

of the People's Commissariats for Communication and for Transportation¹¹ at regular rates and shall be transmitted as follows: telegrams and international telephone conversations on crashes—with priority over other communications; other interurban telephone conversations—with the same priority as government [communications].

Sec. 52. On finding itself outside the air route or the limits of airspace fixed for the flight (Sec. 42) a civil aircraft must correct its course of flight as soon as it becomes aware of the fact.

If the aircraft receives the signal to land, it must give the distress signal and land on the nearest place suitable for a safe landing.

If the aircraft receives a signal prohibiting it to land, it must correct its course and, on finding itself inside the air route or the prescribed limits of the airspace, land on the nearest airdrome.

In all these cases the aircraft may, after landing, continue its flight only with the permission of the respective agency of the Main Administration for Civil Aviation or the Main Administration of the North Sea Route (depending on jurisdiction).

Sec. 53. In case of the crash of a civil aircraft or where continuation of flight is made impossible owing to death, injury or sickness of members of the operating personnel, the local authorities must render the necessary assistance, assume the protection of the aircraft, and immediately inform by radio or wire the Main Administration for Civil Aviation or the Main Administration of the North Sea Route (depending on jurisdiction) and their nearest local agencies about the occurrence.

CHAPTER VII—INTERNATIONAL FLIGHTS

Sec. 54. Any flight of a civil aircraft during which the aircraft crosses the national boundaries of the U.S.S.R. shall be considered an international flight.

The general rules of flight in the airspace of the U.S.S.R. with supplements and amendments stated in this chapter, shall apply to international flights.

Sec. 55. Civil aircraft not entered in the register of the U.S.S.R. may perform flights to the territory of the U.S.S.R., into the airspace of the U.S.S.R., and from the U.S.S.R. beyond its boundaries only with a special permission of the Main Administration for Civil Aviation.

The following shall be indicated in the permit:

- (a) Air gates through which the craft must cross the national boundary of the U.S.S.R. while flying in or out as well as the height of the flight while crossing the frontier;
- (b) Route by which the craft must fly and places for mandatory and permissible landings;
- (c) Period of time of validity of the permit.

Sec. 56. Civil aircraft entered in the register of the U.S.S.R. may perform flights beyond the territory of the U.S.S.R. only with the permission of the Main Administration for Civil Aviation.

Sec. 57. While performing international flights all the civil aircraft shall be guided, as to customs operations, by the Customs Code of the U.S.S.R. and regulations issued in its implementation.

¹¹ Since 1946 the Ministries of Communications and Transportation, respectively.