

the cases of Article 17. Insofar as the measures mentioned concern property or other things outside the areas subject to building restrictions provided for in Articles 12 and 17, the compensation shall be paid by the federal government if they were measures for the safety of aviation, and by the States in other cases.

(6) Otherwise the provisions of Articles 13, paragraph (2), 14, 15, 17 to 25, 31 and 32 of the law on restricted areas (*Schutzbereichgesetz*) of December 7, 1956 (*Official Gazette, BGBI. I*, p. 899) shall apply accordingly.

Section 3—Air Carriers and Aviation Events

Article 20

(1) Enterprises which commercially transport persons or goods in aircraft (air carriers) must have authorization therefor. Commercial use of aircraft for other purposes shall also be subject to authorization. The authorization may be made dependent on conditions and may be for a limited time. Further, subject to authorization shall be the transportation of persons and goods by aircraft when the agreed compensation consists of payment of the cost of the flight; the transportation of persons in aircraft which are licensed for a maximum of four persons shall be excepted therefrom.

(2) The authorization shall be denied when facts justify the assumption that public safety or order may be endangered and particularly when the applicant or the persons responsible for the management of the enterprise are not reliable; if such facts appear at a later time, the authorization shall be revoked. The authorization may also be denied when aircraft are to be used which are not registered in the German aircraft register.

Article 21

(1) Air carriers which publicly and regularly transport persons or goods by aircraft on regular air routes (scheduled air line traffic) must have a special authorization for each air route in addition to the authorization required under Article 20. It extends to flight plans, flight rates, and conditions of transportation. Article 20 shall apply accordingly to its granting and its revocation. Such authorization may also be denied when the public interest is adversely affected by the air line traffic for which application is made.

(2) Air carriers engaged in air line traffic shall be obligated to establish, begin and maintain for the time of authorization such activity. The authorizing authority may relieve the enterprises from this obligation upon their request when the continuation of such activity may no longer be expected from them. The authorization shall terminate when the enterprises are permanently relieved of the whole obligation to maintain such activity.

(3) Air carriers engaged in air line traffic, upon demand by the federal German postal authorities, shall be obliged to transport postal matter on each scheduled flight for an adequate compensation which shall not exceed the maximum rates fixed by the world postal convention.

Article 22

For commercial air traffic which is not air line traffic (nonscheduled traffic) (*Gelegenheitsverkehr*) the authorizing authority may impose