

PART A - AIRWAYS  
(Con.)

- (e) International air routes, i.e. where aircraft may land for re-fueling, picking up and discharging passengers, freight, etc., would use a lower altitude and would be required to remain at this altitude until within a reasonable distance from the landing place, (aerodrome, etc.,)
- (f) National, i.e. intercity or inter-town, aircraft plying within a nation's own territory only, would use a still lower altitude.
- (g) Privately owned aircraft would use the lowest safe altitude, thus leaving the upper air free for the use of commercial and military planes as outlined. National private aircraft, it is assumed, would be regulated over a nation's own territory by their own laws, in collaboration with the Aerial Sub-Council's recommendations.
- (h) Privately owned aircraft desiring to travel internationally would be required to obtain a permit through their local authorities with instructions as to the regulations, routes, etc. of the Aerial Sub-Council.
- (i) All aircraft using the international routes must be certified by their own national authorities as being suitable for international travel in accordance with the standards required by the Aerial Sub-Council.