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of the  
PROVISIONS CONCERNING THE TRANSPORTATION  
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<sup>1</sup> See French text, pp. 3293-3299.

PROVISIONS CONCERNING THE TRANSPORTATION OF  
REGULAR MAILS BY AIR

CHAPTER I.

General Provisions.

ARTICLE 1.

*Articles of correspondence admitted to air transportation.*

1. There are admitted to air transportation, over all or part of the route, all the articles designated in Article 35 of the Convention, as well as money orders, collection orders, and subscriptions by mail. Such articles which, in that case, are known as *air-mail correspondence*, are divided into articles for which a special air-transportation surcharge is collected (surcharged articles), and those for which such a charge is not due (unsurcharged articles).

*Ante*, p. 3319.

2. The articles mentioned in Article 35 of the Convention may be submitted to the formality of registration and be sent C. O. D.

Registration, etc.

3. Insured letters and boxes may also be transported by air in relations between countries which agree to exchange articles of that kind by that route.

Insured letters and boxes.

4. Surcharged air-mail articles shall be marked very clearly on the front with the words "*Par Avion*" or a similar indication in the language of the country of origin.

Marking.

ARTICLE 2.

*Freedom of transit.*

The freedom of transit provided for in Article 28 of the Convention is guaranteed to air-mail correspondence throughout the territory of the Union, whether or not the intermediate Administrations take part in the forwarding of the correspondence.

*Ante*, p. 3318.

ARTICLE 3.

*Forwarding of air-mail correspondence.*

1. Administrations which make use of communications by air for the transportation of their own surcharged air-mail correspondence are bound to forward by those same routes the surcharged air-mail correspondence received by them from other Administrations. The same applies to unsurcharged air-mail correspondence, provided the available capacity of the planes permits it.

2. Administrations having no air service forward air-mail correspondence by the most rapid means utilized by the mails. The same applies if, for any reason, forwarding by such other means offers advantages over an existing air route.

Administrations  
without air service.

Routing.

3. If occasion arises, account is taken of the indications of routing placed on surcharged air-mail articles by the senders, provided the routing asked for is normally utilized for the transportation of mails on the stretch concerned, and that dispatch by such route does not result in considerable delay in the arrival of the articles at destination.

4. Closed air-mail dispatches shall be sent by the route requested by the Administration of the country of origin, provided that such route is utilized by the Administration of the transit country for the transmission of its own dispatches.

5. In order to establish the most suitable route, the office of origin may send to the office of destination of the dispatch a trial bulletin in accordance with Form AV 1 hereto appended; the bulletin must be included in the dispatch and attached to the letter bill. The trial bulletin, duly filled out, shall be returned to the office of origin by the first available air mail.

Accidents.

6. When, as the result of an accident occurring en route, a plane can not continue its trip and deliver the mail at the stops scheduled, the personnel on board shall deliver the dispatches to the post office nearest to the place of the accident or the one best qualified to reforward the mails. If the personnel is prevented from doing this, the post office concerned, after being informed of the accident, shall make every possible effort without delay to take delivery of the mail. The dispatches must be forwarded to the offices of destination by the most rapid means after determining the condition of the correspondence and reconditioning it if damaged.

7. The circumstances of the accident and the facts determined shall be reported by bulletin of verification to the offices of destination of the dispatches involved; a copy of the bulletin shall be sent to the office of origin of the dispatches. In addition, the Administration of the country to which the air line belongs shall advise the Administrations concerned by telegram of all the particulars of the disposal of the mail.

## ARTICLE 4.

*Air transportation over part of the route only.*

1. Unless practical difficulties would result therefrom, the sender may request that his surcharged correspondence be dispatched by air over only a part of the route.

2. When he exercises this option, the sender shall indicate on his surcharged correspondence in the language of the country of origin and in French: "*Par avion de ----- à -----*" (By air mail from ----- to -----). At the end of the air transmission, the "*Par Avion*" labels mentioned in Article 24 hereafter, as well as the special notations, shall be crossed out by means of two heavy transverse lines.

Post, p. 3412.

## ARTICLE 5.

*Rates and general conditions for acceptance of air-mail correspondence.*

1. Surcharged air-mail articles are liable, in addition to the regular postage rates, to a special surcharge for air transportation, the amount

Aerial surcharges.

of which shall be fixed by the Administration of the country of origin. Subject to the provisions of Section 7, the aerial surcharge is also due for air-mail articles which enjoy the franking privilege by virtue of Article 52, Sections 2 to 4 of the Convention.

*Ante*, p. 3326.

2. In relations considered as services of class A (Article 14, Section 9, hereafter), letters and post cards, with or without registration or C. O. D. charges, as well as money orders and collection orders, are transported by air without collection of air surcharges if the route to be traversed does not exceed 2,000 kilometers and if their delivery will be advantageously accelerated by air dispatch. The Administrations shall advise one another of the countries for which the dispatches mentioned are sent by air.

*Post*, p. 3407.

3. In relations between countries of Europe, in appropriate cases, the surcharge amounts to 7½ centimes per 20 grams at most regardless of the distance.

4. The maximum amounts of air-transportation surcharges due for each unit of weight of 20 grams and for each air distance of 1,000 kilometers are shown below:

Distances 1	Letters, post cards, money orders and collection orders 2	Other articles of corre- spondence not men- tioned in Column 2 3
CLASS A AIR-MAIL SERVICE		
Up to 2,000 kilometers-----	-----	7½ centimes
Over 2,000 kilometers-----	7½ centimes	7½ centimes
CLASS B AIR-MAIL SERVICE		
All distances-----	15 centimes	15 centimes

5. The surcharges fixed according to Section 4 shall be uniform for all the territory of a country of destination, regardless of the route used.

Articles other than letters, etc.

6. For articles other than letters, post cards, money orders and collection orders, the surcharges collected by application of Sections 2 to 5 may be reduced to a minimum of one-fifth.

Optional collection of surcharge.

7. Administrations have the option of not collecting any surcharge for air transportation, on condition that they inform the country of destination and that a previous agreement has been made with the transit countries.

Prepayment.

8. The surcharges shall be prepaid at the time of mailing.

9. The surcharge for a reply post card is collected separately for each half at the place of mailing of each of those halves.

*Ante*, p. 3325.

10. Air-mail correspondence is prepaid under the conditions fixed by Articles 50 and 51 of the Convention. However, regardless of the nature of such correspondence, the prepayment may be represented by a handwritten notation, in figures, of the sum collected, expressed in money of the country of origin, in the following form, for example: "Taxe perçue (postage collected): Dollars cents"

That notation may appear either in a special hand-stamp impression or on a special adhesive stamp or label, or, even, it may be simply indicated on the address side of the article by any process whatever. In all cases, the notation shall be supported by the date stamp of the office of origin.

#### ARTICLE 6.

##### *Unprepaid or insufficiently prepaid air-mail correspondence.*

1. In case of total lack of prepayment, air-mail correspondence is treated in accordance with the provisions of Articles 37 and 38 of the Convention. Articles whose prepayment at the time of mailing is not obligatory are sent by the ordinary means.

*Ante*, p. 3322

2. In case of insufficient prepayment, surcharged air-mail correspondence is sent by air when the postage paid represents at least the amount of the air-mail surcharge. The Administrations of origin have the option of sending such correspondence by air when the postage paid represents at least 25 percent of the amount of the air surcharge.

3. The provisions of Article 38 of the Convention are applicable in regard to the collection of charges not paid at the time of mailing.

4. When surcharged articles mentioned in Section 2 are sent by ordinary means, the office of mailing or the exchange office shall cross out by means of two heavy transverse lines the *Par Avion* label and all notations relative to the air transportation, and indicate briefly the reason for transmission by the ordinary means.

#### ARTICLE 7.

##### *Delivery of air-mail correspondence.*

1. Air-mail correspondence is delivered as rapidly as possible, and shall at least be included in the first delivery following its arrival at the office of destination.

2. Senders have the option of requesting delivery at the addressee's residence by special carrier immediately after arrival, by paying the special-delivery fee provided for by Article 47 of the Convention. That option exists only in relations between countries which have organized the special-delivery service in their reciprocal relations.

Special-carrier service.

*Ante*, p. 3324.

3. When the regulations of the country of destination permit, addressees may ask the office charged with the delivery to have air-mail correspondence addressed to them delivered to them upon arrival. In that case, the Administrations of destination are authorized to collect, at the time of delivery, a special fee which may not be higher than the special-delivery fee provided for by Article 47 of the Convention.

4. For additional compensation, Administrations may, after agreement, undertake delivery at the residence of the addressee by special means; for example, by the use of pneumatic tubes.

Special means.

## ARTICLE 8.

*Redirection and return of air-mail correspondence.*

1. Air-mail correspondence addressed to persons who have changed their residence is forwarded to the new destination by means ordinarily employed, unless the addressee has expressly requested redirection by air mail and has paid the forwarding office the aerial surcharge for the new route in advance. Undeliverable correspondence is returned to origin by means ordinarily employed.

2. If redirection or return of surcharged correspondence is effected by the ordinary means, the *Par avion* label and all notations relative to transmission by the air route shall be crossed out by means of two heavy transverse lines.

## CHAPTER II.

**Registered or Insured Articles.**

## ARTICLE 9.

*Registered articles.*

Registered articles for which a special surcharge for air conveyance has been collected are subject to the postage rates and general conditions for acceptance provided for by the Convention. They are also liable to the same air surcharges as ordinary articles.

## ARTICLE 10.

*Return receipt.*

Each Administration is authorized to consider the weight of the return receipt form in computing the air surcharge.

## ARTICLE 11.

*Responsibility.*

Administrations assume, in regard to registered articles sent by the air route, the same responsibility as for other registered articles.

## ARTICLE 12.

*Insured articles.*

1. Administrations which accept insured articles for transportation by air mail are authorized to collect, on account of such articles, a special insurance fee, the amount of which they are to fix. The sum of the ordinary insurance fee and the special fee shall not exceed double the limit fixed by Article 3, letter (c), of the Agreement concerning insured letters and boxes.

2. As for insured articles passing in transit in closed mails through the territory of countries not adhering to the aforesaid Agreement, or passing in transit through air services for which the countries concerned do not accept responsibility for insured articles, the responsibility of those countries is limited to that provided for registered articles.

## CHAPTER III.

## Allocation of Air Surcharges. Transportation Charges.

## ARTICLE 13.

*Allocation of surcharges.*

Each Administration retains the whole of the air surcharges which it has collected.

## ARTICLE 14.

*Air-transportation charges for closed mails.*

1. The provisions of Article 67 of the Convention concerning transit charges apply to air-mail correspondence only for its transmission, if any, by land or sea.

*Ante*, p. 3333.

2. The air-transportation charges for air-mail articles sent in closed dispatches are collectible from the Administration of the country of origin.

3. Every Administration which assures the transportation of air-mail correspondence by the air route, as intermediate Administration, is entitled, on that account, to payment of transportation charges. Such charges are computed in accordance with the actual length of the routes over which the dispatch or the articles have been carried. If the plane stops at several airports, the payment is due as far as the airport where the unloading takes place.

Intermediate Administrations; transportation charges.

4. Transportation charges must also be paid for transportation within the country of destination. The payments must be uniform for all the routes traversed in the domestic service; they are computed in accordance with the average length of all the routes traversed in the domestic service and their importance for the international service.

Internal transportation charges.

5. The transportation charges relative to one and the same air route are uniform for all Administrations using that service without participating in the operating costs.

Uniform charges.

6. With the exceptions provided for in Sections 7 and 8 following, the air-transportation charges are payable to the Postal Administration of the country in which the airport where the dispatches have been taken in charge by the air service is located.

Administration to which charges are payable.

7. An Administration which delivers to an air-transport enterprise mails intended for conveyance by several separate air services in succession may, if it has so agreed with the intermediate Administrations, settle directly with that enterprise for the transportation charges for the whole route. The intermediate Administrations, for their part, have the right to request the application pure and simple of the provisions of Section 6.

Direct settlements.

8. By exception to the provisions of Sections 6 and 7, every Administration maintaining an air service is entitled to collect directly from each Administration utilizing such service the transportation charges for the whole route.

9. The basic rates to be applied in the settlement of accounts between Administrations for air transportation are fixed per gross kilogram and per kilometer as follows:

Basic rates.



(a) European air services and other services whose operating costs are similar (class A): 3 thousandths of a franc at most;

(b) Services whose maintenance requires higher costs (class B): 6 thousandths of a franc at most.

Domestic-service rates.

10. The transportation rates specified in Section 9 are applied proportionally to fractions of a kilogram. The dispatches or articles conveyed by the domestic service of the countries of destination are subject to the rate applicable to class A services, unless the corresponding countries agree not to collect any payment for such transportation.

Charges for articles exempt from transit charges.

11. The transportation charges mentioned are also payable for articles which are exempt from transit charges. Misdirected or missent dispatches or articles are considered, for purposes of payment of transportation charges, as having followed their normal route. However, for the conveyance of dispatches to be forwarded by services of class B, the intermediate Administration may require reimbursement of the transportation charges. The accounting for the air-transportation charges then takes place according to Article 21, Sections 1 and 3, of the Provisions.

Post, p. 3411.

No payment to countries flown over.

12. Administrations of countries flown over have no right to any compensation for dispatches transported by air over their territory.

#### ARTICLE 15.

##### *Transportation charges for air-mail correspondence in open mail.*

1. The transportation charges for air-mail correspondence exchanged in open mail between two Administrations shall be calculated in accordance with the provisions of Article 14, Sections 1 to 5 and 9 to 11. However, when the territory of the country of destination of such correspondence is served by an air route making several stops on that territory, the transportation charges are calculated on the basis of an average rate proportionate to the tonnage of mail unloaded at each stop.

2. In order to determine the transportation charges, the net weight of such articles is increased by 10 per cent.

3. An Administration which delivers air-mail correspondence in transit in open mail to another Administration shall pay it the entire amount of the transportation charges calculated for all the subsequent air distance.

#### CHAPTER IV.

##### International Bureau.

#### ARTICLE 16.

##### *Communications to be addressed to the International Bureau and to the Administrations.*

Operation information.

1. The Administrations shall communicate to the International Bureau, on the forms sent to them by the latter, the necessary information concerning the operation of the air-mail service. This information includes particularly:

(a) The listing of domestic and international lines which are at the disposal of other Administrations for the conveyance of air-mail articles in closed or open mails (number and route, length in kilometers, the average distance based on Article 14, Section 4 for the domestic lines, class A or B services, company, etc.);

*Ante*, p. 3407.

(b) Transportation charges per kilogram due from the Administrations making use of such lines;

(c) Air surcharges collected by each Administration for the various classes of air-mail correspondence and for the various countries;

(d) The decisions of each Administration relative to the option whether or not certain of the Air Mail Provisions should be applied.

2. The International Bureau publishes once a year, in June, a general list of information concerning the air-mail services from the facts thus collected, which is distributed among the Administrations. Any modifications to be made in the information furnished or in the general list shall be communicated to the International Bureau by air mail without delay.

General information list.

3. The International Bureau is also charged with the preparation and distribution of maps showing the lines of domestic and international air-mail communications of all countries, as well as a list showing the schedules of each country's domestic and international air lines and the deadline by which the planes should arrive at the airports to permit mail to be delivered that day.

Maps.

4. Any modifications in the publications mentioned in Sections 2 and 3 are communicated to the Administrations by means of Supplements.

Supplements.

5. Regardless of the foregoing, the Administrations may agree to advise each other directly, in advance of each schedule period, as to the facts and schedules concerning the air lines which particularly interest them, as provisional information.

Schedules, etc.

6. Administrations which utilize air-mail communications for the transportation of their own ordinary mails shall so inform the other Administrations of the Union through the intermediary of the International Bureau, advising them at the same time of the effective date when use of such communications is inaugurated, the connections thus made available, as well as all changes made therein.

## CHAPTER V.

### Accounting. Settlement of Accounts.

#### ARTICLE 17.

##### *Accounting statistics.*

1. Unless exception is made due to circumstances, the general accounting for air-transportation charges is effected in accordance with statistical tables prepared during the seven days following the 14th of May and the 14th of November of each year. The results of the May statistics form the basis for the payments due for the months from May to October; those of November are used for the months from November to April.

Method, etc.

Special cases.

2. Statistics concerning services which do not operate during the regular statistical periods are prepared after agreement between the Administrations concerned.

Class B services.

3. As concerns services of class B, the Administration charged with the transportation by air has the option of requesting that the settlement of accounts be made monthly or quarterly, on the basis of the gross weight of the dispatches, or the net weight increased by 10 percent of the articles in open mail, actually transported during the period in question. In such a case, the provisions of Articles 19, 21 and 22 hereafter are applied to the ascertainment of weight and preparation of accounts, with the understanding that the statements A V 3 and A V 4 are to be made up monthly for all air transportation effected, taking account of the date of dispatch indicated by the office of origin.

*Ante*, p. 3295.

## ARTICLE 18.

*Preparation of ordinary or air-mail dispatches during the statistical periods for air-mail transportation charges.**Ante*, p. 3381.

The provisions of Article 153 of the Regulations of Execution of the Convention do not apply to the semiannual statistics for the fixing of air-transportation charges. However, during such statistical periods, the labels or addresses of dispatches containing air-mail correspondence shall bear the conspicuous notation *Statistique-avion* (air-mail statistics).

## ARTICLE 19.

*Fixing the weight of air-mail dispatches and correspondence.*

Date and weight indication.

1. During the statistical periods, the date of dispatch, the gross weight and the number of the mail are indicated on the label or outside address of the dispatch. The inclusion of air-mail dispatches in another dispatch of the same kind is prohibited.

2. If the letters and post cards, as well as the other articles, are combined in a dispatch carried by routes for which a reduced transportation charge is applied to A. O., the weight of each of the two classes must be shown in addition to the total weight on the label or outer address of the dispatch. In such case, the weight of the outer wrapping (sack or package) is added to the weight of the other articles. If a collector sack is used, its weight is ignored.

Redispatched mail.

3. In the event that open-mail correspondence intended to be redispatched by the air route is included in an ordinary or air-mail dispatch, such correspondence, made up into a special bundle labeled *Par avion* (by air mail), is accompanied by bills conforming to Form A V 2 hereto appended, one for the ordinary articles and another for the registered articles. The weight of the correspondence in transit in open mail is indicated separately for each country of destination or for groups of countries for which the transportation charges are uniform. In relations between countries which have agreed not to collect any payment for redispatch by their domestic air service, the weight of the articles in open mail for the country of destination itself is not indicated. The letter bill is marked "*Bordereau A V 2*".

*Ante*, p. 3294.

Transit countries have the option of requesting the use of special bills A V 2 showing the most important countries and air lines in a fixed order. When the accounts for the air transport charges are not prepared on the basis of the statistical statements (services of class B, exceptional circumstances), the bills A V 2 shall be numbered specially in a continuous annual series.

4. The entries are verified by the exchange office of destination. If that office finds that the actual weight of the dispatches differs by more than 100 grams, and that of the open mail articles by more than 20 grams, from the weight announced, it corrects the label or the bill A V 2 and immediately reports the error to the dispatching exchange office by bulletin of verification. When it is a question of closed mails, a copy of the bulletin is addressed to each intermediate Administration. If the differences in weight detected remain within the limits above mentioned, the entries of the dispatching office are considered valid.

Verification.

5. The absence of bill A V 2 does not authorize the transit country to redispach the air-mail articles by surface means. Retransmission by air must be assured. If necessary, the bill A V 2 is prepared and the irregularity is reported by a bulletin C 14 drawn against the office of origin.

Ante, p. 3266.

#### ARTICLE 20.

##### *List of closed air mails.*

As soon as possible, and in any case within a period of one month after each statistical period, the Administrations which have dispatched closed air mails send a list of such dispatches, on an appropriate Form C 18, to the different Administrations whose air services they have used, including that of destination, if occasion arises.

Ante, p. 3270.

#### ARTICLE 21.

##### *Account of air-transportation charges settled on the basis of statistics.*

1. During the statistical periods, the intermediate Administrations take note, on a form conforming to Form A V 3 hereto appended, of the weights indicated on the labels or outside addresses of the air-mail dispatches which they have forwarded by the air route, either within the limits of their domestic network or beyond the frontiers of their countries. As concerns air-mail articles in open mail which reach them from other Administrations and which they forward by air, a statement conforming to Form A V 4 hereto appended is prepared in accordance with the indications appearing on the bills A V 2. Air-mail articles contained in ordinary dispatches are subjected to the same procedure. Separate statements are prepared for each dispatching exchange office of air dispatches or air-mail articles in open mail.

Ante, p. 3295.

Ante, p. 3296.

Ante, p. 3294.

2. The Administrations of destination which assure the forwarding of air dispatches or of air-mail articles by air in their domestic services proceed in the same manner.

3. As soon as possible, and at the latest three weeks after the close of statistical operations, the statements A V 3 and A V 4 are sent in

Forwarding of statements.

duplicate to the dispatching exchange offices for acceptance. The offices, after accepting the statements, send them in turn to their central Administration, which forwards a copy to the central Administration of the creditor country.

Presumption of acceptance.

4. If the creditor Administration has not received any statement of differences within an interval of two months, counting from the date of transmittal, the statements are considered as automatically accepted. In relations between distant countries, the period is extended to three months.

#### ARTICLE 22.

##### *Air-transportation account.*

Basis for accounts.

1. The gross weights of the dispatches, and the net weights increased by 10 per cent of the articles in open mail, shown in the statements A V 3 or A V 4, are multiplied by a figure determined by the frequency of the summer and winter services; the products thus obtained serve as the basis for individual accounts prepared on a form in accordance with Form A V 5 hereto appended and showing, in francs, the transportation charges due to each Administration for the current six-month period.

*Ante*, p. 3297.

Preparation and transmission.

2. The duty of preparing the accounts is incumbent upon the creditor Administration, which transmits them to the debtor Administration.

Presumption of acceptance.

3. The individual accounts are made up in duplicate and transmitted as soon as possible to the debtor Administration. If the creditor Administration has not received any statement of differences within an interval of two months, counting from the date of transmittal, such accounts are considered as automatically accepted. In relations between distant countries, this period is extended to threemonths.

#### ARTICLE 23.

##### *General account.*

In the absence of contrary agreement between the Administrations concerned, the general account of air-transportation charges is prepared twice a year by the International Bureau, in accordance with the rules fixed for the transit-charge account.

### CHAPTER VI.

#### Miscellaneous Provisions.

#### ARTICLE 24.

##### *Designation of air-mail correspondence.*

Surcharged air-mail correspondence is provided, at the time of mailing, with a special blue label or imprint bearing the words *Par avion* (by air mail), with an optional translation into the language of the country of origin.

## ARTICLE 25.

*Designation of air-mail dispatches.*

1. When the air-mail articles give rise to the formation of separate dispatches, the latter shall be made up with blue paper or by means of sacks either entirely blue or bearing wide blue stripes.

2. The Administrations concerned agree as to the special notation to be placed on the sack labels of the closed mails containing uncharged air-mail articles.

## ARTICLE 26.

*Method of dispatching air-mail correspondence.*

1. The provisions of Articles 145, Section 2, letter (a), and 147 of the Regulations of Execution of the Convention are applied, by analogy, to air-mail correspondence included in ordinary dispatches. The labels of the bundles shall bear the notation *Par avion* (by air mail).

Ordinary dispatches.  
*Ante*, pp. 3373, 3374.

2. In case of inclusion of registered air-mail articles in ordinary dispatches, the note *Par avion* shall be entered in the place prescribed by Section 3 of the aforesaid Article 147 for the note *Exprès* (special delivery).

Registered articles.

3. If it is a question of insured air-mail articles included in ordinary dispatches, the note *Par avion* is entered in the *Observations* column of the insured bills, opposite the entry of each of them.

Insured articles.

4. Air-mail articles sent in transit in open mail in an air-mail or ordinary dispatch, which are to be forwarded by the air route by the country of destination of the dispatch, are tied in a special bundle labeled *Par avion*.

Forwarded articles.

5. The transit country may request the formation of separate bundles by countries of destination. In that case, each bundle is provided with a label bearing the note: *Par avion pour* ----- (by air mail for -----).

Formation of separate bundles.

## ARTICLE 27.

*Waybills and delivery lists of dispatches.*

1. Dispatches to be delivered to the airport shall be accompanied by a yellow waybill and a white delivery list, in accordance with Forms A V 6 and A V 7 hereto appended.

*Ante*, pp. 3298, 3299.

2. One copy of the waybill signed by the representative of the air company is kept by the dispatching office; a second copy, delivered to the pilot, accompanies the dispatches.

3. A delivery list, prepared for each stop on the route, is placed in a folder with compartments, the first compartment being reserved for the postal waybill and the others for the delivery lists, one for each stop in their proper sequence.

## ARTICLE 28.

*Transfer of air-mail dispatches.*

Barring contrary agreement between the Administrations concerned, the transfer en route, in one and the same airport, of mails

which employ several separate air services in succession, is effected through the intermediary of the Administration of the country where the transshipment takes place. The rule does not apply when the transfer is made between aircraft covering the successive sections of one and the same service.

ARTICLE 29.

*Notations to be made on the letter bills, insured bills, and labels of air-mail dispatches.*

The letter bills and insured bills accompanying air-mail dispatches shall be provided, in their headings, with the *Par avion* label or the imprint mentioned in Article 24. The same label or imprint is affixed to the labels or addresses of such dispatches. The number of the dispatches shall be shown on the labels or addresses of such dispatches.

*Ante*, p. 3412.

ARTICLE 30.

*Customs clearance of dutiable correspondence.*

The Administrations take steps to accelerate, as far as possible, the customs clearance of dutiable air-mail correspondence.

ARTICLE 31.

*Return of empty air-mail sacks.*

1. Air-mail sacks shall be returned empty to the Administration of origin by surface means. When there are as many as ten at least, special dispatches thereof shall be prepared between air-mail exchange offices designated for that purpose; such dispatches shall be labeled "*Sacs vides*" (Empty sacks) and numbered according to an annual series. The letter bill shows the number of sacks returned to the country of origin.

Labels.

2. The provisions of Sections 5 and 6 of Article 151 of the Regulations of the Convention shall apply to empty air-mail sacks.

*Ante*, p. 3379.

ARTICLE 32.

*Application of the provisions of the Convention and Agreements.*

The provisions of the Convention and Agreements, as well as of their Regulations, with the exception of the Parcel Post Agreement and its Regulations, are applicable as regards everything which is not expressly regulated by the foregoing Articles.

ARTICLE 33.

*Effective date and duration of the Provisions adopted.*

1. The present Provisions will be put into force from the effective date of the Convention.

2. They will have the same duration as the Convention, unless they are renewed by mutual agreement between the parties concerned.

*Ante*, p. 3336.

Done at Paris, July 5, 1947.

*Signatures.*

[For signature, see French text, p. 3188; for romanization, see p. 3416.]

FINAL PROTOCOL OF THE PROVISIONS CONCERNING THE  
TRANSPORTATION OF REGULAR MAILS BY AIR

I.

*Air-transportation charges for closed mails.*

Exceptionally, the Administrations have the option of applying the rates of Class B for each segment of their domestic air-mail network, provided that the Administrations concerned are informed thereof.

II.

*Option of reducing the weight unit for air-mail correspondence.*

Administrations whose system of weights permits it have the option of adopting units of weight lower than that of 20 grams provided for in Article 5. In that case, the surcharge is fixed in accordance with the unit of weight adopted.

*Ante, p. 3403.*

III.

*Exceptional surcharges.*

1. Exceptionally, the Administrations have the option of applying to the air correspondence mentioned in Article 5, Section 2, a special air surcharge which may not exceed 7½ centimes per 20 grams and per 1,000 kilometers.

*Ante, p. 3404.*

2. European Administrations which take advantage of the option provided in Section 1 and which, due to the geographical position of their countries, find it difficult to adopt a uniform surcharge for all of Europe, are authorized to collect surcharges in proportion to the distances, in accordance with the provisions of Article 5, Section 4.

3. That option is also granted to other European countries for their relations with the countries mentioned in Section 2.

4. In consideration of the special geographical position of the Union of Soviet Socialist Republics, the Administration of that country reserves the right to apply a uniform surcharge over the entire territory of the Union of Soviet Socialist Republics, for all the countries of the world. The surcharge shall not exceed the actual costs occasioned by the transportation of the correspondence by air.

Done at Paris, July 5, 1947.

*Signatures.*

[For signatures, see French text, p. 3188; for romanization, see p. 3416.]



*Note by the Department of State**Ante*, p. 3188.

The following list of persons who signed the Universal Postal Convention at Paris July 5, 1947, has been furnished by the French Ministry of Foreign Affairs:<sup>1</sup>

<i>Pays</i>	<i>Signataires</i>
Afghanistan	M. M. ISLAM BAY KHAN ABDUL KAYOUM KHAN
Afrique du Sud	LÉONARD CECIL BURKE
Albanie	KAHREMAN YLLI
Amérique (Etats-Unis)	JOHN J. GILLEN POUR FRANK PACE, JR. : JOHN J. GILLEN EDWARD J. MAHONEY FREDERICK E. BATRUS
Ensemble des Possessions des Etats-Unis d'Amérique	d°
Arabie Saoudite	S. E. El Sheikh HAFIZ WAHBA
Argentine (Rép.)	POUR OSCAR L. NICOLINI: D. B. CANALLE. M. M. DOMINGO B. CANALLE ROQUE DE ZERBI
Australie	L. B. FANNING Le Colonel W. G. WRIGHT
Autriche	Le Dr RUDOLF KUHN
Belgique	A. H. A. J. STAPPAERTA O. J. SCHOCKAERT A. J. J. J. CARÊME
Congo belge	L. WÉRY
Biélorussie	W. A. KOSSOV
Bolivie	S. E. le Dr ADOLFO COSTA DU RELS

<sup>1</sup> In this printing minor changes have been made in the French list.

<i>Pays</i>	<i>Signataires</i>
Brésil	M. M. le Colonel RAUL DE ALBUQUERQUE CARLOS LUIS TAVEIRA MOACYR RIBEIRO BRIGGA JULIO SANCHEZ PEREZ
Bulgarie	ASSENE GHEORGHIEFF AVRAM COHENOV
Canada	W. J. TURNBULL E. J. UNDERWOOD LUDOVIC GERMAIN
Chili	EYZAGUIRRE
Chine	S. E. Le Dr. TSIEN TAI
Colombie	M. M. LÉOPOLD BORDA ROLDAN ROBERTO ARCINIEGAS-SCHLEISIN- GER JORGE PÉREZ JIMENO
Cuba	SERGIO I. CLARK DIAZ EVELIO C. JUNOSA PUJOL JESÚS LAGO LUNAR
Danemark	Le Dr ARNE KROG Le Dr J. E. T. ANDERSEN
Dominicaine (Rép.)	S. E. Le Dr MANUEL PASTORIZA VAL- VERDE M. M. SALVADOR E. PARADAS.
Egypte	AHMED MAMDOUH MOUSI BEY MOAWAD KHALIL BISHAI Le Dr ANOUAR BAKIR
El Salvador	RAMON ARTURO BUSTAMANTE A. SOLER-SERRA
Equateur	S. E. ANTONIO PARRA VELASCO
Ethiopie	S. E. ATO TESFAIE TEGUEGN
Finlande	M. M. JOHAN HELO URHO AATTO TALVITIE TAUNO AARRE PUOLANNE

<i>Pays</i>	<i>Signataires</i>
France	M. M. JOSEPH JEAN LE MOUËL ALBERT LAMARLE MARIUS VICTOR USCLAT ERNEST GABRIEL BERNARD MICHEL JEAN RENÉ DESMARAIS MARCEL DROUET GEORGES ANDRÉ JOSEPH BOURTHO- MIEUX
Algérie	ANDRÉ LABROUSSE HENRI GRAS
Indochine	EDMOND SKINAZI
Ensemble des autres ter- ritoires d'Outre-Mer de la République française et des territoires admi- nistrés comme tels	EDMOND SKINAZI
Grande-Bretagne et Irlande du Nord	D. J. LIDBURY W. H. WEIGHTMAN R. H. LOCKE A. L. WILLIAMS E. P. BELL A. WOLSTENCROFT
Ensemble des terri- toires britanniques d'Outre-Mer	Mêmes signatures pour la Grande- Bretagne
Grèce	DEMETRE VERNARDOS THEODORE BREDIMAS
Guatémala	S. E. ENRIQUE MUNOZ MEANY
Haïti	S. E. PLACIDE DAVID
Honduras (représen- té par la Délégation salvadorienne)	M. M. RAMON ARTURO BUSTAMANTE A. SOLER-SERRA
Hongrie	ELEMER MODOS
Inde	KRISHNA PRASADA C. V. CUNNINGHAM Le Lieutenant CEL S. A. SIDDIQI S. N. DAS GUPTA RAI SAHIB N. CHANDRA
Iran	M. M. HASSAN HEDJAZI ISSA PARSÀ
Iraq	SAYED JAMIL HAMDI SAYED BAHER FAIK

<i>Pays</i>	<i>Signataires</i>
Irlande	S. S. PUIRSEAL S. O. HEIRAMHOIN
Islande	MAGNUS JOCHUMSSON
Italie	Le Dr GIOVANNI MUSUMECI Le Dr ANTONIO PANNETTA PAOLO NOVI
Liban	GEMIL NAMMOUR
Luxembourg	Le Dr EMILE RAUS
Maroc (à l'exclusion de la zone espa- gnole)	LOUIS PERNOT MAURICE HUMBERTCLAUDE
Mexique	EDUARDO VILLASENOR LAURO F. RAMIREZ UMANA
Norvège	STEN HAUG INGVALD LID HÅKON ERIKSEN
Nouvelle-Zélande	P. N. CRYER
Panama	C. ARROCHA GRAELL ELIGIO OCAÑA VIETO
Paraguay (repré- senté par la délé- gation argentine)	POUR OSCAR L. NICOLINI: D. B. CANALLE DOMINGO B. CANALLE ROQUE DE ZERBI.
Pays-Bas	W. R. VAN GOOR F. A. HOFMAN
Curaçao et Surinam	W. R. VAN GOOR F. A. HOFMAN
Indes Néerlandaises	M. M. P. DIFKWEL C. C. VAN DILLEWIJN
Pérou	POUR ARTURO GARCIA SALAZAR: CARLOS MACKEHENIE CARLOS MACKEHENIE ERNESTO CACERES
Philippines	FELIPE CUADERNO BELARMINO P. NAVARRO

<i>Pays</i>	<i>Signataires</i>
Pologne	BRONISLAW BLAZEK TADEUSZ JAROŃ MAKSYMILIAN HERWICH
Portugal	DUARTE PINTO BASTO DE GUSMÃO CALHEIROS JORGE BRAGA A. M. BASTOS GAVIÃO J. C. QUADRIO MORÃO
Colonies portugaises de l'Afrique Occiden- tale	DOMINGOS ANTONIO DA PIEDA- DE BARRETO JOAQUIM ARNALDO ROGADO QUIN- TINO
Colonies portugaises de l'Afrique Orientale de l'Asie & de l'Océanie.	DOMINGOS ANTONIO DA PIEDA- DE BARRETO LUIS CANDIDO TAVEIRA
Roumanie	RENÉ BOSCA IOAN NICOLAU
Saint-Marin	EUDATON RIZZIERI-FACCHIN
Siam	NAI YIM PHUNG PHRAKHUM
Suède	G. F. E. LAGER G. A. HULTMAN T. S. NYLUND
Suisse	FRTZ HESS VICENTE TUASON PHILIPPE ZUTTER CHARLES SHAPPUIS HANS GRAF
Syrie	M. M. ADIB DAUDI
Tchécoslovaquie	STANISLAV KONECNY FRANTISEK HOFNER MIROSLAV SOUKUP Le Dr FRANTISEK NORMAN
Tunisie	PAUL MACHABEY
Turquie	IBRAHIM BESEN
Ukraine	N. D. STASS

<i>Pays</i>	<i>Signataires</i>
U. R. S. S.	P. A. SARATOVKINE N. D. STASS N. K. BOUCHOUËF D. D. ERIGUINE
Uruguay	Le Dr MIGUEL AGUERRE ARISTE- GUY
Vatican	Mgr. EGIDIO VAGNOZZI M. ADIEN SELME
Vénézuela	M. M. Le Dr PABLO CASTRO BECERRA Le Dr FRANCISCO VELEZ SALAS
Yougoslavie	VLADIMIR SENK.