

PROVISIONS REGARDING THE CONVEYANCE OF LETTER MAI LS BY AIR.

CHAPTER I.

GENERAL PROVISIONS.

ARTICLE 1.

Classes of Correspondence eligible for Air Conveyance.

1. All the classes of correspondence indicated in Article 35 of the Convention, as well as postal money orders, accounts for collection (*valeurs à recouvrer*) and subscribers' newspapers (*abonnements-poste*), are eligible for air conveyance, for the whole or part of the journey. When so sent, the articles are called "*Correspondances-avion*" (Air Mail Correspondence) and comprise articles upon which a special air mail fee is collected (surcharged correspondence) and articles upon which such a fee is not due (unsurcharged correspondence).
2. The articles mentioned in Article 35 of the Convention may be registered and marked with trade charges to be collected on delivery.
3. Insured letters and boxes may also be conveyed by air in the relations between countries which agree to the exchange of such articles by air.
4. Surcharged Air Mail Correspondence must bear on the front, prominently indicated, the inscription "*Par Avion*" (By Air Mail) or a similar inscription in the language of the country of origin.

ARTICLE 2.

Freedom of Transit.

The freedom of transit prescribed by Article 28 of the Convention is guaranteed for Air Mail Correspondence throughout the entire territory of the Union, whether or not the intermediate Administrations take part in re-forwarding the correspondence.

ARTICLE 3.

Routing of Air Mail Correspondence.

1. The Administrations which use air communications for the conveyance of their own surcharged air mail correspondence are bound to forward, by the same means, the surcharged air mail correspondence which reaches them from other Administrations. The same applies to unsurcharged air mail correspondence on condition that the available aircraft capacity permits.
2. Administrations which have no air service forward Air Mail correspondence by the most rapid routes used for mails. The same regulation applies if, for any reason whatever, transmission by these other routes offers advantage over an existing air route.
3. Attention must be paid to any routing instructions placed on surcharged Air Mail correspondence by the senders, provided that the route is one normally used by the postal service for the journey concerned and that transmission by that route does not entail a considerable loss of time in the arrival of the article at destination.
4. Closed Air Mails must be forwarded by the route requested by the Administration of the country of origin, provided that this route is used by the Administration of the country of transit for the transmission of its own mails.