting transport duties of importance to the working of the League of Nations.

### 4. Bulgaria.

[Translation.]

February 24th, 1934.

Arrangements to be made by the Bulgarian Government when necessary in order to provide the best possible conditions and the greatest rapidity for air and motor transport of importance to the League of Nations at times of emergency.

#### A. *Arrangements of a General Character affecting both Air and Motor Transport.*

When the Secretary-General of the League has duly notified to the Ministry for Foreign Affairs :

(a) The point at which and the date on which the frontier will be crossed ;

(b) The proposed route ;

(c) The recognised marks enabling the vehicles used for transport to be rapidly identified by day or night ;

(d) The number, names and nationality of the persons so transported ;

the Ministry for Foreign Affairs will immediately communicate all such information to the Ministry of the Interior, the Ministry of War, the Ministry of Communications (General Directorate

of Posts, Telegraph and Telephones) and the Directorate of Aviation, and will further appoint a person to receive the mission at Sofia.

The Ministry of the Interior will urgently notify the subordinate authorities on the route to be followed (prefects, sub-prefects, inspectors of police) and will give them the necessary instructions to enable the mission to be rapidly identified and to provide assistance in case of need.

The Ministry of War will urgently notify the commander of the frontier guards at the point at which the frontier is to be crossed, stating the day and probable hour of crossing.

He will also notify the commanders of garrisons on the routes to be followed in order to provide for immediate assistance in case of necessity. He will, furthermore, appoint a delegate who, jointly with the representatives of the other authorities, will receive the mission at the frontier point designated.

The Ministry of Communications (General Directorate of Posts, Telegraph and Telephones) will, as an urgent measure and with priority (in so far as is consistent with national security), provide telegraphic and telephonic communications relating to the transport in question.

#### *B. Special Arrangements for Air Transport.*

1. The Directorate of Aviation will immediately notify its services of the arrival of the aircraft in question, its identification marks and the prescribed route.

2. The Directorate of Aviation will arrange for a multi-seater aircraft to be kept at the airport of Bojourichté to provide transport in the event of a forced landing or of a landing ordered by the Government.

In the case of flight by night, the airports cannot be lighted, as they are not equipped with landing floodlights.

A representative of the Directorate will await the arrival of the aircraft at the port of Bojourichté.

3. The landing-place for all aircraft proceeding to Bulgaria will (except in the cases provided for under No. 6) be the airport of Bojourichté, at which the aircraft will be received by the representatives of the Bulgarian authorities.

Once the formalities for identification of the persons on board the aircraft have been completed, the said persons will be taken to the Ministry for Foreign Affairs and Public Worship. The aircraft, with its navigating crew, will remain at the landing-place and will receive all necessary technical assistance and supplies.

4. The Directorate of Aviation will arrange for the provision, on the date at which the aircraft lands at the airport of Bojourichté, of accommodation for housing the aircraft, technical assistance and fresh supplies. A multi-seater aircraft will be

kept ready to provide further transport by air should the aircraft in question be in difficulties.

5. The navigation regulations to be followed are those governing air navigation over Bulgaria published in the *Information Bulletin* of the C.I.N.A., No. 482.<sup>1</sup>

The normal routes are the following :

(a) Section Belgrade-Sofia : *via* Dragoman and Slivnitza along the railway as far as Bojourichté.

(b) Section Bucharest-Sofia : *via* Lom, Svichtov or Roussé, avoiding the prohibited zone of North Sofia (changes will be made).

(c) Section Istanbul-Sofia : *via* Svilengrad over the Maritza Plovdiv, Ichtiman-Sofia.

(d) Section Salonika-Sofia : *via* Rupel, Gorna-Djoumaya, Doupnitza, Radomir-Sofia.

Any departure from these regulations or deviation from these routes will be notified by telegram to the Secretary-General of the League at least twenty-four hours in advance.

6. Should it be necessary, for reasons of national security, to change the route prescribed, the Government reserves the right, in accordance with paragraph 9 of the Assembly resolution, to prohibit the crossing of its national territory by aircraft and to require the landing of the aircraft at a frontier airport, from which further transport by air will be provided by Bulgarian aircraft.

March 5th, 1934.

There is only one airport in Bulgaria fully laid out and equipped—namely, Bojourichté. There are several auxiliary landing-grounds—namely, Ichtiman, Pazardjik and Plovdiv on the Belgrade-Sofia-Istanbul route, and Levsky, Orchanié, Radomir and Doupnitza on the Bucharest-Sofia-Salonika route.

February 24th, 1934.

7. Aircraft providing transport for the League must avoid the prohibited zones in Bulgaria publicly notified in the *Information Bulletin* of the C.I.N.A.<sup>2</sup>

8. In the case of aircraft in transit, flight over Bulgarian territory shall, in principle, be free. Nevertheless, the Government reserves the right—for reasons of national security

<sup>1</sup> See note by the Secretariat No. 1.

<sup>2</sup> See note by the Secretariat No. 2.

and under the conditions laid down in paragraph 9 of the Assembly resolution—to require an aircraft to land at a place either designated immediately after the receipt of the communication from the Secretary-General or, should the aircraft be in flight, notified by wireless or by signals.

It is understood that, in this case also, all arrangements shall be made to transfer the passengers as quickly as possible and to enable the air transport to be continued.

#### **Note by the Secretariat No. 1.**

Because C.I.N.A. *Information Bulletin* No. 482, dated October 29th, 1931, deals with arrangements for flight over Bulgarian territory in normal times and, in view of the special measures set out by the Bulgarian Government in its communication of February 24th, 1934, to facilitate transport of importance to the League at times of emergency, the Secretariat decided not to reproduce in this document extracts from the C.I.N.A. publication referred to.

#### **Note by the Secretariat No. 2.**

(Extract from C.I.N.A. *Bulletin* No. 624, dated June 28th, 1934.)

**NOTIFICATION OF THE BULGARIAN GOVERNMENT, DATED FEBRUARY 21ST,  
1934.**

##### **I. Prohibited zones.**

1. *Western zone*, delimited by :

The Bulgaro-Yugoslav frontier from the Danube to Belassitza and on the east a line starting from the Danube at the village of Botévo, passing through Rujintzi, Ferdinand, the crest of Parchevitza (1,492 metres), Petrich, Bresnik, Radomir, Koniovo, thence along the course of the Strouma 10 kilometres to the west and finishing at the Greco-Bulgarian frontier south of the village of Klutch.

In this zone, aircraft will be authorised to fly, in following the Nish-Sofia railway line over a corridor 10 kilometres wide (5 kilometres on either side of the said line) between Tzaribrod and Slivnitza (paragraph II, 1).

2. *Northern zone*, delimited by :

The Bulgaro-Roumanian frontier (thalweg of the Danube) from Oréhovo to a point 10 kilometres east of Svichtov and the line Oréhovo, Knéja, Télich, Letnitsa, Levsky railway station, Ovtcha-Moguila, Tzarevets, a point on the thalweg of the Danube 10 kilometres east of Svichtov.

3. *Central zone*, comprised within the polygon marked by Tirnovo, Kotel, Mokren, a point 20 kilometres east of the town of Yambol, Brézovo, Sopote, Sevlievo, Tirnovo.

4. *Varna zone*, delimited by :

On the north : the Bulgaro-Roumanian frontier from Oborichté to the Black Sea ;

On the south : the course of the Kamtchia to the limits of the territorial waters at the mouth of that river ;

On the east : the limit of the territorial waters between the mouth of the Kamtchia and the Bulgaro-Roumanian frontier ;

On the west : a line starting from Oborichté, passing through Kozloundja, Devnia, Sindel and finishing south of the latter point in the course of the Kamtchia.

In this zone, aircraft will be authorised to fly over the Varna corridor and to use Varna aerodrome—"Sés-Sevmés"—and Peynerdjik aeronautical station.

5. *Bourgas zone*, delimited by :

On the east : the limit of the territorial waters from Messemvria to Kupriya ;

On the south : a line Kupriya-Kara Bounar ;

On the west : a line Kara Bounar and a point 10 kilometres north of the town of Aïtos ;

On the north : a line passing through the latter point and Messemvria.

Paparos (Sarafovo) emergency landing-ground is accessible for forced landings ; in such case, the prohibited zone must only be flown over at a height below 200 metres.

6. *Sofia zone*. A circle with a radius of 8 kilometres of the centre of the city—the Royal Palace.

## II. *Corridors of approach.*

The following corridors, 10 kilometres wide, are reserved for the passage of aircraft over the Bulgarian frontiers :

*Arriving from Yugoslavia :*

1. Tzaribrod-Drăgoman-Slivnitza (to Sofia).

*Arriving from Roumania :*

2. Lom (to Sofia).
3. Oréhovo (to Sofia).
4. Roussé (to Sofia, Varna and Istanbul).

*Arriving from the Black Sea :*

5. Varna (to Sofia and Roussé).

*Arriving from Turkey :*

6. Malko Tirmovo (to Roussé and Varna).
7. Svilengrad (to Sofia and Roussé).

*Arriving from Greece :*

8. Roupel (to Sofia).

These corridors should not be flown over at a height above 500 metres.

*Customs airport.* — Bojourichté, 12 kilometres west of Sofia.

## III. *Routes fixed by the State.*

1. *Bojourichté airport.* — Bulgaro-Yugoslav frontier (to Belgrade and vice versa). The frontier should be flown over following the corridor described above (paragraph II, 1). From Slivnitza follow the highway Slivnitza-Bojourichté, where every aircraft coming from or leaving for abroad must make a stop.

2. *Bojourichté airport.* — Bulgaro-Turkish frontier (to Istanbul and *vice versa*). Bojourichté-north of Sofia-Novoseltzi-Ihtiman-Pazardjik (always following the Sofia Plovdiv railway line). From Pazardjik the route follows the course of the Maritza as far as Svilengrad. The frontier should be flown over following the corridor given above (paragraph II, 7).
3. *Bojourichté airport.* — Bulgaro-Roumanian frontier (to Bucarest and *vice versa*). Bojourichté airport-Oréhovo (in a straight line). The frontier should be flown over following the corridor given above (paragraph II, 3).
4. *Bojourichté airport.* — Bulgaro-Greek frontier (to Salonika). Bojourichté-Vladaya-Doupnitza-Gorna Djoumaya-the valley of the Strouma-the gorge of Roupel. The frontier should be flown over following the corridor given above (paragraph II, 8).
5. *Bucarest-Istanbul* (over Bulgarian territory). Roussé-Eski-Djoumaya-between the Bourgas prohibited zone and the central prohibited zone-Malko Tirnovo. The Bulgaro-Roumanian frontier should be flown over following the Roussé corridor above mentioned (paragraph II, 4), whereas the Bulgaro-Turkish frontier should be flown over following the Malko Tirnovo corridor (paragraph II, 6).

## 5. Czechoslovakia.

November 26th, 1931.

[*Translation.*]

The resolutions dated September 30th, 1930, are acceptable in principle to the Czechoslovak Government, provided that the other States Members of the League of Nations are also prepared to give effect to them.

As regards the facilities to be granted to aircraft, the Government is of opinion that paragraph 9 of the first resolution should be so construed as to entitle the Czechoslovak authorities to take exception, for reasons of national security, to the passage of aircraft over their territory, even when such aircraft have been registered in Czechoslovakia or are manned by Czechoslovak crews.

The conditions governing air communications would be as follows :

1. All aircraft employed in maintaining such communications must bear clearly visible identification marks.

2. Adequate notice of all flights must be given to the Czechoslovak Ministry for Foreign Affairs. The notification should be accompanied by particulars of the type of the aircraft, the approximate time of arrival, the place of destination and the names and nationalities of all persons on board.

3. To permit of the identification of the persons on board, the aircraft must land in a civil aeródrome, to be selected by the authorities, situated near the line of flight.

4. Aircraft will cross the frontier at a point to be decided upon and will follow such itinerary as the authorities of the country may require.

5. The authorities of the country will be entitled to signal aircraft to land immediately in the event of their flying over areas which, for reasons of military security, may be closed to all except the military authorities.

6. The authorities of the country will be entitled to require that aircraft effecting transport duties of importance to the League of Nations shall be escorted by aircraft belonging to the Czechoslovak Government.

7. This regime will not apply to military, police or Customs aircraft.

As regards Customs formalities, aircraft flying over Czechoslovak territory will not be required to undergo Customs examination; in case of landing, they may land at aerodromes not under Customs supervision. The expenses of Customs clearance will be borne by the persons making use of the aircraft. The financial authorities will not require a Customs deposit in respect of the vehicle, provided that notice is given in advance of its passage.

December 14th, 1932.

[*Translation.*]

If, in application of paragraph 9 of the Assembly resolution, the Czechoslovak Government had any objections to its territory's being flown over by aircraft engaged in transport of importance to the working of the League at times of emergency, the Government would indicate the aerodromes at which the aircraft in question should land; furthermore, the Government would, in such a case, be prepared to ensure the continuation of the air transport by placing aircraft for that purpose at the disposal of the delegates, experts and agents of the League.

In the event of the application of the paragraph referred to above, the technical conditions governing air communications, to which reference was made in the letter of September 26th, 1931, would remain the same.

#### 6. Denmark.

April 23rd, 1931.

[*Translation.*]

So far as aircraft are concerned, when the enforcing of the agreement in question has been decided, the Danish service for control of air navigation and the administration of Danish aerodromes will receive instructions to the effect that aircraft

effecting transport of importance to the working of the League should be regarded as having the same right as aircraft belonging to those countries with which Denmark has concluded conventions relating to air navigation to fly over Danish territory and to land on the same. There are no prohibited zones or corridors of approach in Denmark.

The Customs offices will receive instructions to the effect that such aircraft are to have the right to land outside the aerodromes authorised as Customs landing-places, and to be exempt from all Customs formalities, and that the representatives of the League on board shall be exempt from Customs examination of their persons and baggage.

The Danish Government, moreover, does not consider that it is necessary to take further steps to carry out the resolutions in question, for it will naturally adopt the necessary measures in each case to enable the journey to be proceeded with as conveniently and safely as possible.

September 2nd, 1931.

[*Translation.*]

The Danish Government has not discussed the inclusion, at times of emergency, of restrictive provisions in the regulations in force concerning foreign aircraft which fly over or land on Danish territory, nor has it come to any decision on the subject. Nevertheless, if such restrictions are introduced, the Government will take care to ensure the freedom of navigation of aircraft of importance to the working of the League of Nations.

It should be added in this connection that there are in Denmark no regulations concerning zones which may not be flown over, either in normal circumstances or at times of emergency, nor are there any regulations concerning routes to be followed when aircraft cross the Danish frontier. If the Government considers it necessary to establish such zones or routes in exceptional circumstances, the League of Nations will be notified as soon as possible, either by this delegation or by the Ministry for Foreign Affairs direct.

The Government has not reached any decision on the subject of paragraph 9 of the Assembly resolution, concerning the prohibition of flight over Danish territory or any part thereof at times of emergency. In normal circumstances, the frontier aerodrome for Denmark is that of Kastrup, and if frontier aerodromes are established elsewhere at times of emergency, the League of Nations will be notified of the fact as soon as possible. At the same time, the necessary steps will also be taken to ensure the continuance, as quickly as possible, of the air transport in question after compulsory landings, and the continuance of the transport of the delegates, etc., travelling in such aircraft in case of forced landing, accident, etc.

**7. Estonia.**

June 2nd, 1931.

[*Translation.*]

The following draft regulations have been drawn up by the competent Estonian authorities to supplement the laws and compulsory regulations already in force, in order to give effect to the Assembly resolution regarding communications of importance to the working of the League of Nations at times of emergency :

1. Identification marks and types of aircraft shall be communicated to the Estonian Government twelve hours before flight over its territory.

2. Every aircraft shall be provided with certificates of airworthiness and of registration.

3. In addition to the documents certifying the purpose for which the aircraft is flying over Estonian territory, the crew shall be provided with identity cards and flying certificates and licences.

4. Passengers shall be provided with diplomatic or ministerial passports, or, failing such, documents certifying that the flight over Estonian territory is carried out in accordance with the regulations of the League of Nations and in the interests of the League, or that such persons are authorised to enjoy the privilege in question.

5. Wireless equipment may be used only for the purpose of guidance and, if necessary, for communication with the aerodromes of departure or of destination.

Codes may not be used.

Photographic or cinematographic apparatus shall be carried in such a condition that it cannot be used during flight over Estonian territory.

6. Arms of various kinds, munitions, bombs, asphyxiating gases, carrier-pigeons, etc., may not be carried.

7. No articles of any kind may be dropped other than water and fine sand used on the aircraft as ballast.

8. Aircraft may not fly over towns and houses at a height less than 500 metres ; in other places they may not fly higher than 2,500 metres.

9. Flights over the territory must be made between sunrise and sunset. Night flights may be made only by special permission.

10. Aircraft may land and take off only at public aerodromes and seaplane bases. For the use of a military aerodrome, special permission shall be applied for in each individual case.

Aircraft may only land at any other place should it be impossible to continue the flight as a result of a defect of

the aircraft. In such cases, the pilot shall immediately inform the police, Customs or military authorities in the neighbourhood of the spot at which the forced landing has taken place.

11. Aircraft may fly over the frontier only at the points fixed for the purpose—namely :

*On the northern frontier:* Near Tallinn by the air corridor of approach through the prohibited zones ;

*On the eastern frontier:* Near Narva by the air corridor through the prohibited zones ;

*On the southern frontier:* Near Heinaste.

Aircraft may cross the frontier at other points only if a special permit has been obtained.

Aircraft shall fly over points on the frontier at a height of less than 500 metres.

12. In order to obtain special permits (see paragraphs 9, 10 and 11) for flight over the territory, the following information shall in each individual case be communicated to the Estonian Government :

(a) Identification marks and type of aircraft ;

(b) Particulars as to the owner of the aircraft ;

(c) The time at which the aircraft will fly over the territory, the points of departure and destination, and the purpose for which it is desired to fly over the territory ;

(d) The frontier points of the Republic over which it is intended to fly when entering and leaving the territory.

13. In the case of aircraft flying over the frontier points enumerated in Article 11, such aircraft shall keep to the following route : When flying over the southern frontier they shall follow the line Heinaste-Pärnu-Tallinn ; and, when flying over the eastern frontier, they shall fly over Narva, along the coast, Kunda and Tallinn.

14. Aircraft shall be forbidden to fly over the zones enumerated in Article 15 of the Decree of the Ministry of the Interior and Justice.

When aircraft fly over a prohibited zone, they shall comply with Article 15 of Decree 15. All aircraft shall comply with the aircraft police regulations and the military aircraft regulations for the supervision of air communications (see Articles 16 and 17 of the Decree <sup>1</sup>).

16. The Secretary-General of the League of Nations shall be notified of any change in the present provisions. The above provisions shall apply to aircraft as soon as a communication with regard to them has been forwarded to the Secretary-General.

<sup>1</sup>Not communicated by the Estonian Government.

EXTRACT FROM THE COMPULSORY REGULATIONS OF THE MINISTRY OF  
THE INTERIOR CONCERNING SUPERVISION OF PRIVATE AIR NAVIGATION.

*Article 15.*

With a view to the protection of order and of the security of the State, foreign aircraft shall be forbidden to land within the zones designated in the annex to the present Regulations or to glide or fly over the said areas.

Measures of coercion and even of a military character will be taken against a private aircraft entering one of the prohibited zones. Should an aircraft be forced through damage or stress of weather to enter a prohibited zone, the pilot shall be obliged to launch three red rockets as a distress signal and to land immediately outside and near the prohibited zone or to proceed to the nearest aerodrome or to land outside the boundaries of the prohibited zone.

Flight at a height of more than 200 metres shall be forbidden in the air space open to free traffic over the gulf and the city of Tallinn.

*Annex to Article 15.*

Private aircraft may not enter the following territories :

1. In the Tallinn area, land and sea surfaces bounded by the line passing through the following points :

To the north : the southern point of Paljassaar,  $50^{\circ} 30' 30''$  N. latitude,  $24^{\circ} 16' 15''$  E. longitude.

To the west :  $59^{\circ} 30' 30''$  N. latitude,  $24^{\circ} 16' 15''$  E. longitude ; the mouth of the river Keila-the station of Klooga-the eastern bank of Lake Klooga-the River Vasalemm near Lake Klooga to and including Vasalemm.

To the south : Vasalemm, including its station-Aesma-the station of Kiisa.

To the east : the station of Kiisa-the road from this station to the shelter hut of Kirdalu on the road to Randalu-the level-crossing on the narrow-gauge railway-the level-crossing on the standard-gauge railway-the celluloid factory-the Glint-the northern lighthouse (the white light)-the Russalka monument-the sea-coast-the northern mole-the southern point of Paljassaar.

2. In the Naissaar area, the entire territory of Naissaar and the sea surface bounded by the line passing through the following points :

To the north :  $59^{\circ} 38' 30''$  N. latitude ;

To the west :  $24^{\circ} 20'$  E. longitude ;

To the south :  $59^{\circ} 32' 30''$  N. latitude,  $24^{\circ} 20'$  E. longitude ;  $59^{\circ} 31'$  N. latitude,  $24^{\circ} 37' 30''$  E. longitude ;

To the south-east :  $59^{\circ} 31'$  N. latitude,  $24^{\circ} 37' 30''$  E. longitude ;  $59^{\circ} 32' 30''$  N. latitude,  $24^{\circ} 40'$  E. longitude ;

To the north-east :  $59^{\circ} 32' 30''$  N. latitude,  $24^{\circ} 40'$  E. longitude ;  $59^{\circ} 38' 30''$  N. latitude,  $24^{\circ} 34' 20''$  E. longitude.

3. In the area of the Viimsi peninsula and the Prangli islands, the territories and maritime surface bounded by the line passing through the following points :

To the north : the north-west point of the Suure Prangli island :  $59^{\circ} 37'$  N. latitude,  $24^{\circ} 40'$  E. longitude ;

To the west :  $59^{\circ} 37'$  N. latitude,  $24^{\circ} 44'$  E. longitude ;  $59^{\circ} 31'$  N. latitude,  $24^{\circ} 44'$  E. longitude ;

The mouth of the Pirita River ;

To the south-east : the mouth of the Pirita River-the church at Randvere ;

To the south : the sea-coast to the east of Randvere as far as the northern point of Kaberneeme ;  
To the east : the northern point of Kaberneeme-the eastern coast of the island of Rammu-the north-east coast of the island of Suure Prangli.

4. In the area of Tapa-Rakvere, the territory bounded by the line passing through the following points :

To the north-west : the church of Haljala-Haljala-Auküla-the road to Kihlavere-Kihlavere-Vohnja-Kolu-the south-eastern point of Lake Surri-the church of Lehtse ;

To the west : the church of Lehtse-the road to Lehtse Ambla-the church of Ambla ;

To the south : the church of Ambla-the road to Ambla Nommküla-Nommküla-Pisupi-the road to Jakobi-the church of Jakobi ;

To the east : the church of Jakobi-Jakobi-Sooaugu-Modriku-the road to Vaeküla-the station of Vaeküla ;

To the north-east : the station of Vaeküla-Vaeküla-Arkna-the road to Haljala-the church of Haljala.

5. In the Johvi area, the territory bounded by the line passing through the following points :

To the north : the sea-coast from the mouth of the River Pühajogi to Sakka ;

To the west : Sakka-the station of Kohtla-Ereda ;

To the south : Ereda-the side of Rausvere towards the sea-the River Vasavere (branch of the River Pühajogi) 2 kilometres to the east of Rausvere ;

To the east : the River Vasavere, from Rausvere to the River Pühajogi-the River Pühajogi from the mouth of Vasavere to the sea.

6. In the Narva-Joensuu area, the territory bounded by the line passing through the following points :

To the north : the Estonian-Soviet frontier ;

To the north-west : the sea-coast, from the Estonian-Soviet frontier to the mouth of the River Sotke ;

To the west : the River Sõtke-the station of Vaivara ;

To the south : the railway line, from the station of Vaivara to the station of Auvere ;

To the south-east : the station of Auvere-Repniku-the Tallinn-Narva road-the church of Peetri-Rüigi-the frontier point near the village of Keikino-59° 28' 2" N. latitude, 28° 13' 49" E. longitude ;

To the north-east : the Estonian-Soviet frontier.

7. In the Narva-Vasknarva area, the territory bounded by the line passing through the following points :

To the north-west : the frontier point where 59° 25' N. latitude cuts the frontier of the State (at Pulkovo)-Popovka-the northern and north-western side of Narva-the north-western side of the Korge Soo marsh-the River Mustjogi from Mustajogi to Lake Karjaki-Lake Konsa-the monastery of Kuremäe-the church of Iisaku-Porsovka-the River Alajogi, from Porsovka to the mouth ;

To the south : the northern shore of Lake Peipsi, from the mouth of the River Alajogi to the frontier of the State ;

To the south-east and to the east : the Estonian-Soviet frontier.

8. In the Tartu area, the territory bounded by the line passing through the following points :

To the north-west : the church of Aeksi-the mouth of the River Amme ;

To the south-west : the mouth of the River Amme-the station of Tartu ;

To the south : the station of Tartu-Ropka-the River Emajogi-Lunja ;

To the north-east : Lunja-Vesneri-the road to Vasula-Vasula-the church of Aeksi.

9. In the Mehikoorma area, the territory and sea-level bounded by the line passing through the following points :

To the north : the frontier point where  $58^{\circ} 27'$  N. latitude cuts the State frontier-the north-east point of Lake Koosa ;

To the west : the north-east point of Lake Koosa-the church of Rāpina ;

To the south-west : the church of Rāpina-the River Voo, from Rāpina to Vooosu-the north-eastern point of the island of Kolpino-the frontier point where  $58^{\circ} 3'$  N. latitude cuts the State frontier ;

To the east : the Estonian-Soviet frontier.

10. In the Voru Petseri area, the territory bounded by the line passing through the following points :

To the north : the frontier point where  $57^{\circ} 49' 40''$  N. latitude cuts the State frontier (near Zaputje)-the mouth of the River Opteki-

the church of Satserinna-Kolosova on the bank of the River Piusa-

Pindi on the bank of the River Voo-the River Voo from Pindi to the mouth of the River Iskna-the station of Voru-the eastern and

northern banks of Lake Tammula-the River Vagula-the northern bank of Lake Vagula-Sommerpalu-the River Pūhajogi to its

southern branch (unnamed)-unnamed river-Vastse-Nursi-the line of lakes between Vastse-Nursi and Rouge-the church of Rouge-

the road to Rouge Saarlase-the River Pāru from Saarlase to the Estonian-Latvian frontier ;

To the south : the Estonian-Latvian frontier ;

To the east : the Estonian-Soviet frontier.

11. In the Sangaste area, the territory bounded by the line passing through the following points :

To the west : Priipalu-the road to Priipalu-Telliste-Telliste ;

To the south-west : Telliste-the station of Karula ;

To the east : the station of Karula-the church of Sangaste ;

To the north-east : the church of Sangaste-the road to Sangaste Keeni-the village of Keeni-Priipalu.

July 29th, 1931.

[Translation.]

As regards aircraft which are unable to continue their flight as the result of an incident or accident met with on the way, it is repeated that the Estonian Government will take all steps necessary to facilitate the further transport of agents of the League of Nations.

## 8. Finland.

March 27th, 1931.

[Translation.]

The Finnish Government declares itself favourably inclined to the projects contained in the Assembly resolution. Since the project has acquired a certain stability, the Finnish Government is always prepared, generally speaking, to grant as wide facilities

as possible to aircraft effecting transport of importance to the working of the League, which are utilised in the way prescribed in the resolution. In the Finnish Government's view, however, it is self-evident that the aircraft in question will not be placed in a more favourable position than national aircraft with respect to supervision and the choice of routes.

In conformity with its favourable attitude as mentioned above, the Finnish Government considers that there should be an endeavour to make the system outlined in the resolution as homogeneous and as firm as possible. It is accordingly desirable that steps should be taken, through the Secretary-General, to make arrangements, agreements or other compulsory provisions as between all the States Members of the League. Thereafter, an attempt should be made to fix beforehand, as far as possible by identically similar formula, the right reserved by paragraph 2 of the resolution for each State to decide on the conditions under which it is prepared to grant the facilities prescribed in the previous paragraph. In the interests of the efficiency of the projected system, the Finnish Government considers that special care should be taken to ensure that the provisions in the arrangements to be concluded with various States intended to deal with the method of continuing a journey interrupted by accident, or for any other reason, are so fixed that in every case the journey may be continued without delay or hindrance.

As far as it is concerned, the Finnish Government is, in principle, prepared to grant the assistance deemed necessary in these cases and to help to arrange for the continuation of the journey.

On the other hand, the Finnish Government, in the interests of the efficiency of the system, would ask the Secretary-General to consider whether in certain cases the Governments concerned, apart from the Secretary-General, should not have the right to notify the countries of transit direct of a projected journey and the route to be used, since such an arrangement would prevent delays which might be very dangerous in urgent cases.

As a preliminary step, the Finnish Government contemplates the Helsinki-Tallinn, Helsinki-Stockholm and Turku-Stockholm lines as air lines, but in case of need other routes might also be authorised. It must be borne in mind, however, that in Finland there are only a few aviation grounds, but that the Finnish lakes and rivers offer innumerable opportunities to seaplanes for taking off and landing.

Pending communications from the Secretariat containing more definite projects for the general execution of the above-mentioned resolution, the Finnish Government, for its part, considers that, as the question stands at present, it cannot draw up a more detailed reply to the Secretariat's enquiry, which the Government feels it may look upon as merely a preliminary step.

August 4th, 1931.

[*Translation.*]

The Finnish Government communicated that the suggestions contained in its letter, dated March 27th, 1931, did not, in its opinion, exceed in any way the limits fixed by the resolution of the Assembly. It merely wished to point out the extreme desirability of securing always within the limits of this resolution the greatest possible conformity and uniformity in the methods of application practised and the obligations undertaken by each State.

As regards paragraph 9 of the resolution in question, it repeats that the Finnish Government welcomes its practical realisation and is, therefore, in principle, prepared to grant to aircraft effecting transport of importance to the working of the League of Nations all the facilities provided for therein. The Government reserves, however, the right *in casu* of prohibiting the crossing of its territory if such prohibition is required in individual cases by special reasons of national security.

#### 9. France.

[*Translation.*]

February 26th, 1934.

To the text of the provisions (reproduced below) adopted by the French Government, in pursuance of the Assembly resolutions of September 30th, 1930, are added the following two observations :

(a) As regards Article 2, the transport by aircraft or motor vehicle of persons belonging to a nationality at war with a country crossed or flown over should as far as possible be avoided ;

(b) It would appear fair to stipulate that direct or indirect expenses occasioned through communications of the League of Nations should be borne by the League budget and refunded to the country which incurred them.

#### TRANSPORT OF IMPORTANCE TO THE LEAGUE OF NATIONS AT TIMES OF EMERGENCY.

As long as the French Government has not enacted regulations regarding the crossing of frontiers, aircraft effecting transport of importance to the working of the League of Nations will be allowed to fly over French territory, with the exception of the prohibited zones, subject to the conditions laid down in the Law of March 31st, 1924, regarding air navigation.

From such time as it has laid down regulations regarding the crossing of frontiers, the French Government is prepared to allow the frontiers to be crossed by aircraft and motor vehicles effecting transport of importance to the working of the League of Nations, subject to the special conditions defined below, in addition to the conditions specified in the resolutions adopted by the Assembly at its eleventh session. It is understood that, in the event of the aircraft mentioned above being in difficulties, the French Government will assist the crew and persons on board to complete the journey by air if possible, and, in any case, to carry out their mission as quickly as possible.

*Article 1.*

To avoid any misunderstanding, aircraft should carry, in addition to their registration marks, the special distinctive mark of the League of Nations. In order to avoid any error on the part of frontier posts or land-defence posts, aircraft used for the communications of the League must fly over French territory at an altitude of less than 800 metres.

*Article 2.*

It should be understood that the Secretariat of the League of Nations will raise no objection if, during the transport by aircraft or motor vehicles of persons who may be amenable owing to their nationality to the Government of a country in a state of war with France, the usual precautions as regards bearers of flags of truce are taken in respect of such persons.

*Article 3.*

Aircraft and motor vehicles must contain neither arms, nor photographic apparatus, nor documents carried as correspondence, with the exception of the official mail of the League of Nations and documents relating to the mission entrusted to the persons on board.

Diplomatic bags or valises containing the official mail of the League of Nations must be sealed by the League, which shall be responsible for seeing that they contain no object or document the carriage of which is prohibited.

*Article 4.*

Aircraft must be provided with the logbooks required by the Convention relating to the Regulation of Aerial Navigation, dated October 13th, 1919.

*Article 5.*

The notice to be given in good time by the Secretariat of the League of Nations, prior to the departure of any aircraft or motor vehicle for the French frontier, must state the number and identity of the crew and of the persons on board, the approximate time at which the frontier will be crossed, the place and time of departure, the destination, and the type, engine-power and characteristics of the aircraft or motor vehicle.

*Article 6.*

Aircraft entering or leaving French territory will be required to land immediately after or before crossing the frontier at one of the following aerodromes :

St. Inglevert,  
Perpignan (aeroplanes and seaplanes),  
Ambérieu.

Between each of these aerodromes and the corresponding French frontier the route is fixed as follows :

*Routes of access to St. Inglevert :*

- (1) *Via* the sea-Wissant-St. Inglevert.
- (2) *Via* Furnes-Dunkirk-Gravelines-Calais-St. Inglevert.

*Route of access to Ambérieu :*

Fort l'Ecluse-Bellegarde-Châtillon de Michaille-Nantua-Pont d'Ain.

*Route of access to Perpignan :*

*Aeroplanes via* Cerbère-Argelès-Perpignan.  
*Seaplanes via* the coast, Cerbère and Port-Vendres.

Modifications of these routes may at any time be notified by the French Government.

*Article 7.*

After an aircraft entering French territory has landed at one of the aerodromes specified in Article 6 above, the French Government reserves the right either to tranship passengers or mail on board a French aircraft or to place on board the aircraft used for the communications of the League a French Commissioner, a place for whom must therefore be reserved on departure. In the latter case, the Commissioner will take command of the aircraft ; he will be provided with all desirable

instructions concerning the route to be followed and the navigation of the aircraft. In both cases the duty of the commander will be to facilitate by all possible means the rapid arrival at their destination of the persons and mail carried. When the aircraft has no Commissioner on board—*i.e.*, on entering France, between the crossing of the frontier and the aerodrome of entrance, and, on leaving France, between the aerodrome of departure and the frontier, and, lastly, for any unforeseen reason—it must comply with the provisions of the Convention of October 13th, 1919. In all cases the French Government reserves the right to have the aircraft escorted by a Government aircraft.

*Article 8.*

When the agents of the League of Nations, the persons entrusted by the League with a special mission, or the League's mail, are only crossing French territory in transit, the French Government will give all facilities for transshipping the passengers or mail on board a foreign aircraft before French territory is left, at one of the aerodromes specified in Article 6 above. Should authorisation to do so be given by the authorities of the adjacent country, the French national aircraft may continue to provide transport as far as the frontier aerodrome of entrance of the adjacent country.

*Article 9.*

To facilitate and accelerate the formalities preliminary to the crossing of the French frontier by aircraft used for communications of the League of Nations, the French Government is prepared, if the Secretariat of the League of Nations thinks fit, to accredit to the Secretariat at times of emergency a person authorised to settle with the French authorities the formalities to be complied with.

*Article 10.*

Owing to the risks which might be caused to aircraft used for the communications of the League of Nations by certain measures of security which the French Government might be led to take, the latter will determine in detail and in each particular case the rules to be observed by such aircraft flying at night.

*Article 11.*

(Motor vehicles, see Chapter IV, page 89.)

*Article 12.*

It must be understood that the provisions laid down above do not preclude any further measures which the French Government may think fit to prescribe in the event of certain States concerned in the emergency not being bound by the resolution of September 30th, 1930, or releasing themselves from the obligation to observe the terms of that resolution.

**10. Germany.**

April 16th, 1931.

[*Translation from the German.*]

I. In view of the special geographical and political situation of Germany, the German Government thinks that two categories of external political emergency should be distinguished in considering this question :

- (a) Emergencies which do not directly involve Germany ;
- (b) Emergencies affecting the security of Germany.

The question whether an emergency should come under category (a) or (b) may only be determined in each particular case ; the German Government must reserve its right to decide on this point.

II. In respect of emergencies which do not directly involve Germany, the following regulations are suggested :

(1) Aircraft effecting transport of importance to the working of the League flying over German territory shall bear marks distinguishing them as such. It would be satisfactory for aeroplanes to adopt as an identity-mark a streamer 30 centimetres broad and 2 metres long fixed to the extremity of the left wing (back edge).<sup>1</sup>

(2) All the authorities concerned will receive instructions to grant all possible facilities to aircraft bearing the identity marks prescribed under (1).

(3) In the case of forced landings, the German Government will take the necessary measures to ensure that the delegates, mail, etc., may continue their journey as quickly as possible.

<sup>1</sup> See Chapter III, B : Identification of Aircraft effecting Transport Duties of Importance to the Working of the League at Times of Emergency.

(4) In the interests of rapid air transport, air routes will not be fixed until further notice ; but, as a measure of security, night flights shall be carried out only over lines that are lit at fixed points.

(5) All aircraft effecting transport of importance to the working of the League shall be subject, when flying over German territory or when on German territory, to all the rules applicable to air traffic in Germany.

(6) Military aircraft may not be used for flying over German territory.

(7) Apart from the communication from the Secretariat of the League (paragraph 7 of the Assembly resolution), when an aircraft has flown over German territory without landing at an air port, the German Government shall receive from the Secretariat of the League, at the latest one week after the flight, particulars as to the itinerary followed, the duration of the flight and the occupants of the aircraft.

III. In the case of emergencies affecting the security of Germany, it seems indispensable that every aircraft effecting transport of importance to the working of the League at times of emergency, when compelled to pass over German territory, should fly by the shortest air route to the frontier air port nearest the point where it entered German territory, and should land there so that it may be decided how and in what conditions it may continue its flight. The following are frontier air ports :

|                       |                       |
|-----------------------|-----------------------|
| Freiburg i.Br.        | Stolp                 |
| Mannheim              | Insterburg            |
| Frankfort-on-the-Main | Frankfort-on-the-Oder |
| Aachen                | Breslau               |
| Münster               | Dresden               |
| Flensburg             | Nuremberg             |
| Warnemünde            | Munich                |
| Swinemünde            | Friedrichshafen.      |

Moreover, in emergencies of this kind, it is impossible to lay down in advance fixed rules as to how and in what conditions the air transport should be continued ; but in every case the German Government will take all possible steps to ensure that the delegates, mail, etc., of the League may continue their journey as quickly as possible. Furthermore, the Government will advise the Secretariat of the League at the earliest possible date of the measures taken in this respect.

It is understood that the German Government shall be indemnified for all expenditure occasioned by any measures taken in connection with air transport effected for the League.

October 9th, 1931.

[*Translation from the German.*]

In reply to the Secretary-General's letter of July 15th, 1931, the German Government confirms that that letter in general accurately records the steps which may be taken for effecting air transport for the League through German territory at times of emergency. This applies, in particular, to emergencies which do not immediately affect Germany. As regards emergencies by which Germany's security is affected, it is correct that aircraft effecting transport of importance to the working of the League which merely have to fly over a part of German sovereign territory situated between the frontier and the frontier air port must take the shortest flying route from the place at which German territory is entered to the nearest frontier air port. As stated in the German Government's letter of April 16th, 1931, this Government will, moreover, do its best to ensure the most rapid continuation of air transport from these frontier air ports. The conditions for the most rapid forwarding of air transport may not, however, be determined in advance. With reference also to paragraph 9 of the Assembly resolution, the conditions may only be decided for each particular case.

#### 11. Greece.

April 9th, 1931.

[*Translation.*]

The Hellenic Government is prepared to subject aircraft effecting transport of importance to the working of the League at times of emergency to the regime as laid down in the Assembly resolution, subject to the necessary guarantees for the national security of States.

The accompanying map of Greece<sup>1</sup> will provide competent bodies of the Secretariat with the necessary particulars to establish the routes prescribed by paragraph 2 of the Assembly resolution.<sup>2</sup>

In respect of the changes in the rules and routes mentioned in the same paragraph, the Hellenic Government would prefer to make the Ministry for Foreign Affairs responsible for their notification. In urgent cases, the notification might be telegraphed.

May 5th, 1932.

[*Translation.*]

1. Normal routes proposed by the Hellenic Government under paragraph 2 of the resolution of the eleventh Assembly :

(a) Corfu-Cephalonia-Gulf of Corinth-Athens (Mitylene in the direction of Turkey ; Spinalonga in the direction of the Eastern Mediterranean).

<sup>1</sup> Kept in the archives of the Secretariat.

<sup>2</sup> See note by the Secretariat No. 3.

(b) Janina-Agrinion-Gulf of Corinth-Athens (Volos-Salonika-Alexandropolis, in the direction of Turkey; Heraklion (Candia) in the direction of the southern littoral of the Mediterranean).

(c) Gorgopi-Valley of the Axios-Salonika (Volos-Athens-Alexandropolis in the direction of Turkey).

(d) Drama-Cavalla-Salonika-Volos-Athens.

2. List of aerodromes and airports reserved for the compulsory landing of aircraft forbidden to fly over Greece under paragraph 9 of the resolution :

(a) Airport of Corfu ;

(b) Aerodrome of Janina ;

(c) Aerodrome of Gorgopi ;

(d) Aerodrome of Drama ;

(e) Airport or aerodrome of Salonika ;

(f) Airport or aerodrome of Athens.

3. Every effort will be made by the Hellenic Government to provide as far as possible for the continuation of the transport of delegates, mail, etc., in any particular case of forced landing (paragraph 8) or of compulsory landing (paragraph 9).

### Note by the Secretariat No. 3.

The corridors of approach to Greece are not marked on the map supplied by the Hellenic Government. Certain arrows (three arrows across the Greco-Albanian frontier, two across the Greco-Yugoslav frontier, three, including one forked arrow, across the Greco-Bulgarian frontier and two across the Greco-Turkish frontier), in spite of the frequent scarcity of the names of localities, indicate the general direction to be observed by aircraft entering Greece by the land frontiers.

It would appear that entrance by air into Greece by the coast is permitted anywhere except over the prohibited and restricted zones in the vicinity of Athens and Salonika, the whole of the island of Cephalonia, and the entrance to, and part of, the Gulf of Arta, all of these zones being indicated on the map in question.

## 12. Hungary.

April 23rd, 1931.

[*Translation.*]

The Hungarian Government communicates the following information on the conditions under which it would be in a position to give effect to the Assembly resolution.

The Hungarian Government is prepared to give the same treatment to the aircraft specified in paragraphs 1 and 4 of the resolution as is accorded to State aircraft, with the exception of military, Customs or police aircraft, of the State which enjoys the most favourable conventional regime. It undertakes not to apply to this aircraft any exceptional and temporary restrictions which may be imposed on air navigation except in conformity with the provisions of paragraph 9 of the resolution.

In virtue of a Decree of the Ministry of Commerce and of the international Conventions at present binding on the Hungarian Government, the flights of foreign aircraft, whether they land or not, are subject in Hungary to special authorisations. Nevertheless, in order to enable the League at times of emergency to take rapid action to safeguard peace, the Government declares its readiness, in the circumstances contemplated by the resolution and in conformity with paragraphs 2 and 10 of that resolution, to grant extended facilities under the following conditions to the aircraft referred to in paragraph 4 by authorising them to fly over the national territory without having to obtain special permission beforehand in every case :

A. The Secretary-General of the League of Nations shall communicate the following data direct to the Royal Aeronautical Bureau of Hungary (M. kir. Légügyi Hivatal, Budapest, II, Hunyadi Janos-ut, 13), in advance, in each case and in due time (in urgent cases by telegraph) :

(a) The nationality and registration marks of the aircraft (the special mark of the League of Nations, if any) ;

(b) The place and hour of departure and place of destination ;

(c) The type and power of the engine, the type and other distinguishing marks of the aircraft (two or more seats, monoplane, biplane, etc.) ;

(d) The names of the crew and passengers, in particular that of the delegate of the League, his mission and a note as to whether, besides this delegate and the correspondence of the League, there will be other persons or other articles for transport on board ;

(e) Notice of any landing to be made on Hungarian territory.

B. The aircraft may only follow the routes shown in Annex I according to the geographical situation of the places of departure and destination. For instance, aircraft going from Bucharest to Geneva must follow the route Kétegyháza-Budapest-Vienna. The Government reserves the right to prescribe, if necessary, other routes than those shown in the above-mentioned annex. On the other hand, the Government is, in principle, prepared to consider in individual cases at the request of the Secretary-General of the League the authorisation of different routes from those shown in Annex I.

The frontier of the country may only be crossed above the frontier sections shown in the same annex.

C. Aircraft must not enter the prohibited zones which are specified in Annex II, or which may be specified in the future and notified as such in advance to the Secretariat of the League. Consequently, this prohibition could not be invalidated by the last sentence of the first paragraph of the resolution.

On the other hand, the Government undertakes to confine the prohibited zones to those territories over which flying will also be forbidden to aircraft belonging to a foreign State enjoying the most favourable conventional regime.

Every aircraft which enters a prohibited zone must, as soon as it is aware of the fact, give the signals of distress (shown in Annex III) prescribed by the Hungarian aeronautical decrees and must land without delay at the nearest aerodrome situated outside the territory of the prohibited zone in question.

D. Aircraft may only carry the persons and articles (correspondence) referred to in paragraph 4 of the resolution and must in particular not carry the articles mentioned in Annex IV the transport of which is forbidden by Ministerial Decrees.

E. As long as they remain on territory subject to the sovereignty of the Kingdom, or in the air above such territory, aircraft, their crew and also the passengers and goods transported shall remain subject to the Hungarian legal regulations relating particularly to air traffic so far as these regulations are compulsory for all foreign aircraft irrespective of nationality. They shall also be subject to the Hungarian legal regulations with regard to Customs, fiscal taxes, import and export prohibitions, transport of persons and goods, public security and order, and lastly, in general, to the provisions of all other legal regulations in force subject to any exceptions thereto that may be provided by the present declaration.

The provisions of the Hungarian legal regulations on air traffic relating to signals, registration papers, specifications of aircraft, licences and certificates of the crew and other accessory documents, and also the stipulations regarding the rules for signals and circulation laid down in conformity with the provisions of Article 266 of the Treaty of Trianon (which has, however, since lapsed), are in general and in essential points similar to the relevant provisions contained in the Convention of October 13th, 1919.

F. As regards supervision and routes to be followed, the Hungarian Government intends to grant the facilities afforded under the most favourable conventional regime in conformity with paragraph 3 of the resolution, provided always that its absolute right to require any aircraft to land for purposes of supervision or other purposes while it is flying over Hungarian territory shall remain unaffected. This reservation was, moreover, also made by the representative of Switzerland at the Third Committee of the eleventh Assembly.

The Government will, therefore, should the case arise, interpret paragraphs 3 and 9 of the resolution in this sense.

The signals referred to in decrees of the Ministry of Commerce, extracts from which are reproduced in Annex III, by means of which aircraft shall be required to land if necessary, are not

entirely in conformity with those prescribed by the Convention of October 13th, 1919 (Section II of Annex D. of that Convention).

G. The aircraft referred to in paragraph 4 of the resolution may not include military, Customs or police aircraft, their entry into Hungary remaining subject to an authorisation to be obtained in advance from the competent Hungarian air authority (for military aircraft, from the Ministry of National Defence).

H. A departure from or landing on Hungarian territory without special authorisation may only be made at an aerodrome having a Customs and passport service and on condition that no intermediate landing shall be made between the frontier and that aerodrome. The Hungarian Government will, on request, communicate a list of these aerodromes to the Secretariat of the League of Nations. In Hungary, the only aerodrome for public use at which arrangements are made for the above-mentioned service is at present that of Mátyásföld, near Budapest.

I. Fuel carried on the aircraft sufficient to reach the place of destination shown in the official papers is exempt from Customs duty.

As regards wireless meteorological services, signals by day and night and taxes for landing and temporary shelter while the aircraft is at an aerodrome, the Government proposes to accord treatment similar to that granted by the other States Members of the League.

In so far as it may be impossible to establish such uniform and general regulations or such agreements, the Government will levy the same taxes as are levied upon aircraft belonging to a State enjoying the most favourable conventional regime.

### Annex I.

#### CORRIDORS OF APPROACH.

1. Frontier section between the Danube (south) and the road connecting the communes of Mosonszentjános and Halbthurn (26 kilometres) (Austrian frontier).

2. Frontier section from 5 kilometres east to 5 kilometres west of the Budapest-Kiskőrös-Subotica railway line (Yugoslav frontier).

3. Frontier section from 5 kilometres north to 5 kilometres south of the Kétegyháza-Otlaca-Chisináu railway line (road) (Roumanian frontier).

4. Frontier section from 5 kilometres north to 5 kilometres south of the Budapest-Oradea Mare railway line (Roumanian frontier).

5. Frontier section from 5 kilometres west to 5 kilometres east of the Miskolc-Hidasnémeti-Kosice railway line (Czechoslovak frontier).

## Annex II.

### PROHIBITED ZONES.

1. The territory bounded by Kisbér, Bodajk, Székesfehérvár, the northern corner of Lake Balaton, Városlőd and Kisbér, excluding the above-mentioned localities.

2. The territory bounded by Ujhartyán, Lajosmizse, Kerekegyháza, Peszér-puszta and Ujhartyán.

3. The area of Csépel bounded on the north by the line from Sashegy (hill 189) to the northern extremity of the commune of Csépel, on the west by the line from Sashegy (hill 189) to the south-west extremity of the island of Háros, on the south by the line from the extremity of the island of Háros to the southernmost boundary of the commune of Soroksár and on the east by the western bank of the secondary arm of the Danube.

The territory of the commune of Budafok is included in the prohibited zone.

## Annex III.

### SIGNALS.

In order to indicate to an aircraft that it is above a prohibited zone and that it must land, the following signals are used in Hungary :

By day, three projectiles fired at intervals of ten seconds and producing white smoke on explosion ;

By night, three projectiles fired at intervals of ten seconds and producing green lights or stars on explosion.

The signals prescribed in Annex D, point 18, of the Convention of October 13th, 1919, are not rendered compulsory by the Hungarian regulations for air traffic, since aircraft found to be above a prohibited zone are required to land at the nearest aerodrome.

Regulations concerning signals of distress to be given by aircraft in Hungary :

When an aircraft in any position, either in the air or after landing, is in danger and asks for help, it must for such purpose fire white rockets in rapid succession.

It may use the following signals :

(a) The international S.O.S. signal, transmitted either by optical signals or by wireless telegraphy ;

(b) The distress signal shown by the N.C. flags of the international code ;

(c) The distance signal consisting of a square flag with a ball or similar object either above or below it ;

(d) A continuous sound emitted by any sonorous instrument.

## Annex IV.

### PROHIBITED TRANSPORT.

The transport by aircraft of arms, munitions, explosives, photographic apparatus or carrier pigeons shall be permissible in the interior of the country only on condition that the measures for security are observed and subject to the permission of the air traffic authority.

The provisions of the preceding paragraph may be extended by the air traffic authority to the transport of other objects.

It shall be forbidden to transport or carry on board an aircraft, without the authorisation of the Ministry of Commerce, wireless telegraphic or telephonic (radio) apparatus, electrical signalling apparatus or any other installations which may be used for the transmission of information, even if they do not come under the above-mentioned categories, except in the following case :

Authorisation is not necessary for installations to which the Ministry of Commerce decides that this exception shall apply, provided they are to be used for the purposes of the aircraft, the aerodrome or the airport (or hydroplane station) and can be used only for those purposes, or if it is stated in the regulations concerning them that they are necessary for air traffic and can be used for the purposes of such traffic.

November 24th, 1931.

[*Translation.*]

Part A (d) of the Hungarian Government's reply, dated April 23rd, 1931, may be interpreted in the sense of paragraph 7 of the Assembly resolution in question, it being understood that aircraft effecting transport duties of importance to the working of the League of Nations at times of emergency shall, during the said transport, be allocated entirely to the service of the League and shall, therefore, transport only those persons whose presence on board is required by the mission in question ; it is also understood that, whenever possible, the Secretary-General of the League will notify in advance the identity of the persons on board and that those persons must be furnished with documents certifying their position and mission.

As regards the transport of arms and photographic apparatus, the Government is of opinion that aircraft effecting transport duties of importance to the working of the League of Nations do not in ordinary circumstances officially require either arms or photographic apparatus. But, should such aircraft be entrusted with missions beyond or outside European territory where there are reasons for carrying on board arms for self-protection and—in quite exceptional cases—photographic apparatus, the permission of the competent Hungarian authority must be obtained in each case as regards Hungarian air territory.

Lastly, the Hungarian Government considers that, in view of the guarantees mentioned above, the authorisation for flying over the territory may in general be granted in advance, subject only to a special permit being obtained in each case for arms (including ammunition and explosives) and photographic apparatus.

### **13. Irish Free State.**

September 19th, 1931.

The matter having now been finally considered by the administrative departments concerned, the Irish Government is prepared to give effect to the resolution adopted by the last Assembly, in so far as the Irish Free State is concerned.

14. Italy.

August 25th, 1931.

[*Translation from the Italian.*]

As regards paragraph 1 of the Assembly resolution, the Italian Government states that the Conventions which it has so far concluded do not contain special facilities in respect of Government aircraft other than Customs or police aircraft. Accordingly, paragraph 1 does not apply.

As regards paragraph 2, the Italian Government is prepared to bring aircraft effecting transport duties of importance to the working of the League of Nations under the provisions in force governing the rules and routes normally followed, and undertakes to notify without delay any changes in such rules and routes.<sup>1</sup>

As regards the carrying into effect of the provisions laid down in paragraph 3, the Italian Government undertakes to assist crews and all persons on board and to enable them to complete their journey by means of aircraft of its own together with the necessary crews.

As regards the carrying into effect of paragraph 9, the Italian Government is ready to provide for the transfer of passengers as quickly as possible to an aerodrome to be agreed upon with the Secretariat of the League, and to ensure the continuation of the air transport in the manner specified in the previous paragraph.

The Italian Government draws the attention of the Secretariat to the following, in connection with paragraph 7. It is necessary, in its opinion, that the names of persons on board, the crews and the passengers should in every case be communicated in advance.

**Note by the Secretariat No. 4.**

(Extracts from C.I.N.A. *Bulletins of Information*: No. 454, April 16th, 1931; No. 603, February 1st, 1934; No. 399, April 3rd, 1930.)

*Prohibited Zones.*

*Zone 1. — Alpine Frontier.*

A strip of national territory comprised between the frontier line and a line within the territory defined as follows:

Imperia: Imperia-Pieve di Teco-Ormea main road; Ormea-Ceva-Mondovì-Cuneo railway line; Cuneo-Busca-Saluzzo-Cavour-Pinerolo-Cumiana-Giaveno-Avigliana-Almese main road; Almese-M. Colombano (1,658 metres)-Lanzo-Torinese branch road; Lanzo-Torinese-Coriorivara-Cuorgne-Ivrea-Pont Saint Martin main road; Gressonney valley from Pont Saint Martin to Gaby; Gaby-Porta Tre Vescovi (2,591 metres) M. Bo (2,656 metres)-Piode branch road; Sesia valley from Piode to Varallo; Varallo-Omegna branch road; Omegna-Fondotoce main road; west shore of Lake Maggiore from Fondotoce to Pallanza;

<sup>1</sup> See note by the Secretariat No. 4.

Pallanza-Laveno branch road; Laveno-Varese-Tradate-Saronno-Seveso-Erba railway line; Erba-Malgrate main road; west shore of Lake Lecce from Malgrate to Bellagio; Bellagio-Varenna-Bellano branch road; Val Sassina from Bellagio to Introblo; the summit line of the Oberland Alps-Pizzo Tre Signori (2,554 metres)-M. Azzaredo (2,431 metres)-Pizzo Redorta (3,037 metres)-M. Gleno (2,883 metres)-M. Venerocolo (2,589 metres)-M. Torsoletto (2,708 metres)-Pizzo Tririgno (2,308 metres); Edolo; Alta Valcamonica-Val Vermiglio and Val di Sole along the Edolo-Passo del Tonale-Malè-Cles-Romeno-Fondo-Caldaro-Bolzano main road; Bolzano-Ponte all'Isarco (Isarco Valley) railway line; Dolomites (Ponte all'Isarco-Ortisei-Livinalongo-Cortina d'Ampezzo) main road; Cortina d'Ampezzo-Pieve di Cadore main road and railway line; Pieve di Cadore-Tolmezzo (Alta Val Tagliamento) main road; Tolmezzo-Gemona-Tarcento-Cividale-Cormons-Gorizia main road; Gorizia-S. Daniele del Carso railway line; S. Daniele del Carso-Storie-Sesana main road; Sesana-Divaccia-Erpelle-Pinguente-Pisino railway line; Pisino-Fianona main road; Carnaro (Adriatic Sea).

Aircraft arriving from abroad and having to cross the frontier and the above-mentioned zone are required to do so at the points of passage and following the routes indicated and described in Article 63 of the Air Navigation Regulations and subsequent amendments, in order to arrive at the nearest Customs aerodrome. Similarly aircraft proceeding abroad must follow the reverse procedure.

#### *Zone II. — Gulf of Spezia.*

Flight is prohibited over a zone comprised within the boundaries described below: A straight line between Levanto and Borghetto; the course of the river Vara from Borghetto to the confluent of the Magra; the course of the Magra except its estuary; the coast line from Levanto to the mouth of the Magra; and also the territorial waters corresponding to the said coast line.

#### *Zone III. — Isle of Elba and Piombino Channel.*

Flight is prohibited over the Isle of Elba and its territorial waters; the Piombino Channel, and a zone of the mainland bounded on the east by a straight line between Torracina and the mouth of the river Cornia, as well as the territorial waters corresponding to the said zone.

Aircraft arriving from the north-west or south-east and having to cross the Piombino Channel must fly, on nearing the prohibited zone, at an altitude not exceeding 100 metres and follow 130° true course along the bisection of the Piombino Channel, if they arrive from the north-west; and the inverse true course if they arrive from the south-east, keeping the Isle of Cerboli to the east and the Isle of Palmaiola (or Palmajola) to the west of such course.

#### *Zone IV. — Strait of Messina.*

In Sicily, flight is prohibited over a zone comprised within the following boundaries: Straight lines between Orto-Saponara-Rometta-M. Scuderi-Nizza di Sicilia, and the coast line from Orto to Capo Peloro and Nizza di Sicilia; in Calabria a zone comprised within the following boundaries: Straight lines between Bagnara Calabra-S. Alessio in Aspromonte-Mossorropa-Cataforio-Motta S. Giovanni-Capo dell'Armi, and the coast line from Bagnara Calabra to Capo dell'Armi, as well as the territorial waters corresponding to the Sicilian and Calabrian coast lines above defined.

Aircraft having to fly over the Strait are required to take the following route:

- (a) Those arriving from the north must pass a point at the boundary of the territorial waters with bearing of 137° to the village of Gesso, thence follow 137° true course, passing slightly to the south of the

Gesso-Messina railway line and at a distance of at least two nautical miles from the town of Messina, and continue in this direction to the median line of the Messina channel (parallel of Reggio), in order to pass outside of the prohibited zone.

(b) Aircraft arriving from the south are required, in flight over the prohibited zone, to follow the median line of the strait to the parallel of Reggio Calabria; thence a true course of  $137^{\circ}$  passing at a distance of at least two nautical miles south of the town of Messina, remaining south of the Messina-Gesso railway line, and following this course to the limits of the territorial waters of the Tyrrhenian coast.

#### *Zone V. — Augusta-Syracuse (Sicily).*

Flight is prohibited over a zone comprised within the following boundaries: Straight lines between Torre di Agnone-Lentini-Sortino-Solarino-Florida-Punta del Cane, and the coast line between Torre Agnone and Punta del Cane, as well as the territorial waters corresponding to the said coast line.

The Customs aerodrome for airships and the Customs seaplane station for seaplanes are situated in the Augusta zone.

To arrive at either the aerodrome or the seaplane station, aircraft must approach the territorial waters at an altitude of 300 metres and thence follow a true course of  $270^{\circ}$  towards Izzo Point, gradually descending so as to pass over the said point at an altitude not exceeding 100 metres; thence follow a true course of  $282^{\circ}$  in the direction of the bridge joining the island of Augusta to the mainland, and continue this course gradually diminishing the altitude, direct to the seaplane station or aerodrome.

On departure aircraft must follow inversely the same route at the same altitude up to the limits of the territorial waters.

Airmen of the Rome-Tripoli-Bengasi civil air line must, on arrival, in order to remain outside the territorial waters of the prohibited zone, pass within the sector comprised between  $360^{\circ}$  and  $280^{\circ}$  true bearing in relation to Syracuse lighthouse (Castello Maniaci).

From this zone, they must proceed in the direction of the lighthouse, lowering their altitude for the mooring operations in the triangle formed by the lighthouse, seaplane station and the salt marshes.

Inversely, on departure, the necessary operations must be carried out in the said triangle and the machines in passing beyond the territorial waters of the prohibited zone must remain within the sector comprised between  $360^{\circ}$  and  $280^{\circ}$  true bearing from the Syracuse lighthouse.

#### *Zone VI. — Trapani-Marsala (Sicily).*

Flight is prohibited over a zone comprised within the following boundaries: Straight lines between Punta di Solanto-Palazzolo-Fondaco-M. Borania (or Montagnola della Borrania)-Vigne della Taverna-Marsala; the coast line between Punta di Solanto and Marsala, as well as the islands of Levanzo, Favignana and Stagnone and the territorial waters corresponding to the said coast line and islands.

#### *Zone VII. — Maddalena Region (Sardinia).*

Flight is prohibited over a zone comprised within the following boundaries: Straight lines between Punta di Li Francesi-Luogo Santo-M. Foci-M. Pino-M. Telti-Picco-Zarabaddò-Punta Sabbatino; the coast line between Punta di Li Francesi and Punta Sabbatino, as well as the islands lying off the coast and the territorial waters corresponding to the said coast line and islands.

The Terranova Pausania seaplane station is situated in this zone. To arrive at this station, seaplanes of the Rome-Terranova-Cagliari civil air line, while remaining outside the territorial waters, must

approach until they no longer have Cape Figari to westward; and thence follow  $270^{\circ}$  true course, gradually lowering their altitude. On arriving at a distance of one mile from the semaphore at an altitude of 200 metres, they must direct their course towards the Bocca Island lighthouse; thence direct to the seaplane station.

On departure, the aircraft attain Bocca Island, direct their course towards Cape Figari and, on arriving at a distance of one mile from the cape, pass eastward to the limits of the territorial waters.

*Zone VIII. — Cagliari (Sardinia).*

Flight is prohibited over a zone comprised within the following boundaries: Straight lines between Cape di Pula-Sarroch-M. Is Laccuneddas-Capoterra-Uta-Decimomannu-Sinnai-M. Sette Fraris (M. dei Sette Fradi)-Bruncu Santuuta-Villasimius-Cape Carbonara; the coast line of the Gulf of Cagliari from Cape di Pula to Cape Carbonara and the territorial waters corresponding to the said coast line.

The Cagliari (Monserrato) Customs aerodrome for aeroplanes and the Customs seaplane station (Elmas) are situated in the Cagliari prohibited zone.

Aircraft bound for the Cagliari (Monserrato) Customs aerodrome must, while flying outside the prohibited zone, reduce their altitude to not more than 300 metres when over Serdiana, and thence fly direct to the aerodrome gradually lowering their altitude.

On departure, they must follow inversely the Serdiana route, arriving over this point at an altitude not exceeding 300 metres.

Aircraft bound for the Elmas seaplane station must enter the area of the territorial waters following  $0^{\circ}$  true course towards the Punta Carbonara semaphore, diminishing their altitude until it is not more than 200 metres at a distance of 1 kilometre from the semaphore. They must then direct their course towards Sarrok as far as its intersection with the meridian of the town of Cagliari; thence towards Maddalena to the western limit of the lake of Cagliari; thence direct to the seaplane station.

Inversely, on departure, aircraft are required to proceed from the seaplane station to Maddalena; thence on  $140^{\circ}$  true course until they pass beyond the territorial waters.

*Zone IX. — Taranto.*

Flight is prohibited over a zone comprised within the following boundaries: Straight lines between Ginossa railway station-Massafra-Grottaglie (town)-Fragagnano-Maruggio-Torre Monini-the coast line of the Gulf of Taranto from Ginossa railway station to Torre Monini; the islands of San Pietro and San Paolo and the territorial waters corresponding to the said islands and coast line.

*Zone X. — Brindisi.*

Flight is prohibited over a zone comprised within the following boundaries: Straight lines between Torre Guaceto-Mesagne-San Pietro Vernotico-Torre San Gennaro; the coast line from Torre Guaceto to Torre San Gennaro, as well as the territorial waters corresponding to the said coast line.

The Brindisi Port (outer harbour) Customs seaplane station and the Brindisi (San Vito de' Normanni) Customs aerodrome for aeroplanes are situated in the Brindisi prohibited zone.

For arrival at the Customs seaplane station, seaplanes are required to cross the limits of the territorial waters at an altitude of 300 metres; thence following a straight line between Castello a Mare and Castello Vittoria ( $237^{\circ}$  true course), gradually diminishing the altitude to 50 metres over Castello a Mare; thence proceeding direct to the seaplane station.

On departure, seaplanes are required to follow the same straight line in the opposite direction, maintaining the same altitudes to the limits of the territorial waters.

Aeroplanes bound for the Brindisi (San Vito de' Normanni) Customs aerodrome for aeroplanes are required on arrival and departure to remain within the sector : San Vito de' Normanni (town)-San Vito de' Normanni (aerodrome)-Mesagne, at an altitude not exceeding 200 metres.

*Zone XI. — Venice.*

Flight is prohibited over a zone comprised within the following boundaries : the course of the Piave from Cortellazzo to San Dona di Piave ; straight lines between San Dona di Piave-Monastier-Preganziol-Mirano-Strà ; the course of the Brenta from Strà to the mouth ; the coast line from Cortellazzo to the mouth of the Brenta ; as well as the territorial waters corresponding to the said coast line.

The Sant' Andrea Customs seaplane station and the San Nicolò di Lido aerodrome are situated in the Venice prohibited zone.

Seaplanes bound for the Sant' Andrea seaplane station are required to follow the course of the Piave to Intestadura, at an altitude not exceeding 300 metres ; thence the route : Intestadura-Cape Sile-Murano, until the southern boundary of Murano is to westward ; thence direct to the seaplane station.

On departure, the inverse route and similar altitudes.

Aircraft arriving from the east and bound for the Venice (San Nicolò di Lido) Customs aerodrome, are required to follow the route : Intestadura-Cape Sile-Campalto-Venice (San Nicolò di Lido) aerodrome.

On departure, the inverse route and similar altitudes.

Seaplanes arriving from the south or west are required to follow the route : Taglio di Po-Ca'Morosini, to reach Ca'Bianca at an altitude not exceeding 300 metres, and to follow the route : Ca'Bianca-west boundary of Venice (maritime docks) ( $17^{\circ}$  true course) ; at a distance of 3 kilometres from the docks (Grazia-Isola S. Elena line) they proceed direct to the seaplane station.

On departure, the inverse route and similar altitudes.

Aircraft arriving from the west, north or south are required to cross the prohibited zone following the route : Padova-Mestre, at an altitude not exceeding 300 metres ; proceeding from Mestre direct to the Venice (San Nicolò di Lido) aerodrome.

On departure, the inverse route and similar altitudes.

*Zone XII. — Pola.*

Flight is prohibited over a zone comprised within the following boundaries : Straight lines between Punta Gustigna (Punta Giustinia)-Valle di Rovigno-Jursici-Filippino-Carnizza d'Arsa-Porto Carnizza ; the coast line from Punta Gustigna to Porto Carnizza (mouth of the Arsa channel) ; as well as the territorial waters corresponding to the said coast line.

The Pola seaplane station, situated in the commercial part of the port, is comprised within the prohibited zone above described.

To accede thereto or depart therefrom aircraft of the Trieste-Zara commercial air line must observe the following prescriptions.

(a) The route for entry or departure should be traced so as to bisect the line joining Cape Compare-Punta Cristo, and to follow the centre of the Gulf to the passage between S. Andrea island and S. Pietro peninsula ; thence as most convenient for mooring, but, in the course of the manœuvres, making as few turnings as possible.

(b) The altitude on entry or departure must not exceed 100 metres.

The foregoing provisions apply only to aircraft engaged in the above-mentioned air line and are not extended to national civil aircraft or

to foreign civil or military aircraft, in respect of which access to the Pola zone remains prohibited.

Aircraft engaged in the Trieste-Zara commercial air line are authorised to make regular stoppages in the Brioni islands. Such aircraft must follow the centre of the Pasana always in a northerly direction, whether they arrive from the north or the south, and at an altitude not above 100 metres.

The foregoing provisions apply only to aircraft engaged in the above-mentioned air line and are not extended to national civil aircraft or to foreign civil or military aircraft, in respect of which access to the Pola zone remains prohibited.

*Zone XIII. — Isle of Lero Portolago (Dodecanese).*

Flight is prohibited over the isle of Lero (Ægean) and its territorial waters and the isles of Farios, Arcangelo, Placusa, Tripiti, Strongili, Kiriaki and Piganusa, lying within the said territorial waters.

*Cagliari (Sardinia).*

The provisions relating to the prohibited zone of Cagliari (Zone VIII) are modified as follows in respect of the second and third paragraphs of the said provisions :

Within the prohibited zone of Cagliari, there are situated the Customs aerodrome of Cagliari (Elmas) for aeroplanes and the Customs airport of Cagliari (Elmas) for seaplanes.

Aircraft bound for Cagliari (Elmas) Customs aerodrome for aeroplanes should, when flying outside the prohibited zone, pass to a height not exceeding 300 metres above the vertical of Serdiana, and from this point make for the airport decreasing gradually their altitude. On departure, they should follow inversely the route from the airport to Serdiana, attaining over the vertical of this latter point a height not exceeding 300 metres.

*Corridors of Approach (Article 63 of the Air Navigation Regulations).*

Every aircraft arriving from or departing for abroad shall cross the land or sea frontier only at the points given below :

*(a) Land Frontier.*

1. Mount Cenis corridor : Obligatory route — along the main road Mount Cenis-Susa-Rivoli; thence direct to Turin (Mirafiori) Customs aerodrome.

2. Iselle corridor : Obligatory route — along the main road Iselle-Domodossola-Ornavasso-Omegna-Orta-Gozzano-Borgomanero-Momo; thence direct to Cameri aerodrome; thence direct to Milan (Taliedo) Customs aerodrome.

3. Chiasso corridor : Obligatory route — along the main road Chiasso-Como-Fino-Seveso; thence direct to Milan (Taliedo) Customs aerodrome.

4. Brennero corridor : Obligatory route — along the main road Brennero-Bressanone-Bolzano-Ora-Trent (Gardolo) Customs aerodrome.

5. Tarvisio corridor : Obligatory route — along the main road Maglern-Tarvisio-Pontebba-Chiusa Forte-La Carnia railway station-Artegna-Udine (Campofornido North) Customs aerodrome.

6. Longatico corridor : Obligatory route — along the main road Longatico-Postumia-Prevald; thence direct to Divaccia; thence along the main road Divaccia-Basovizza; thence direct to Udine (Campofornido North) Customs aerodrome.

Flight over each of the said corridors is authorised within 2 kilometres distance on either side of the defined routes and at an altitude of not less than 2,000 metres above the ground. This altitude may be diminished, if necessary, for meteorological reasons.

(b) *Sea Frontiers.*

The sea frontiers may be crossed at any point except at such portions of the coast as lie within a prohibited zone.

**15. Latvia.**

November 3rd, 1931.

[*Translation.*]

The normal routes for flying over Latvia are the following :

1. *Kaunas-Riga-Tallinn*: The place at which the Latvian-Lithuanian frontier crosses the Riga-Kaunas road, Lielvirca, Dandele, Petermuiža, Beberbeki, Spilve aerodrome, the northern part of the Kišu ezers (Lake Stintsee), the village of Langa, the Gulf of Riga as far as Ainaži.

2. The same route as far as Riga, and then in the direction *Riga-Smolensk*: Svarcek domain, Ikškile, along the river Ogre, Vec-Bebri, Jaankalsnaya, Atašiene, Antonopole, Zilupe.

3. *Warsaw-Riga*: Turmonti, Ilze, Eglaine, Asare, Aži, Daudzeze, Tauerkalns, Birzgale, Baldone, Balozi, domain of Svarcek, Spilve aerodrome.

These routes may be regarded as fixed for all cases, and any changes in them will be notified to the League of Nations by telegraph or wireless.

Aircraft effecting transport duties of importance to the working of the League at times of emergency will be allowed to fly freely over Latvian territory even if registered in another State or manned by a crew of foreign nationality. For purposes of supervision, however, such aircraft must land at the Spilve aerodrome (near Riga).

It is understood that the necessary steps will be taken by the Latvian Government to ensure that the air transport in question is effected as rapidly as possible.

Similarly, in all cases in which, as a result of any incident or accident on the journey, an aircraft after landing is unable to continue its journey, the necessary steps will be taken by the Latvian authorities to ensure the continuation of the transport of delegates, mail, etc.

**16. Lithuania.**

June 25th, 1931.

[*Translation.*]

The Lithuanian Government is prepared, where necessary and as regards flights over its territory, to take the steps necessary to give effect to the Assembly resolution.

September 1st, 1931.

[*Translation.*]

Regarding the crossing of Lithuanian territory by aircraft effecting transport duties of importance to the working of the League of Nations, the normal routes for aircraft in Lithuania are the following :

1. Eydtkuhnen-Kaunas (following the railway)-Jonava-Ukmerge-Utena-Zarasai (following the road).
2. Tilsit-Taurage-Siauliai (following the road)-Joniškis, and afterwards in the direction of Riga (following the railway).
3. Tilsit-Šilute (Heydekrug)-Klaipeda (Memel) (following the railway), and further following the coast of the Baltic or the railway line Klaipeda-Kretinga-Skuodas in the direction of Latvia.
4. Kaunas-Kedainiai (following the river Nevezis-Kedainiai-Siauliai (following the railway).

These routes are fixed for normal times as well as for times of emergency.

The League of Nations will be immediately informed by the Lithuanian Ministry for Foreign Affairs of any change which may be made in these routes.

There are no prohibited zones, except the administrative Lithuanian-Polish line and the district of Alytus.

The aerodromes of Kaunas, Klaipeda and Siauliai are appointed for the landing of the aircraft in question.

As regards the forced landing of such aircraft, the competent Lithuanian authorities will gladly take steps to ensure the continuation of the journey of delegates and mail of the League as rapidly as possible.

#### 17. Luxemburg.

April 1st, 1931.

[*Translation.*]

The Grand-Ducal Government is not in a position at the present moment to take measures to put into effect the resolution of the Assembly concerning the regime applicable to aircraft effecting transport duties of importance to the working of the League, since there is as yet no aerodrome and no air legislation in the Grand-Duchy.

However, as it is intended to establish an aerodrome in the near future and air legislation is in preparation, the Grand-Ducal Government will give the necessary instructions in due course with a view to the application of the Assembly resolution, noting, however, paragraph 9 of this resolution, which authorises any State to forbid aircraft to fly over all or part of its territory for reasons of national security.

August 21st, 1931.

[*Translation.*]

There has been no change in the situation since April 1st, 1931. Consequently, if the Grand-Ducal Government in the meantime grants authority to aircraft effecting transport of importance to the working of the League of Nations to fly over the territory of the Grand-Duchy, it must nevertheless reserve the right to prohibit such flights at any time and for reasons of national security. Should such right be used, the prohibition will probably extend over the entire territory.

As soon as the proposed aerodrome has been opened and the air legislation now in preparation has been promulgated, the Grand-Ducal Government will authorise aircraft effecting transport for the League also to land on the new flying-ground.

The above authorisations are, therefore, valid unless and until the Grand-Ducal Government notifies their cancellation.

The Government wishes to be informed in advance, when possible, of any proposed flight or landing by such aircraft.

#### 18. Netherlands.

July 2nd, 1931.

[*Translation.*]

The Netherlands Government would be prepared to take the following steps to give effect in the European Kingdom to the relevant resolution adopted by the eleventh session of the Assembly :

1. Aircraft carrying out transport duties of importance to the working of the League at times of emergency may be given the facilities which, under the Convention of October 13th, 1919, are granted to Government aircraft other than military, Customs or police aircraft belonging to one of the contracting parties, even where such aircraft belong to the League of Nations or to a State not party to the above-mentioned Convention.

To secure the above facilities, the following conditions must be complied with :

The Secretary-General of the League shall send in advance to the Government as detailed information as possible regarding the arrival of the aircraft (number, type, characteristics, points of entry into, or departure from, the country, place of destination, date and hour of arrival), together with the names and status of the persons in such aircraft. In urgent cases, where it would be impossible to supply all the information in time, the Secretary-General may notify the Government that aircraft of importance to the working of the League wish to fly across the Netherlands to Geneva, mentioning the countries from which they will arrive.

Aircraft shall not convey arms (except the professional equipment of the persons conveyed), or photographic or cinematographic apparatus, nor telescopes or other such instruments except such as are needed for purposes of navigation; they may use their wireless apparatus only for messages regarding navigation or the mission of the persons conveyed.

Aircraft and the persons travelling in them shall be liable to such supervision as the Netherlands Government may consider necessary, and, in particular, pilots shall land if the Netherlands authorities give orders or signals to that effect.

The Netherlands Government may have such aircraft conveyed by one or more Government aircraft.

2. Flying licences and certificates of airworthiness are issued by the competent Minister. Licences and certificates issued by a competent foreign authority shall be deemed to be equivalent to Netherlands licences and certificates. The Government is prepared to take similar action in regard to the licences and certificates for aircraft effecting transport duties of importance to the working of the League.

3. The necessary steps will be taken to give the said aircraft priority when landing and departing, during Customs inspection and when the aircraft has to take in fuel.

4. The Air Navigation Information Service will grant all possible facilities to such aircraft, and, in particular, will give priority to information affecting them.

5. No general rules may be laid down regarding prohibited zones and compulsory routes; but, while reserving the right to enact such provisions if necessary, the Government gives an assurance that such aircraft will be granted the greatest possible liberty.

6. Any provisions enacted in exceptional circumstances and restricting the freedom of aircraft of any particular nationality will be notified forthwith to the Secretary-General of the League of Nations.<sup>1</sup>

The Netherlands Government is prepared to consider any other steps which the Secretary-General may, under paragraph 10 of the Assembly resolution, wish to propose to Governments.

July 6th, 1931.

[Translation.]

With reference to its communication of July 2nd, 1931, the Netherlands Government states that this may be taken as applying, not only to the European Kingdom, but also to the overseas territories.

<sup>1</sup> See note by the Secretariat, No. 5.

December 15th, 1931.

[*Translation.*]

The Netherlands Government is prepared to declare that aircraft effecting transport of importance to the working of the League of Nations at times of emergency will not, in general, be subject at any time to the restrictions that might be imposed on ordinary air navigation. If, in quite exceptional cases, provisions had to be enacted even for such aircraft, the Government would always be guided by the principles underlying the Assembly resolution.

On the other points raised in the Secretary-General's letter of July 22nd, 1931, the Netherlands Government accepts the interpretations and observations made by him.<sup>1</sup>

It must be clearly understood that, in regard to the transport of arms, only small arms such as revolvers and pistols may be transported, not machine-guns, bombs, air torpedoes, cannons, etc.

The Netherlands Government undertakes to issue immediately a list of frontier aerodromes where aircraft effecting transport of importance to the working of the League of Nations could land in the case arising of a prohibition covering the whole of the country.

**Note by the Secretariat No. 5.**

In view of the measures for identifying aircraft effecting transport of importance to the working of the League adopted by the Council after consulting the C.I.N.A. (see Chapter III, B), the remarks of the Netherlands Government regarding this question are not reproduced.

**Note by the Secretariat No. 6.**

The interpretations and observations made in the Secretary-General's reply of July 22nd, 1931, to the Netherlands Government's letter of July 2nd, 1931, included the following :

1. The destination of such aircraft would not always necessarily be Geneva, such transport might originate in Geneva, etc.

2. With regard to the paragraph in the Netherlands Government's letter prohibiting the carriage of photographic or cinematographic apparatus, the Secretary-General suggested that permission should be given for such apparatus to be carried, providing it was not used in flight over Netherlands territory.

3. The Secretary-General interpreted the Netherlands Government's reply as indicating that, in case of an obligatory landing at a frontier aerodrome, or if the aircraft, because of a forced landing through an incident or an accident *en route*, would be unable to continue its voyage, all necessary measures would be taken to assure the rapid continuation of the transport in question.

**19. Norway.**

April 28th, 1931.

The Norwegian Government intends to add a paragraph to the Norwegian Law on Aviation of December 7th, 1923, whereby

<sup>1</sup> See note by the Secretariat, No. 6.

the King will be authorised to issue regulations on the regime applicable to aircraft carrying out transport duties of importance to the working of the League of Nations.

Such regulations will, therefore, be issued later on.

November 2nd, 1931.

[*Translation.*]

The Norwegian Government considers that the routes in question may, in general, pass anywhere, except over prohibited zones. In the event of a crisis affecting the safety of Norway, the Government reserves the right to modify this rule, and such modifications will be immediately notified to the League of Nations.

There are so many alternatives as to the actual routes that no particulars can be given without more detailed hypotheses or a concrete instance showing how such information should be compiled.

Notifications of changes made in the routes laid down will be transmitted to the League by the Norwegian Defence Department by post or telegraph as circumstances demand.

No other prohibition, local or total, is in general contemplated. The landing-places with a Customs office are Kjeller and Vaernes in the interior of Norway, and for seaplanes any port at which there is a Customs office. In certain circumstances, aircraft may also land in the prohibited zones of Horten, Kristiansand and Bergen.

In these cases, Norway will do everything to ensure that the air transport will be continued as speedily as possible. It may, however, often be difficult and sometimes impossible to arrange for transport to be continued by Norwegian aircraft.

## 20. Poland.

May 27th, 1931.

[*Translation.*]

The Polish Government is prepared to grant to the aircraft essential to the working of the League of Nations at times of emergency the same facilities for flying over its territory as are enjoyed by Government aircraft other than military, Customs or police aircraft. Certain facilities would also be granted in respect of Customs and passport formalities.

If a special category were created for aircraft belonging to and maintained by the League of Nations, the Polish Government would be prepared to grant them still wider facilities—namely: (a) to waive the production by passengers of any identification papers other than a certificate attesting that they are on a mission of importance to the working of the League; (b) to exempt the said travellers from all Customs formalities; (c) to exempt the Secretary-General of the League from the

obligation of notifying in every case the passage of the aircraft in question.

Air traffic agreements concluded between Poland and various adjacent States specify the routes and zones which may be crossed regularly or occasionally by aircraft. The Polish Government is prepared to supply the Secretary-General of the League with a list of such zones and routes, and would point out that, should the present system of routes for crossing Polish territory be found inadequate, fresh routes would be prescribed for aircraft effecting transport of importance to the working of the League.

The Government reserves the right, in cases of emergency, to alter or restrict the present or any future enlarged system of routes, with a view both to safeguarding its own territory and to protecting aircraft.

In case of accidents, aircraft effecting transport of importance to the working of the League would be given all the help and assistance accorded to Polish aircraft.

February 3rd, 1932.

The Polish Government communicated the following list of frontier aerodromes where aircraft effecting transport of importance to the working of the League of Nations could land in case the Government should decide to suspend the freedom of flight over Polish territory, in accordance with paragraph 9 of the Assembly resolution :

|                        | N. latitude | E. longitude |
|------------------------|-------------|--------------|
| 1. Poznań . . . . .    | 52° 25' 30" | 16° 50' 30"  |
| 2. Bydgoszcz . . . . . | 53° 6' 30"  | 17° 57' 30"  |
| 3. Katowice . . . . .  | 50° 14' 30" | 19° 0' 30"   |
| 4. Cracow . . . . .    | 50° 5' 15"  | 19° 59' 36"  |
| 5. Lwów . . . . .      | 49° 51'     | 23° 59'      |
| 6. Warsaw . . . . .    | 52° 13'     | 21° 0' 47"   |

July 7th, 1932.

Until further notice, the following regulations relative to flight over Poland remain in force :

I. *Air Routes to be used for flying across Poland.*

§ I.

The following air routes are to be used by aircraft arriving from or departing for abroad :

(1) Coming from Berlin and proceeding to Poznań and *vice versa*—the railway line Zbaszyń-Poznań ;

(2) Coming from Breslau and proceeding to Warsaw and *vice versa*—the railway Oels-Kepno, and thence in a straight line to Łódź, Skierniewice, Warsaw ;

(3) Coming from Breslau and proceeding to Katowice and *vice versa*—the railway line Gleiwitz-Katowice ;

(4) Coming from Prague and Vienna :

(a) Proceeding to Katowice and *vice versa*—a straight line from Cieszyn to Katowice ;

(b) Proceeding to Cracow and *vice versa*—a straight line from Cieszyn to Cracow ;

(5) Coming from Bucharest and proceeding to Lwów and *vice versa*—the railway line Sniatyń-Kolomyja-Stanisławów-Lwów.

(6) Coming from Odessa and Kiev and proceeding to Lwów and *vice versa*—the railway line Podwołoczyska-Tarnopol-Lwów.

(7) Coming from Kiev and proceeding to Warsaw and *vice versa*—the railway line Sarny-Ostki and from Sarny in a straight line *via* Brześć on the Bug-Siedlce-Warsaw.

(8) Coming from Moscow and proceeding to Warsaw and *vice versa*—the railway line Stolpce-Baranowicze-Brześć on the Bug-Siedlce-Warsaw.

In cases which are not covered in (1) to (8) above, the air route to be used for flight shall be considered to be the shortest line connecting the point at which the Polish frontier is crossed with the point of arrival in, or departure from, Poland.

When Polish territory is crossed in transit, the air route to be used for flight shall be considered to be the shortest line connecting the point at which the Polish frontier is crossed on entry with that at which it is crossed on exit.

## § 2.

For national air traffic purposes, the air routes to be used for flying shall be considered to be those of the regular air lines existing or to be created.

In cases not covered by the above paragraph, the air route to be used for flying shall be considered to be the shortest line connecting the point of departure with the point of arrival.

## § 3.

All aircraft flying across Polish territory must follow the air routes specified in paragraphs 1 and 2 of this Decree, keeping clear of prohibited zones and complying with the Decree of the Minister of Communications, dated November 26th, 1928, concerning Regulations for the Safety of Air Traffic.

II. *Passport and Customs Aerodromes open to Foreign Air Navigation and Public Aerodromes open to National Air Navigation.*

§ 4.

Aircraft arriving in Poland from abroad must land, and aircraft leaving for abroad must depart, solely from one of the following passport and Customs aerodromes :

|                       | N. latitude | E. longitude |
|-----------------------|-------------|--------------|
| 1. Warsaw . . . . .   | 52° 13'     | 21° 0' 47"   |
| 2. Poznań . . . . .   | 52° 25' 30" | 16° 50' 30"  |
| 3. Katowice . . . . . | 50° 14' 30" | 19° 0' 30"   |
| 4. Cracow . . . . .   | 50° 5' 15"  | 19° 59' 36"  |
| 5. Lwów . . . . .     | 49° 51'     | 23° 59'.     |

§ 5.

In addition to the aerodromes specified in § 4, the following are declared to be public aerodromes open to national air navigation :

|                      |                |
|----------------------|----------------|
| 1. Brześć on the Bug | 6. Łuck        |
| 2. Bydgoszcz         | 7. Mołodesczno |
| 3. Ciechanów         | 8. Tarnopol    |
| 4. Czestochowa       | 9. Wilno       |
| 5. Łódź              | 10. Zamość     |

**21. Portugal.**

April 2nd, 1931.

[*Translation.*]

The Portuguese Government proposes to adopt the measures mentioned in the Assembly resolution defining the regime applicable to aircraft carrying our transport duties of importance to the working of the League at times of emergency.

**22. Roumania.**

April 2nd, 1931.

[*Translation.*]

The Roumanian Government proposes to take the following measures, if there be occasion, to ensure air and motor transport of importance to the working of the League at times of emergency with the greatest rapidity and under the best possible conditions.

*A. General Measures for both Air and Motor Transport.*

The Secretary-General of the League having informed the Ministry for Foreign Affairs in due time (a) of the point where the frontier is to be crossed and the date of passage, (b) of the proposed route, (c) of the conventional marks used for speedy identification of the vehicle by day and by night and (d) of the number and names of the passengers, the Ministry for Foreign Affairs will immediately communicate all these particulars to the Ministry of the Interior, the Ministry of the Army (General Staff), the Ministry of Communications and the Civil Aviation Department. It will, further, appoint the person who is to receive the vehicle at Bucharest.

The Ministry of the Interior will immediately warn the subordinate authorities (prefectures, police stations, police agents) on the route to be followed, and will give them the instructions necessary to ensure rapid identification of the vehicle and assistance for it in case of need.

The Ministry of Communications (Postmaster-General's Office) will immediately arrange for and give priority to telegraphic and telephonic communications concerned with the above-mentioned transports.

The Ministry of the Army (General Staff) will immediately warn the frontier guards of the point where the frontier is to be crossed and also the probable day and hour of crossing. It will also warn the army corps and divisions on the route to be followed, so that they may render immediate assistance in case of necessity. Further, it will appoint a delegate to receive the vehicle at Bucharest in conjunction with the representative of the Ministry for Foreign Affairs.

*B. Special Measures for Air Transport.*

1. The General Staff will immediately notify the Inspectorate-General of Air Navigation of the arrival of the aircraft, its marks of identify and its proposed route.

2. The Inspectorate-General of Air Navigation will telegraph to the squadrons on the route of the aircraft to keep two passenger aeroplanes in readiness to provide transport to Bucharest in case of a forced landing or a landing ordered by the Government. In the case of night flights, the landing-grounds will be lit up by searchlights. A representative of the Inspectorate will await the aircraft at the Baneasa aerodrome.

3. Any aircraft flying to Roumania (with the exception of cases provided for under point 6) will land at Baneasa, the civil aviation airport, where it will be received by the three above-mentioned delegates of the Ministry for Foreign Affairs, the General Staff and the Inspectorate-General of Air Navigation.

When the formalities for the identification of the passengers on board the aircraft have been discharged, these persons will be conducted to the Ministry for Foreign Affairs. The aircraft and its crew will remain on the spot, and will receive all necessary technical assistance and supplies.

4. The Civil Aviation Department will be responsible for the landing of the aircraft by day and by night at the Baneasa airport, and will provide a hangar to shelter it, technical assistance and supplies. An aeroplane will be kept in readiness to continue the flight should the said aircraft find itself in difficulties.

5. The navigation regulations to be followed are those prescribed by Ministerial Decree No. 480, dated July 4th, 1929, published in the *Official Gazette*, No. 156, 1929, and the normal routes are the following :

(a) Belgrade - Bucharest, *via* Bazias - Berszarka - Turnu Severin-Craiova-Slatina ;

(b) Budapest-Bucharest, *via* Curtici-Arad-Lugoj-Turnu Severin-Craiova-Slatina ;

(c) Prague-Bucharest, *via* Halmi-Satu Mare-Cluj-Blaj-Sibiu-R. Valcea-Pitesti ;

(d) Warsaw-Bucharest, *via* Grigore Ghica Voda-Cernauti-Valea Siretului-Focşani-Buzau ;

(e) Sofia-Bucharest, *via* Nicopole-Bucharest or Prundul-Bellu-Bucharest ;

(f) Istanbul-Bucharest, *via* Prundul-Bellu.

Should any change be made in these regulations or routes, the Secretariat of the League will be notified by telegram at least twenty-four hours in advance.

6. If the Government should consider, in conformity with paragraph 9 of the Assembly resolution, that, for reasons of national security, aircraft should not fly over the national territory, the aircraft in question will be required to land at a frontier aerodrome, whence the flight will be continued by military or civil aircraft. At present, the following are the frontier aerodromes :

(a) For the western frontier : Satu Mare, Oradia and Turnu Severin ;

(b) For the southern frontier : Baneasa ;

(c) For the eastern and northern frontiers : Chisinau and Cernauti.

Generally speaking, aircraft would be forbidden to fly over the following areas of the national territory :

(a) The whole of Bessarabia, except the Husi-Chisinau corridor ;

(b) The whole of the Dobruja, except the Fetesti-Constanza corridor ;

(c) The whole of the Bukovina, except the corridor of the Warsaw-Bucharest air line ;

(d) The Sighet-Targu Lapuşului-Reteag-Somcuta Mare-Tarnava Mare zone ;

(e) The Peles Ardud-Jibou-Hida-Gilau-Buru-Zlatna-Hunedoara-Faget-Radna-Siria-Otlaca zone ;

(f) The Ghecea-Buzias-Visag-Brebul-Prigor-Orsova-Jam zone ;

(g) The Vintul de jos-Oralt-Jibot-Sibiselul-Vechi zone ;

(h) The Biia-Sighisoara-Homorod-Prejmer-Timisul de jos-Lisa-Cornatel-Micasasa zone.

7. Aircraft in transit will, in principle, be free to fly over Roumanian territory. However, the Government reserves its right, for reasons of national security and under paragraph 9 of the Assembly resolution, to request the aircraft to land at a landing-ground to be specified either immediately the Secretary-General's communication has been received, or by signals or wireless while the aircraft is still *en route*.

It is understood that, in this case also, all measures will be taken to ensure the transport of the passengers and the continuation of the flight with the maximum rapidity.

### 23. Spain.

April 23rd, 1931.

[*Translation from the Spanish.*]

The competent authorities are of opinion that it is possible to meet the wishes expressed by the League of Nations as to what steps should be taken to ensure at times of emergency the air transport necessary to enable the League to take rapid action to safeguard peace.

September 17th, 1931.

[*Translation from the Spanish.*]

As regards the second paragraph of the resolution adopted by the last Assembly, three separate cases should be taken into consideration :

1. The case in which Spain takes no part in the conflict. — It seems unnecessary to fix definite routes which the aircraft effecting transport of importance to the League of Nations would be bound to follow, with the sole exception of the following prohibited zones ; Ferrol-Cadiz-Cartagena-Rias de Pontevedra and Vigo-Tarifa-Algeciras-Ceuta and the Island of Minorca.

2. The case of a conflict between Spain and another country which is not a neighbour. — The following routes across the territory and that of the Spanish Protectorate in Morocco would be fixed :

(a) Larache or Melilla-Seville-Madrid-Barcelona-French frontier ;

(b) Larache or Melilla-Seville-Madrid-Pamplona-French frontier ;

(c) Larache or Melilla-Seville-Cáceres-Portuguese frontier ;

(d) Portuguese frontier - Cáceres - Madrid - Pamplona-French frontier ;

(e) Portuguese frontier-Madrid-Barcelona-French frontier.

3. The case of a crisis between Spain and a neighbouring country. — There should be suppressed from the above the route or routes to the frontier of the country in conflict with Spain.

For cases arising under this scheme, the following would be considered as frontier aerodromes : Barcelona and Pamplona on the French frontier and Cáceres on the Portuguese, where aircraft effecting transport on behalf of the League must land on entering Spain.

Should the Spanish Government find it necessary to introduce changes in the routes given above, it will inform the Secretariat of the League as quickly as possible.

In the case of forced landing at a frontier aerodrome, the Spanish Government would take all necessary steps to ensure as rapidly as possible the resumption of the transport by the aid of delegates, mail, etc. At the same time, the Spanish Government is ready, in the case of forced landing or accident on the way which makes it impossible for the journey to be continued, to take all necessary steps to ensure as soon as possible the continuation of the transport of the delegates, mail, etc.

#### 24. Sweden.

May 26th, 1932.

[Translation.]

In confirmation of the communications made to the Secretariat by the Swedish delegation to the twelfth Assembly of the League, the Swedish Government transmitted a document containing provisions regulating air navigation in Sweden, together with a number of maps<sup>1</sup> and a list of Customs aerodromes.<sup>2</sup>

<sup>1</sup> Kept in the Secretariat archives.

<sup>2</sup> See Annex.

In order to attain the object contemplated by the resolution of the Assembly, it would hardly appear necessary to prescribe routes fixed in advance for air transport which is of importance to the working of the League of Nations at times of emergency, and is effected through Swedish territory.

As far as Sweden is concerned, there is no objection in principle to the application of the aircraft regime as laid down in the resolution of the eleventh Assembly. In particular, an assurance is given that, in the event of compulsory landing at a frontier aerodrome, or a forced landing, or, in general, in all cases in which an aircraft is not in a position to continue its journey, all the necessary measures would be taken to ensure the continuation of the transport of delegates, mail, etc., as rapidly as possible.

The hope is expressed that the above statements will give an assurance that, in circumstances necessitating urgent communications with the League, the regime of air transport recommended by the eleventh Assembly may be applied immediately as far as Sweden is concerned.

#### Annex.

##### *Prohibited Zones.*

Air navigation over the following zones is forbidden unless a personal permit has been granted by the Government after examination of an application giving the reasons for which the permit is requested :

1. The Swedish zone to the east and north of a line starting from the national frontier pillar No. 272 to the Lake of Torne (Torne Träsk), following the north-eastern bank of the Lake of Torne and of the River Torne to Jukkasjärvi church, then the road leading to Gällivare as far as Mourjevaara inn, Sakajärvi farms and Nattavaara village ; then joining and following the eastern bank of the River Rane, to Storaholm farm, then the eastern bank of Holmsvattnet, up to and following the eastern bank of Degervattnet, and, from there, Ljusa station, following the Ljusa railway line up to Lulea station and continuing up to the tower of Svartöberget, and thence a straight line to the frontier, passing by the lighthouse of Rödkallen.

2. The zone situated around the fortress of Boden, bounded on the east by the Ljusa railway line at Lulea station, and elsewhere by straight lines connecting the following points : Nederlulea church, northern extremity of Krokvattnet, Brännberg station, northern extremity of Langsjön, western extremity of Inre Holsvattnet and Ljusa station.

3. The zone around the fortress of Hemsö, bounded by straight lines connecting the following points : extreme north-eastern point of the island of Storön, south-eastern point of Lungö (lighthouse), Aelandsbro station, Sprängviken station and Nora church.

4. The zone situated around the fortress of Vaxholm, bounded by straight lines connecting the following points : extreme western point of Blidö, extreme western point of Stora Möja, Yxhammarskubben (lighthouse), Fjärdhällan (lighthouse), extreme southern point of Hersö, the extreme western point of Ingarölandet (Höglevsudden), Bogesund castle and the interior of the bay situated immediately to the south-east of Bergshamra village. Nevertheless, aircraft may fly over this zone by day on condition that they do not rise to a height exceeding 500

metres and that they pass over it at a distance of not more than 1,500 metres horizontally from a line connecting the extreme northern point of Resarö, the straits between Söder Ljusterö and Hummelmoraö and the extreme south-eastern point of Husarö.

5. The zone situated around Harsfjärden, bounded by straight lines connecting the following points : extreme eastern point of Langgarn, extreme southern point of Kappellön, extreme southern point of Stora Skramsö, manor-house of Häringe and Oesterhaninge church.

6. The zone around the places known as Sälbadarna or Sälgrunden—composed of six islands very near each other, in latitude  $58^{\circ} 16' 10''$  N. and longitude  $17^{\circ} 5' 30''$  E., situated at 2.7 sea miles—say, 5 kilometres—to E.N.E. of the fishing village of Harstena, and 8 sea miles, or 14.8 kilometres, N.N.E. of Häradsjär lighthouse—a zone, bounded by a circle, having for centre the shoal farthest to the east of Sälbadarna, and a radius of 4 sea miles, or 7,408 metres ; nevertheless, flight over this zone is permitted on condition that aircraft remain at a height exceeding 2,000 metres.

7. The zone situated around the fortress of Karlskrona, bounded by straight lines connecting the following points : Jämjö church, the extreme southern point of Torhamn, Utlängan lighthouse, a point situated at latitude  $56^{\circ} 0' 50''$  N. and longitude  $15^{\circ} 29' E.$  being the junction point of two lines, one running true west from Utlängan lighthouse, and the other true south from Hasslö church, the extreme southern point of Gödde, Listerby church and Rödeby church.

8. The zone situated around the fortress of Aelvsborg, bounded by straight lines connecting the following points : Ryanabbe, extreme northern point of bay of Askimsviken (Valeviken) of Askimsfjorden, Brännö buoy (survey mark) and the southern point of Risholmen.

CUSTOMS AERODROMES.

*For Aeroplanes :*

|                                  | N. latitude           | E. longitude<br>(Greenwich<br>meridian) | Longitude<br>(Stockholm<br>meridian) |
|----------------------------------|-----------------------|---|--------------------------------------|
| Oestersund (Frösön) . . . . .    | $63^{\circ} 11' 45''$ | $17^{\circ} 59' 56''$                   | $3^{\circ} 34' W.$                   |
| Stockholm (Järfälla) . . . . .   | $59^{\circ} 24' 50''$ | $17^{\circ} 52' 30''$                   | $0^{\circ} 11' W.$                   |
| Linköping (Malmen) . . . . .     | $58^{\circ} 24' 20''$ | $17^{\circ} 59' 58''$                   | $3^{\circ} 32' W.$                   |
| Visby (Visborgs slätt) . . . . . | $56^{\circ} 44'$      | $18^{\circ} 16' 30''$                   | $0^{\circ} 13' E.$                   |
| Malmö (Bulltofta) . . . . .      | $55^{\circ} 36' 12''$ | $13^{\circ} 3' 30''$                    | $5^{\circ} W.$                       |
| Gothenburg (Torslanda) . . . . . | $57^{\circ} 42' 15''$ | $11^{\circ} 47' 15''$                   | $6^{\circ} 16' 15'' W.$              |

*For Seaplanes :*

|                                       |                       |                       |                         |
|---------------------------------------|-----------------------|-----------------------|-------------------------|
| Oestersund (Frösön) . . . . .         | $63^{\circ} 11' 20''$ | $17^{\circ} 59' 54''$ | $3^{\circ} 36' W.$      |
| Stockholm (Lindarängsviken) . . . . . | $59^{\circ} 20' 30''$ | $18^{\circ} 8'$       | $0^{\circ} 4' 30'' E.$  |
| Kalmar (Aengö) . . . . .              | $56^{\circ} 40' 15''$ | $16^{\circ} 22' 30''$ | $1^{\circ} 41' W.$      |
| Malmö (Industrial harbour) . . . . .  | $55^{\circ} 36' 12''$ | $13^{\circ} 1' 40''$  | $5^{\circ} 1' 50'' W.$  |
| Gothenburg (Torslanda) . . . . .      | $57^{\circ} 42' 15''$ | $11^{\circ} 47' 15''$ | $6^{\circ} 16' 15'' W.$ |

25. Switzerland.

May 2nd, 1932.

[Translation.]

The Federal authorities replied as follows :

I. Switzerland will grant facilities for the circulation of aircraft used for air transport of importance to the working

of the League of Nations as soon as it has received a communication from the Secretariat of the League regarding the state of emergency. As a rule, such facilities will extend only to aircraft whose passage over Swiss territory has been previously announced to the Swiss authorities by the Secretariat. Such aircraft must bear an identification mark. So long as aircraft are over Swiss territory they will be subject to Swiss regulations.

2. The extent of these facilities will vary according to whether the Federal Council has or has not ordered any restrictions on air traffic in view of the political situation at the time.

3. In so far as such restrictions have not been ordered, air traffic will be governed by conventional law. The aircraft of States which have not concluded any convention on air traffic with Switzerland will be placed on the same footing as aircraft of the most favoured nation, in so far as they are used for air transport of importance to the working of the League.

In application of the principles of conventional law, only civil aircraft registered in a State will be admitted (to the exclusion of military, police or Customs aircraft). An aircraft entering Switzerland must fly in a straight line to a Swiss Customs aerodrome. The departure of an aircraft must similarly take place from a Swiss Customs aerodrome. Traffic may also be carried on from the east, the north and the south to Geneva, or from Geneva in those directions.

4. If the Federal Council, with a view to national security, orders a restriction of air traffic, it will immediately notify the Secretariat of the League, which will provide for the transmission of such notification to the States concerned.

The aircraft mentioned under 1 and 3, effecting transport of importance to the working of the League, will be permitted to enter and leave Switzerland subject to the following restrictions :

Aircraft on entering Switzerland must land at the landing-places situated on the frontier where supervision facilities exist. These places must be reached by the shortest route. Instructions will be given to the aircraft for the continuation of the journey to Geneva ; if necessary, means of transport will be placed at their disposal at the expense of the League of Nations.

The departure from Switzerland must also take place from the above-mentioned landing-places situated on the frontier, and the shortest route must be taken to the frontier.

Certain facilities will be reserved, as an exception, for special cases. Aircraft must be equipped with telegraphy and with signalling appliances in order to prevent any misunderstanding and to ensure safety in the air. When an aircraft approaches the frontier, the crew must notify their presence by wireless.

Aircraft flying over Swiss territory may be given signals ordering them to land.

In view of these principles, traffic coming from abroad must proceed to the appointed landing-places and traffic from

Switzerland to foreign countries must leave from the same places, while traffic in the interior of the country will be regulated in each case by the instructions of the Federal authorities.

| Points of arrival<br>and departure    | Aeroplanes  | Seaplanes   |
|---------------------------------------|---|---|
| <b>From and to the territory of :</b> |   |   |
| 1. Germany .                          | Basle-Birsfelden (first-class Customs aerodrome) or Altenrhein (second-class Customs aerodrome)     | Customs landing-place at Altenrhein<br>A landing-place on the Rhine in the Basle district will also be considered |
| 2. France . .                         | Basle-Birsfelden (first-class Customs aerodrome) or Geneva-Cointrin (first-class Customs aerodrome) | Geneva (Eaux-Vives)   |
| 3. Austria . .                        | Altenrhein (Canton of St. Gall) second-class Customs aerodrome)                                     | Altenrhein  |
| 4. Italy . . .                        | The creation of a Customs aerodrome in the Ticino will be considered                                | Lugano  |

As a rule, landing must take place by day.

5. When an aircraft effecting transport of importance to the working of the League of Nations requires assistance, such assistance will be granted immediately in accordance with the instructions of the Federal authorities but at the expense of the League of Nations.

## 26. Turkey.

December 24th, 1933.

### [Translation.]

The Turkish Government would have no objection to authorising aircraft effecting transport of importance to the League of Nations to fly over Turkish territory, if they follow the usual air routes, provided, however, that particulars of the identity and horse-power of the aircraft in question and the identity of the passengers and crew are communicated to the competent authority a fortnight in advance. Arms and photographic apparatus belonging to the aircraft or its occupants would have to be sealed during the flight.

**27. Yugoslavia.**

July 23rd, 1931.

[*Translation.*]

The Yugoslav Government has no objections of principle to make with regard to the resolution adopted by the Assembly at its eleventh session, defining the regime applicable to aircraft effecting transport of importance to the League of Nations.

As regards the application of this resolution, the Yugoslav Government is of opinion that, (1) where aircraft registered in different States effect such transport, air communications should be provided, as far as possible, by aircraft and crews belonging to neutral (non-interested) States, and that (2) air communications by aircraft belonging to the League should be provided solely by crews of neutral (non-interested) nations.

[*Translation.*]

January 23rd, 1932.

The Government of Yugoslavia is, in principle, prepared to withdraw its original reservation regarding aircraft and motor vehicles<sup>1</sup> effecting transport duties of importance to the working of the League of Nations at times of emergency, according to which the crews of the said aircraft or motor vehicles must belong to neutral (non-interested) States. The Government, however, reserves the right to employ three kinds of supervision provided for the aircraft and motor vehicles in question and to exercise one of these three kinds according to the particular case.

All such aircraft must follow the routes fixed in advance in accordance with the "Regulations relating to the International Air Navigation of Civil Aircraft over the Territory of the Kingdom of Yugoslavia".<sup>2</sup> Any changes in the routes thus fixed will be communicated to the Secretary-General of the League of Nations without delay and by the most rapid means.

The supervision of the said aircraft will be effected at the aerodromes of Belgrade, Zagreb and Skoplje, or at such aerodromes as may from time to time be designated according to the requirements of the moment. The aircraft must therefore land at the above-mentioned aerodromes. If the Government for any reason whatsoever thinks fit not to authorise the continuation of the journey of the aircraft and crew, it will take all necessary steps to ensure the continuation of the air journey of the delegates by means of some other aircraft and crew. In the event of aircraft or motor vehicles being in difficulties during the crossing of Yugoslav territory, the Government will do all it can to help and assist the crew and passengers in order to ensure the continuation of the journey by the most rapid means, by placing other aircraft or motor vehicles, or other suitable means of transport, at their disposal.

<sup>1</sup> See Chapter IV, page 98.

<sup>2</sup> See Annex.

**Annex.**

**EXTRACT FROM REGULATIONS CONCERNING INTERNATIONAL AIR NAVIGATION BY CIVIL AIRCRAFT OVER THE KINGDOM OF YUGOSLAVIA.**

*Article 8. — Air Ports.*

The air ports in Yugoslavia open to international traffic shall be the following :

*Belgrade :*

Geographical position : Longitude 20° 24' E., latitude 45° 49' N.  
Site : The left bank of the Save, 2 kilometres west of the town of Zemun.

*Zagreb :*

Geographical position : Longitude 15° 59' E., latitude 45° 48' N.  
Site : The eastern outskirts of the town of Zagreb.

*Skoplje :*

Geographical position : Longitude 21° 28' E., latitude 41° 59' N.  
Site : The right bank of the Vardar, on the south-eastern outskirts of the town of Skoplje.

*Article 9.*

The above-mentioned air ports shall be deemed to be Customs air ports.

All aircraft coming from foreign countries or proceeding to foreign countries from Yugoslavia shall land at or take off from one of the above-mentioned air ports. An aircraft may land or take off outside the Customs air ports only if a special permit has been obtained from the Ministries of the Army and Navy and of Finance.

*Article 14.*

Aircraft coming from foreign countries or proceeding to foreign countries from Yugoslavia may cross the State frontier only at the points named in the permit issued for the flight.

*Article 15.*

Foreign aircraft may fly over the State frontier of Yugoslavia only above the following points :

- (a) Logatec (Italian frontier) ;
- (b) Maribor (Austrian frontier) ;
- (c) Subotica (Hungarian frontier) ;
- (d) Bela Crkva (Roumanian frontier) ;
- (e) Caribrod (Bulgarian frontier) ;
- (f) Djevdjelija (Greek frontier) ;
- (g) Debar (Albanian frontier).

*Article 16.*

Aircraft may fly over the frontier of the State only by day between sunrise and sunset. They must pass at a height such that persons on the ground may easily be able to distinguish the nationality and registration marks of the aircraft.

*Article 17. — Air Routes for Civil Aircraft.*

From the points at which they cross the State frontier to the Customs air ports and during the whole of their flight over Yugoslavia, aircraft may take only the following routes :

(a) Logatec-Ljubljana-Zagreb-Pozega-Djakovo-Sremska-Mitrovica-Belgrade ;

(b) Logatec-Ljubljana-Celje-Maribor ;

(c) Maribor-Zagreb-Belgrade ;

(d) Subotica-St. Becej-Belgrade ;

(e) Bela Crkva-Belgrade ;

(f) Caribrod-Pirot-Svrljig-Aleksinac-Paracin-Belgrade ;

(g) Djevdjelija-Skoplje-Koumanovo-Vranje-Leskovac-Prokuplje-Stalac-Jagodina-Mladenovc-Belgrade ;

(h) Debar-Gostivar-Skoplje, and thence by the route indicated above under (g).

As an exceptional measure, in bad weather and when the ceiling is low, and with a view to ensuring the safety of crews and passengers, flight over the riverside town of Slavonski Brod (on the Save) shall be permissible on the route mentioned under (a) and over the valley of the Nishava near the riverside town of Nish on the routes mentioned under (f), (g) and (h), and landing shall be permissible near the town of Slavonski Brod and on the " Trupalsko polje ", 10 kilometres north-west of Nish, in the case of a forced landing.

*Article 18.*

Flight over inhabited areas shall be permissible only at a height of less than 1,500 to 1,000 metres in the case of large towns and 500 metres in the case of smaller places.

*Article 19. — Prohibited Zones.*

Civil aircraft shall be forbidden to fly over the zones mentioned below :

(1) The whole of the zone within 50 kilometres of the State frontier ;

(2) The whole Adriatic coastline, between the Italian frontier (town of Susk) and the Albanian frontier (mouth of the Bojana river), including all islands and territorial waters ;

(3) Kamnik (Slovenia) ;

(4) Trbovlje (Slovenia) ;

(5) Mostar (Herzegovina) ;

(6) Kalinovik (40 kilometres south of the town of Serajevo in Bosnia) ;

(7) Slavonski Brod (on the Save) ;

(8) Osjek (20 kilometres west of the junction of the Drave and the Danube) ;

(9) Novi Sad ;

(10) Kragujevac (Serbia) ;

(11) Kraljevo (Serbia) ;

(12) Krousevac (Serbia) ;

(13) Nish (Serbia).

The above-mentioned places shall be held to include an area 15 kilometres wide around them.

## B. IDENTIFICATION OF AIRCRAFT EFFECTING TRANSPORT DUTIES OF IMPORTANCE TO THE WORKING OF THE LEAGUE OF NATIONS AT TIMES OF EMERGENCY.

It has already been recalled that the International Commission for Air Navigation (C.I.N.A.) was requested by the Transit Committee to make technical recommendations both with regard to the facilities to be granted to aircraft effecting transport duties of importance to the working of the League at times of emergency and the identification of such aircraft.

The Assembly, at its eleventh session, held in 1930, decided that "all detailed regulations regarding . . . identification marks on aircraft showing that they are on the service of the League . . . shall be laid down by the Council of the League of Nations after consulting the competent bodies". In July 1931, the Chairman of the Transit Committee submitted to the Council a proposal regarding these identification marks, which was in accordance with the recommendation made by the C.I.N.A.

The Council adopted the following resolution in September 1931 :

" The Council,

" Having regard to the Assembly resolution of September 30th, 1930, concerning the regime applicable to aircraft engaged in transport of importance to the League of Nations at times of emergency, according to which 'all detailed regulations regarding . . . identification marks on aircraft showing that they are on the service of the League . . . shall be laid down by the Council of the League of Nations after consulting the competent bodies' ;

" Decides, in accordance with the proposal made by the Advisory and Technical Committee for Communications and Transit, on the recommendation of the International Commission for Air Navigation, that the following measures should be adopted for the identification of national aircraft engaged in transport of importance to the League of Nations at times of emergency :

" National aircraft engaged in transport of importance to the League of Nations at times of emergency shall be identified by the inscription, under the normal nationality and registration marks, of a black horizontal stripe, easily effaceable, of the thickness of the letters constituting these marks and underlining them completely.

" For radio communications the aircraft shall retain its normal call sign, preceded and followed in radio-telegraphy by the Morse sign for 'underlining' (.-.-).

" In radiotelephony the normal call sign shall be used, preceded by the words 'League of Nations', replacing the name of the owner (company or private person).

" The abbreviated call sign, provided for in Article 14 of the General Regulations annexed to the International Radiotelegraphic Convention of Washington, shall be constituted :

" (a) In radiotelegraphy, by the first and last letters of the complete five-letter call sign ;

" (b) In radiotelephony, by the words 'League of Nations', replacing the name of the owner, followed by the last two letters of the registration mark.

"In order to harmonise the radiotelegraphic regulations with the above provisions, the Chairman of the Advisory and Technical Committee for Communications and Transit is requested to address to the International Bureau of the Telegraphic Union, through the Secretary-General of the League of Nations, proposals with a view to the adoption by the International Telegraphic and Radiotelegraphic Conferences of Madrid of such modifications as may be necessary in the General Regulations and the Additional Regulations annexed to the Radiotelegraphic Convention of Washington."

In the report of the Third Committee on communications of importance to the League of Nations at times of emergency, adopted by the Assembly at its 1931 session, the Third Committee noted that, with respect to the identification of aircraft, "the resolution adopted by the Council applies only to aircraft possessing a nationality. It was not considered fit to raise at this time the question of aircraft belonging to the League of Nations."

The appropriate measures were inserted in the General Regulations on Radiocommunications, annexed to the International Convention on Telecommunications, adopted in Madrid in 1932 and in force from January 1934.<sup>1</sup>

At the twenty-second session of the International Commission for Air Navigation, held in Lisbon in 1934, the modifications made at that time in the Regulations for the International Radioelectric Service of Air Navigation (C.I.N.A., 1931), included the same measures for the identification of aircraft effecting transport duties of importance to the working of the League that were incorporated in the General Regulations on Radiocommunications annexed to the International Convention on Telecommunications (Madrid 1932).

### C. LAY-OUT OF AN AERODROME NEAR THE SEAT OF THE LEAGUE.

A special Committee of Experts appointed by the Chairman of the Transit Committee, this latter Committee having been requested by the Council to study the question, examined in 1927 and in 1931, with the competent Federal and Cantonal authorities, the technical aspects of the question of the layout of an aerodrome near the seat of the League which would be suitable to accomodate aircraft effecting transport of importance to the working of the League at times of emergency.

The report of the 1931 session of the Committee of Experts was submitted to the Assembly in the same year. The Assembly noted that, while the technical examination of the question appeared to be concluded, it would seem that certain non-technical questions between the Swiss Federal Government and the Secretariat of the League had not yet been settled.

<sup>1</sup> Article 14, § 2 (e), § 3 (1) (a), (b), (2), "General Regulations on Radiocommunications," etc., pages 32 and 33, Berne, 1933.

The question remains on the agenda of the Transit Committee, which, at its eighteenth session, held late in 1933, noted a statement made by the Secretary-General of the Committee to the effect that the questions still outstanding related mainly to finance, because the Cointrin (Geneva) aerodrome could not be equipped in the manner desired unless the competent Swiss authorities or the League granted the necessary credits, an eventuality that was unlikely in the present circumstances. The Committee decided to suspend for the moment the studies relating to the installation of an aerodrome in the neighbourhood of the League, and to record this decision in the annual report on the work of the Communications and Transit Organisation to be transmitted to the fifteenth session of the Assembly (1934).

**CHAPTER IV. — MOTOR VEHICLES EFFECTING  
TRANSPORT DUTIES OF IMPORTANCE TO THE WORKING  
OF THE LEAGUE OF NATIONS AT TIMES OF EMERGENCY**

**FACILITIES TO BE GRANTED BY THE STATES  
MEMBERS.**

At its session held in September 1930, the Transit Committee, in a report to the Council, made certain recommendations with regard to motor vehicles effecting transport of importance to the working of the League at times of emergency, at the same time expressing the opinion that "the Assembly should be enabled immediately to give an opinion on the above views".

A draft resolution, based on the recommendations of the Transit Committee, outlining the regime applicable to motor vehicles, presented in a report of the Third Committee, was adopted by the Assembly in 1930.

**REPORT ADOPTED BY THE ASSEMBLY AT ITS ELEVENTH  
SESSION 1930.**

The observations made in Chapter III, beginning on page 13, with regard to air transport apply, *mutatis mutandis*, to motor transport. The resolution concerning motor transport adopted by the Assembly, which is reproduced hereinafter, provides that the Secretary-General shall inform by telegram the Government of the country to be traversed of the place where the frontier is to be crossed by a motor vehicle and the place of destination. In the Third Committee's report to the Assembly, it was mentioned that, if, in the course of the negotiations provided for between the Secretary-General and the Governments, certain Governments should agree that these communications should be made to them either by the Secretary-General or by the Government of the country from which the motor transport begins, the text should not be interpreted as opposing such an arrangement, which would be more elastic than that laid down in the draft resolution adopted in the same year by the Assembly.

RESOLUTION ADOPTED BY THE ASSEMBLY AT ITS ELEVENTH  
SESSION, 1930.

" The Assembly,

" Recalling that the Members of the League of Nations are under an obligation to facilitate by all the means in their power the working of the League :

" Adopts the following resolution :

" 1. It is necessary that Members of the League, in order to discharge the above-mentioned obligation, should afford all facilities for the circulation of motor vehicles effecting transport of importance to the working of the League of Nations in times of emergency by placing at their disposal, as far as possible, an official representative of the country, with power to facilitate the journey, the final choice of the route to lie with authorities of the country traversed.

" 2. Motor vehicles effecting transport of importance to the working of the League of Nations are motor vehicles used to convey agents of the League or persons entrusted by the League with a special mission, or League correspondence, or official representatives of States Members of the League, or delegations to the Council, Assemblies and Conferences of the League, and the correspondence of such representatives or delegations.

" 3. The motor vehicles defined above shall bear a distinctive identification mark, either a plate marked 'S.D.N.' or a flag. The driver and the persons conveyed must be in possession of official documents indicating their status and mission and signed by or on behalf of the Secretary-General of the League, or by or on behalf of the Minister for Foreign Affairs of the country sending the mission. The driver shall also be provided with a document furnished by the authorities of the country from which the vehicle starts, indicating the destination of the vehicle and the proposed route.

" 4. The Secretary-General of the League shall inform by telegram the Government of the country to be traversed of the place where the frontier is to be crossed and the place of destination, and will endeavour to indicate the time when the frontier will be crossed and the names of the driver and persons conveyed.

" 5. Should the motor vehicle find difficulty in continuing its journey as the result of an accident or an incident on the road, or should the journey by car be begun after the persons concerned have entered the country by some other means of transport, the Governments must endeavour to place at the disposal of the missions a suitable vehicle and the necessary drivers, this vehicle to be regarded, from the time it is placed at the disposal of such a mission, as effecting transport of importance to the League of Nations.

" 6. The above-mentioned vehicles must be provided with the regular road-traffic documents. Governments shall, nevertheless, be requested to allow them free passage even in the absence of Customs documents.

" 7. With a view to the application of the foregoing provisions, the Secretary-General of the League of Nations shall immediately undertake the negotiations which may be necessary with the Governments of the States Members of the League, and shall report to the next Assembly on the steps taken to ensure the execution of the present resolution."

REPORT ADOPTED BY THE ASSEMBLY AT ITS TWELFTH  
SESSION, 1931.

The Assembly adopted at its 1931 session the Third Committee's report on communications of importance to the League at times of emergency, which contained the following reference to the facilities to be granted to motor transport :

" At its eleventh session, the Assembly also adopted a resolution concerning the regime applicable to motor vehicles effecting transport of importance to the working of the League at times of emergency. The resolution provided that the matter should be generally governed in the same manner as that concerning aircraft. The Third Committee notes with satisfaction that the regime applicable to motor transport, as desired by the eleventh Assembly, could be put into operation immediately."

RESULT OF THE NEGOTIATIONS BETWEEN THE SECRETARY-  
GENERAL AND THE STATES MEMBERS.

The observations on page 18 of Chapter III, with reference to the result of the negotiations between the Secretary-General and the States Members on the aircraft regime, apply equally to the result of the negotiations on the motor transport regime.

1. Austria.

April 16th, 1931.

[*Translation.*]

The Austrian Government, whose attitude towards the resolution defining the regime applicable to motor vehicles is similar to that which it adopted in regard to the resolution concerning aircraft, is fully prepared to afford the motor vehicles in question the facilities necessary to enable them to travel through Austria as speedily as possible. In particular, the Austrian Government proposes, in accordance with the desire expressed in paragraph 1 of the resolution, to place at their disposal an official representative, provided that the telegraphic communication referred to in paragraph 4 reaches this Government soon enough to make it practically possible for it to detail one of its officials for that purpose. Furthermore, the Government will endeavour, should the motor vehicle be in difficulties (paragraph 5); to provide for a continuance of the journey of the persons conveyed therein by the most suitable and speedy means.

The Federal Government considers, however, that it must make a reservation as regards the nationality of the driver of the motor vehicle similar to that provided for in paragraph 9 of the resolution concerning the regime applicable to aircraft, and referring to aircraft manned by a crew of foreign nationality. For similar reasons, this Government would also attach importance to obtaining, in each individual case, the full details

provided for at the end of paragraph 4 of the resolution concerning the regime of motor transport as regards the driver and the persons conveyed.

As for paragraph 6 of the resolution, the Federal Government thinks it should reserve the right to notify its point of view later.

June 16th, 1931.

[*Translation.*]

With reference to its letter dated April 16th, 1931, in which the Austrian Government stated that it reserved its opinion with regard to paragraph 6 of the resolution concerning the treatment of motor-cars effecting transport duties of importance to the working of the League at times of emergency, the Government is prepared to grant vehicles of this category such Customs facilities as may be required by the circumstances of the case, provided their passage has been regularly notified to it in accordance with paragraph 4 of the resolution in question.

## 2. Belgium.

April 23rd, 1931.

[*Translation.*]

The Belgian Government would be prepared to take the following steps for the purpose of organising the regime of motor vehicles effecting transport of importance to the working of the League of Nations at times of emergency.

The following possibilities should be considered :

### 1. *Period of International Emergency preceding Mobilisation.*

*First case. — Delegates, nationals of foreign Powers, are obliged to pass through Belgian territory.*

Delegates, after being received at the frontier by the officials whose duty it is to supervise and control the crossing of the same, would be accompanied to the nearest permanent post in order that their official passes should be verified; they would then proceed to the place at which they are to leave the territory or to their destination within the territory.

The military authorities would detach a representative (an officer or an official) to accompany them, should they consider such a measure to be desirable.

*Second case. — Delegates who are Belgian nationals have to proceed to the seat of the League of Nations.*

The movement of Belgian delegates within the country would generally not give rise to any difficulty. Should, however, such a measure be necessary, the delegates might be escorted to the frontier should a request to that effect be submitted in sufficient time beforehand to the Department of National Defence.

*2. After Mobilisation has been decreed.*

*First case. — Foreign or Belgian delegates are called on to travel outside the army zone.*

Examination of passes and movement of delegates would be as set forth above (first and second cases in No. 1).

*Second case. — Foreign or Belgian delegates are required to travel in the zone of the armies or to cross that zone.*

After their passes had been checked by the nearest examining post, the delegates would be taken to the headquarters of the army corps operating in the zone which they had entered. They would then proceed either to the frontier or to the zone in the interior or to their destination, accompanied by an officer or a police official.

Should the motor vehicle effecting transport of importance to the working of the League of Nations be in difficulties as a result of an accident or incidents on the road, the escorting official would be able, on application to the nearest civil or military authorities, to obtain means of transport for the continuation of the journey.

Should the journey begin in the country as the continuation of a journey commenced by another means of transport, the delegates would be able to obtain a suitable vehicle and the necessary escorting personnel on application to the local military authorities—namely, the general headquarters in the army zone, the Commandant of the Province in the interior zone.

In order to increase the efficacy of these measures, it would be desirable for delegates of the League of Nations to be given a special pass. Furthermore, motor vehicles in the service of the League of Nations should be allowed to travel without a triptich and such vehicles should carry a flag and plate stamped by the League of Nations.

Lastly, it is desirable that the Government should be given sufficient notice of any journey to be made, and of the status, number and nationality of the persons concerned, their destination and the route that they desire to take.

**3. United Kingdom of Great Britain and Northern Ireland.**

June 29th, 1931.

His Majesty's Government in the United Kingdom will be prepared, if and when the need arises, to grant the facilities provided for in the resolution passed by the eleventh Assembly to motor vehicles effecting transport of importance to the working of the League at times of emergency.

**4. Bulgaria.**

February 24th, 1934.

[*Translation.*]

**A. Arrangements of a General Character affecting both Air and Motor Transport.**

(See Chapter III, page 26.)

**B. Special Arrangements for Motor Transport.**

1. Motor vehicles will be met at the frontier by official representatives (an officer and an official of the police directorate). The latter will accompany them during the whole of their journey in Bulgaria. For that purpose, a place must be reserved for him in the vehicle effecting the transport.

2. The route through the country may be changed for reasons of national security. For the same reasons, the driver and the delegates must not be nationals of any State with which Bulgaria may be in dispute.

Should such be the case, a Bulgarian chauffeur will be available at the frontier and will drive the vehicle through the country.

**5. Czechoslovakia.**

November 26th, 1931.

[*Translation.*]

A similar regime to that outlined in a communication of the same date regarding air transport will be applied to motor transport, provided that the arrival of the cars is notified in advance (see Chapter III, page 31). In case of transit across Czechoslovak territory, the route to be followed will be specified by the authorities of the country, who will also be entitled to appoint a representative to accompany the car.

December 14th, 1932.

[*Translation.*]

The communication of this date relating to air transport applies equally to motor transport (see Chapter III, page 32).

**6. Denmark.**

April 23rd, 1931.

[*Translation.*]

The Danish Government is prepared to exempt motor vehicles effecting transport of importance to the working of the League of Nations at times of emergency from third-party

insurance, provided that they are indicated as such by distinguishing marks ("S.D.N." plates or a flag). Further, the personnel of the frontier and Aliens Supervision Services will receive instructions to the effect that the persons referred to in the Assembly resolution accompanying such motor vehicles shall be allowed to enter the country and remain therein without having passports or visas. Orders will also be given to the Customs offices to allow the motor vehicles in question to enter the country without depositing security for Customs duties or submitting documents allowing them to pass, and to exempt the persons conveyed therein from Customs examination of their persons and baggage.

Furthermore, the Customs offices will receive instructions to exempt motor vehicles bearing the above-mentioned distinctive marks from the obligation to obtain permission to remain in the country when the driver of the vehicle proves his identity in accordance with the regulations and, furthermore, has in his possession the ordinary driving licence (international road and driving certificate).

#### **7. Estonia.**

April 11th, 1931.

[*Translation.*]

The Estonian Government has instructed the Ministries of Justice and the Interior, of Ways and Communications, of National Defence and of National Economy, by Decree dated March 31st, 1931, to put into effect in all their subordinate institutions the necessary arrangements for the application of the Assembly resolution on the regime of motor transport.

#### **8. Finland**

March 27th, 1931.

[*Translation.*]

The Finnish Government declares that, from the beginning, it has been very favourable to the project contained in the Assembly resolution on the regime of motor transport. Since the project has thereby acquired a certain stability, the Government is always prepared, generally speaking, to grant as wide facilities as possible to motor vehicles ensuring the communications necessary for the working of the League of Nations and employed in the manner specified in the above-mentioned resolution. In the Government's view, however, it is naturally self-evident that the motor vehicles in question will not be given more favourable treatment than national vehicles, with respect to supervision and other conditions.

In conformity with its favourable attitude as mentioned above, the Government considers that an attempt should be

made to make the system outlined in the resolution as homogeneous and as firm as possible ; in this respect, it will be desirable to proceed through the Secretariat, as far as it may be deemed necessary, to make special arrangements or agreements or other compulsory provisions between the States Members of the League of Nations. The Finnish Government is not convinced that it is necessary for Finland also to take special preliminary measures, since it is hardly likely that motor journeys of this kind will be numerous where Finland is concerned. But, should the Secretariat of the League consider that preliminary arrangements should be made with regard to Finland also, the Government desires to state that it is prepared to do so in order to provide a guarantee, even if a purely formal one, that Finland will facilitate in every way the journeys and the transport mentioned in the resolution and give the officials and delegates of the League the assistance provided for therein.

In cases where preliminary arrangements have been concluded with Governments, the Finnish Government considers that, in the interests of the efficiency of the projected system, special care should be taken to ensure that the provisions dealing with the method of continuing a journey that has been interrupted by accident or for any other reason are so fixed that, in every case, the journey may be continued without delay or hindrance.

In this connection, the Finnish Government begs to submit to the Secretary-General the question whether an attempt should not be made to arrive at such an arrangement that, apart from the Secretary-General, the Government of the country concerned may, in special cases, give notice of a journey direct to the country of transit, since such an arrangement would help to avoid delays which might be very dangerous in urgent cases.

#### 9. France.

February 26th, 1934.

[*Translation.*]

The introduction of the provisions adopted by the French Government in pursuance of the Assembly resolutions of September 30th, 1930, as well as Articles 2, 3, 5 and 12, refer both to air and motor transport (see Chapter III, page 40).

Article 11 of the French provisions refers solely to motor vehicles.

Motor vehicles used for communications of the League of Nations shall be allowed to cross the French frontier at all points normally fixed for such crossing.

If the Secretariat of the League of Nations has been unable for any reason, and particularly on account of urgency, to obtain in advance, through the French diplomatic or consular authorities, the regular traffic documents permitting the French

frontier to be crossed by a motor vehicle, any motor vehicle used for communications of the League of Nations shall be allowed to enter French territory on condition that, on crossing the frontier, it takes on board a French Commissioner. The latter shall perform the duties specified in Article 7 for Commissioners appointed to go on board aircraft. The use of this right is subject to the same conditions with regard to previous notice as those specified in Article 5 for aircraft.

#### 10. Germany.

April 20th, 1931.

[*Translation from the German.*]

The German Government is prepared, in accordance with the resolution adopted by the Assembly, to facilitate, so far as lies in its power, the movement of motor vehicles effecting transport of importance to the working of the League at times of emergency. With a view to carrying out the above-mentioned resolution, the German Government has contemplated the following measures, which might perhaps be made the basis of an agreement with the Secretary-General of the League :

1. The German Government regards it as necessary that notice of every proposed passage of League of Nations delegates through German territory by motor-car should be given to the German Government through the Ministry for Foreign Affairs.

The notification should indicate the identification marks of the motor-car, the names of the League of Nations delegates and persons accompanying them, the place and time at which they propose to cross the frontier, and their destination.

2. The points at which the frontier could be crossed would be the following : Lörrach, Trier, Aachen, Flensburg, Schneidemühl, Neu Bentschen, Gleiwitz, Schandau a.d. Elbe, Passau, Kufstein, Constance, and, in the case of East Prussia, Marienburg, Stallupönen, Deutsch-Eylau.

3. The German Government will send an official to accompany the car so as to ensure safe and speedy transit through German territory. This official will meet the car at the point at which it crosses the frontier and directs its journey in accordance with the instructions of the German Government.

4. The German Government would have no objection to such cars being given a special identification mark and a special flag.

Should the League of Nations propose a special flag, it would be necessary to enquire into the possibility of such a flag being confused with similar national flags or German flags indicating commanding officers' cars. The use of a special flag will not, however, be of any great practical importance, so long as the car is accompanied by an official representative.

5. The League of Nations delegates and persons accompanying them must carry a League of Nations pass, making it possible to establish their identity and, furthermore, indicating the duty with which they are entrusted by the League, the place at which they are to cross the frontier and their destination.

6. The car must carry the identification marks laid down by the International Convention on Motor Traffic of April 24th, 1926, and the driver must be in possession of the international certificate provided in that Convention for the car and its driver.

7. The German Government is prepared to dispense with a deposit in respect of Customs duty on the car and to refrain from collecting the motor vehicle tax, on condition that motor traffic in these special cases is treated in the same way in other countries.

8. Should the car be prevented from continuing its journey as the result of an accident or other occurrence, the German Government will take steps to provide another suitable car and the necessary personnel so that the journey may be continued. The official representative accompanying the car will receive instructions to this effect.

9. Should the delegates of the League of Nations have begun their journey by another means of transport (railway or aircraft) and have to continue it in Germany by motor-car, the German Government will, if possible, supply a suitable car with personnel. In such cases, the German Government must be given sufficient notice of the arrival of the League of Nations delegates and of their wishes in respect of the continuation of their journey.

The conditions laid down under Nos. 1 to 6 in respect of the transport of League of Nations delegates by motor-car would also apply to the cases dealt with under Nos. 8 and 9.

## 11. Greece.

April 9th, 1931.

[*Translation.*]

The Hellenic Government is prepared to subject motor vehicles effecting transport of importance to the working of the League at times of emergency to the regime defined in the resolution adopted by the Assembly.

The Hellenic Government considers that there can only be one interpretation of paragraph 4 of the above-mentioned resolution in conformity with the principles laid down as to the definite choice of the route in the first paragraph of the same resolution—namely, that the point where the frontier is crossed shall be chosen only from among the points where access is authorised by “the Government of the country to be traversed”.

## 12. Hungary.

April 23rd, 1931.

[*Translation.*]

The Hungarian Government is prepared to afford all facilities for the circulation of motor vehicles effecting transport of importance to the working of the League of Nations at times of emergency and to place at their disposal an official representative of the country with powers to facilitate the journey.

In order to make it possible to delegate such a representative, it is desirable that the Secretary-General should communicate the place and date of arrival at the frontier to the Hungarian Government by telegram at least twenty-four hours beforehand.

The Hungarian frontier may be crossed at the following points : Oroszvár (Hegyeshalom), Sopron, Szentgotthárd, Murakeresztur, Gyékényes, Magyarbóly, Kelebia (Horgos), Szeged, Gyula, Biharkeresztes, Beregsurány, Sátoraljaujhely Hidasnémeti, Szob and Komárom.

The Hungarian Government considers it desirable that the official documents in possession of the driver and the persons conveyed, signed by, or on behalf of, the Secretary-General of the League, or by, or on behalf of, the Minister for Foreign Affairs of the country sending the mission, should be visaed by the Hungarian Diplomatic Mission accredited to the League of Nations or by the Hungarian diplomatic representatives accredited to the Government in question.

The Hungarian Government considers it to be indispensable that the names of the driver and of the persons conveyed should be communicated to it.

Should the motor vehicle find difficulty in continuing its journey as a result of accidents or incidents on the road, or should the journey by car begin in Hungary as the continuation of a journey begun by some other means of transport, the Hungarian Government is prepared to place at the disposal of the missions a suitable vehicle and the necessary drivers.

## 13. Italy.

August 25th, 1931.

[*Translation from the Italian.*]

The Italian Government is prepared to accord all necessary facilities for the circulation of motor vehicles effecting transport of importance to the working of the League of Nations, in connection with which it will have received the necessary information from the Secretariat of the League.

The Italian Government will place at the disposal of every such vehicle or group of vehicles a person under its orders instructed to accompany it on its journey, to indicate what

route has been prescribed by the Italian authorities and to make certain that the facilities granted are in fact made available.

The Italian Government is ready to come to an agreement with the Secretary-General as to the manner in which the principles set forth above are to be carried into effect.

**14. Latvia.**

April 17th, 1931.

[*Translation.*]

Having no objection to the provisions of the resolution on the regime of motor transport, the Latvian Government declares itself prepared, should the necessity arise, to facilitate, as far as possible, the passage across Latvia of motor vehicles effecting transport of importance to the League.

**15. Lithuania.**

June 25th, 1931.

[*Translation.*]

The Lithuanian Government is prepared to apply the regime defined in the Assembly resolution to motor vehicles effecting transport duties of importance to the working of the League at times of emergency. The Lithuanian Government wishes, however, to point out that "the place where the frontier is to be crossed", regarding which "the Secretary-General of the League shall", according to paragraph 4 of the resolution, "inform by telegram the Government of the country to be traversed", must be one of the places where the latter Government permits crossing to be effected.

**16. Netherlands.**

July 2nd, 1931.

[*Translation.*]

The Netherlands Government would be prepared to take the following steps to carry out the resolution relating to the regime applicable to motor vehicles adopted by the Assembly :

I. The Netherlands Government is prepared to afford all facilities for the circulation of motor vehicles effecting transport of importance to the working of the League of Nations at times of emergency by placing at their disposal, as far as possible, an official representative of the country, with powers to facilitate the journey, the final choice of the route to lie with the authorities of the country traversed.

2. The Netherlands Government has no objection to regarding as motor vehicles effecting transport of importance to the working of the League, motor vehicles used to convey agents of the League or persons entrusted by the League with a special mission, or League correspondence, or official representatives of States Members of the League, or delegations to the Council, Assemblies and Conferences of the League, and the correspondence of such representatives or delegations.

3. As regards the proposal that motor vehicles defined above shall bear a distinctive identification mark, either a plate marked "S.D.N." or a flag, the Netherlands Government would prefer that, next to the plate marked "S.D.N."; the vehicle should, at any rate, bear a flag, so as to make it possible to recognise the vehicle from a certain distance as one effecting transport for the League of Nations. The Netherlands Government agrees that the driver and the persons conveyed must be in possession of official documents indicating their status and mission and signed by, or on behalf of, the Secretary-General of the League, or by, or on behalf of, the Minister for Foreign Affairs of the country sending the mission.

4. It would be necessary for the Secretary-General of the League to inform, by telegram, the Netherlands Government of the place where the frontier is to be crossed and the place of destination and, if possible, to indicate the time when the frontier would be crossed and the names of the driver and persons conveyed.

5. Should the motor vehicle find difficulty in continuing its journey as the result of an accident or an incident on the road, or should the journey by car be begun after the persons concerned have entered the country by some other means of transport, the Netherlands Government would be prepared to place at the disposal of the missions a vehicle belonging to the Government and the necessary drivers. This vehicle would bear the flag mentioned above. Should the vehicle effecting transport for the League be unable to continue its journey owing to a serious accident, the Netherlands Government would convey the persons concerned to the frontier in a Government vehicle.

6. The above-mentioned vehicles must be provided with the regular road traffic documents. In the absence of Customs documents and at the request of the Secretary-General, the Netherlands Government would take the necessary steps to allow the vehicles to pass the frontier.

7. The Netherlands Government is prepared to examine any measures which the Secretary-General may suggest to the Governments in virtue of paragraph 7 of the Assembly resolution.

**17. Norway.**

June 16th, 1931.

The Norwegian authorities see no objection to the carrying out of the resolution adopted by the Assembly on the regime of motor vehicles effecting transport duties of importance to the working of the League at times of emergency.

The necessary assistance will be given by the Chief Engineers under the Directorate of Roads, by the public automobile experts and by the police and Customs officials at the frontier stations.

**18. Poland.**

May 27th, 1931.

[*Translation.*]

The Polish Government thinks that the provisions regarding persons conveyed by motor vehicles effecting transport of importance to the working of the League should be worded in the same way as in paragraph 7 of the resolution regarding air transport—namely, that the Secretary-General only should be entitled to notify the journey of persons entrusted with a mission by the League of Nations.

**19. Portugal.**

April 21st, 1931.

[*Translation.*]

The Portuguese Government declares itself in agreement with the measures proposed by the Assembly resolution concerning the regime applicable to motor vehicles effecting transport of importance to the working of the League at times of emergency permitting the temporary entry of motor vehicles without formality as soon as the Ministry for Foreign Affairs has given the necessary preliminary notification to the Customs and other authorities by describing the vehicles, so that they may be identified.

**20. Roumania.**

April 2nd, 1931.

[*Translation.*]

*A. General Measures for Air and Motor Transport.*

(See Chapter III, page 67.)

*B. Special Measures for Motor Transport.*

1. The vehicle will be met at the frontier by an official representative (officer or official), who will accompany it while

in Roumanian territory. A seat will accordingly be reserved for him in the vehicle.

2. The route across the country may be modified for reasons of national security.

3. For the same reasons, the driver of the car must not belong to a State with which Roumania may happen to be in conflict. In such a case, a Roumanian driver, if the Government deems it necessary, will hold himself in readiness at the frontier and will be responsible for transport through the country.

## 21. Sweden.

March 23rd, 1931.

[*Translation.*]

As far as Sweden is concerned, there is no reason why the proposed motor transport regime should not be put into force. It will, perhaps, be necessary to obtain explanations and further details on certain points at the time of the proposed negotiations between the Governments and the Secretariat, with a view to the promulgation of national regulations in execution of the above-mentioned resolution.

## 22. Switzerland.

September 18th, 1931.

[*Translation.*]

The Swiss Government ventures to remind the Secretary-General that the representative of the Federal Council on the Third Committee of the Assembly, when accepting this resolution, made the general reservation that the grant of facilities should not in any way prejudice the neutrality of Switzerland. This consideration would guide the Government in any application of the resolution in question. It will do everything in its power to facilitate motor transport of importance to the working of the League, but this would not imply in any way the abandonment of Swiss neutrality as recognised by the Declaration of London.

In accordance with the wishes expressed by the Secretary-General, the competent Federal authorities have given careful consideration to the carrying out of this resolution, should occasion arise, and submit the following observations :

The provisions of paragraph 1 of the resolution, to the effect that the Government whose country is crossed should, whenever possible, place an official representative at the disposal of the motor vehicles, are clearly of great utility. A measure of this

nature would be indispensable in the event of mobilisation, or if the car had to pass through an army zone. The country crossed should itself be able to arrange for the car to be accompanied by a representative.

Paragraph 6 provides that motor vehicles effecting transport of importance to the working of the League at times of emergency must be provided with the regulation road traffic documents. In so far as the State to be crossed is a party to the International Convention on Motor Traffic of April 24th, 1926, these documents might be the international traffic and driving permits. In the case of a State not party to this Convention, the regulation documents would be the national traffic and driving permits. It would further be advisable that the motor vehicle should carry its number plates, and, if the State to be crossed is a party to the Convention of 1926, the distinguishing mark of its country of origin.

Paragraph 6 also requests the Governments to allow free passage to motor vehicles even in the absence of Customs documents. In order to facilitate Customs formalities and to avoid any loss of time to the travellers, the telegraphic information to be supplied by the Secretary-General under paragraph 4 might be supplemented. The Secretary-General might also notify, for the information of the Customs authorities, the mark and police number of the car.

There remains the question of bearing the expenses involved. This aspect of the question, although of secondary importance, might well be discussed between the Secretariat and the various Governments. The Swiss Government is inclined to consider that, as a general rule, the country crossed should bear any additional expenses the mission might have to incur as a result of a decision by the authorities of that country. If, on the other hand, the journey had to be interrupted for reasons unconnected with any action by the country crossed, the cost involved would have to be borne by the League of Nations, or by the State on whose behalf the mission was undertaken.

### 23. Turkey.

December 24th, 1933.

[*Translation.*]

Motor vehicles effecting transport duties of importance to the working of the League of Nations at times of emergency would be subject to the same treatment as aircraft and to the same conditions as regards particulars required, arms and photographic apparatus. In the case of motor transport, however, the previous information should show, besides the particulars required from aircraft, the places at which the vehicles intend to stop on the various stages of the journey.

**24. Yugoslavia.**

July 23rd, 1931.

[*Translation.*]

The Yugoslav Government would be prepared to accept the Assembly resolution on the regime applicable to motor transport, with the following reservations :

Where motor vehicles registered in different countries or belonging to the League of Nations are employed on behalf of the League of Nations, the drivers and staff engaged in such transport should be of neutral (non-interested) nationality.

January 23rd, 1932.

[*Translation.*]

The communication of this date withdrawing the above-mentioned reservations applies equally to air and motor transport (see Chapter III, page 76).

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## CHAPTER V. — TELECOMMUNICATIONS WITH THE SEAT OF THE LEAGUE.

### A. THE LEAGUE WIRELESS STATION.

As early as 1926, the Council requested the Transit Committee to examine the question of placing eventually a radio-telegraphic station at the disposal of the League to enable it to communicate independently with the greatest possible number of States Members.

At its 1929 session, the Assembly adopted the following resolution :

“ The Assembly,

“ Desiring that the League of Nations should have means at its disposal, and under its direct management, at any rate in times of crisis, for independent radio-telegraphic communication with as many Members of the League as possible ;

“ Being desirous of facilitating at all times relations between the League of Nations and its Members, more particularly those at a distance from the seat of the League :

“ Instructs the Secretary-General to take the necessary steps for the provision, as early as possible, of a radio-telegraphic station, comprising, in any case, a post with a worldwide radius so far as this may be technically possible, in conformity with the proposals submitted to the Assembly by the Communications and Transit Committee.

“ The Swiss Government can be represented at this station in times of emergency by an observer, whose duties would be as laid down in the Council's resolution of March 9th, 1929.

“ The Assembly declares that the use of this station by the League of Nations in times of emergency can in no case be invoked against Switzerland as affecting her international responsibility.”

In Article I of the agreement between the Swiss Federal Council and the Secretary-General concerning the establishment and operation in the neighbourhood of Geneva of a wireless station, signed in 1930, “ Radio-Nations ” is defined as “ a wireless station, destined chiefly to meet the needs of the League of Nations in normal times and to ensure independent communications to the League at times of emergency ”. It is laid down that “ the ‘ Radio-Nations ’ station shall be operated in normal times by the ‘ Radio-Suisse ’ and, in times of emergency, shall pass under the exclusive management of the League ”.

The highly important radio-telegraphic and radio-telephonic services rendered to the League by “ Radio-Nations ” since its inauguration in February 1932, coincident with the opening of the Conference for the Reduction and Limitation of Armaments, especially in connection with certain disputes between States under the consideration of the League in 1932, 1933 and 1934, guarantee its effectiveness in the event of an emergency.

The wireless station has fulfilled all expectations and notably with regard to the rapid communication of important documents and in providing facilities for direct contact between the delegations of certain extra-European countries and their Governments, or the public opinion of their countries.

Regular radio-telegraphic communications are at the present time maintained with the Argentine, Brazil, China and Japan, while successful communications have also been made with Australia and the United States of America, more particularly with the latter country.

Satisfactory radio-telephonic conversations have been held with North and South America, China and Japan. Bilateral radio-telephonic communications have been made on several occasions with vessels in the port of Shanghai.

"Radio-Nations" is equipped to communicate with any extra-European country and could, in the event of a European crisis, as has already been ensured by successful experiment, effect communications with any European country, with the equipment of "Radio-Suisse".

The Information Section of the Secretariat of the League, as from September 1932, has broadcast a regular weekly bulletin dealing with the activities of the League of Nations. Recently a similar service was undertaken by the International Labour Organisation.

## B. TELEGRAPHIC COMMUNICATIONS.

In accordance with the proposals made by a special committee of the Transit Organisation, which were duly communicated by the Secretary-General of the League to the Conference on Telecommunications which met in Madrid in 1932, provisions were included in the Telegraphic Regulations annexed to the International Convention on Telecommunications under which telegrams regarding the application of Articles 15 and 16 of the Covenant, exchanged in case of a threat of war, between the President of the Council of the League or the Secretary-General, on the one hand, and a Minister member of a Government, a member of the Council of the League or a member of a mission despatched by the Council, on the other hand, would be granted priority over Government priority telegrams.<sup>1</sup>

In the report of the Second Committee on the work of the Transit Organisation between the thirteenth and fourteenth sessions of the Assembly, adopted by the Assembly in October 1933, it is stated that "in view of the consistently expressed desire of the Members of the League that communications with Geneva at times of emergency should be facilitated, it is clear that this new provision is to be taken as applying generally to any telegraphic communication at times of emergency, whatever article of the Covenant may be invoked".

<sup>1</sup> Article 78, § 4, Telegraphic Regulations, etc., page 97; Berne, 1933.

### C. TELEPHONIC COMMUNICATIONS.

Since the establishment of the League, telephonic communications between Geneva and the European States have been improved and extended materially, at the present time there being telephonic connections with all European countries except Albania. Furthermore, connections are available with a number of extra-European countries, including the following :

|            |                     |                          |
|------------|---------------------|--------------------------|
| Algeria    | Guatemala           | Panama                   |
| Argentine  | Indo-China          | Peru                     |
| Australia  | Mexico              | Philippines              |
| Brazil     | Morocco (French and | Siam (Bangkok)           |
| Canada     | Spanish (Ceuta))    | Syria                    |
| Chile      | Netherlands Indies  | Tunisia                  |
| Colombia   | New Zealand         | Union of South Africa    |
| Costa Rica | Nicaragua           | United States of America |
| Cuba       | Palestine           | Uruguay                  |
| Egypt      |                     | Venezuela                |

It has not been found necessary to provide for special measures at times of emergency.