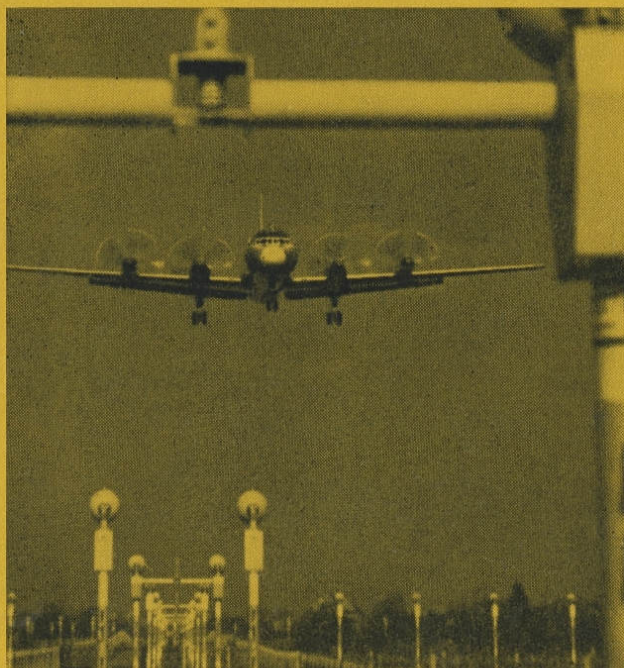




INTERFLUG



Development of Civil Aviation in the German Democratic Republic







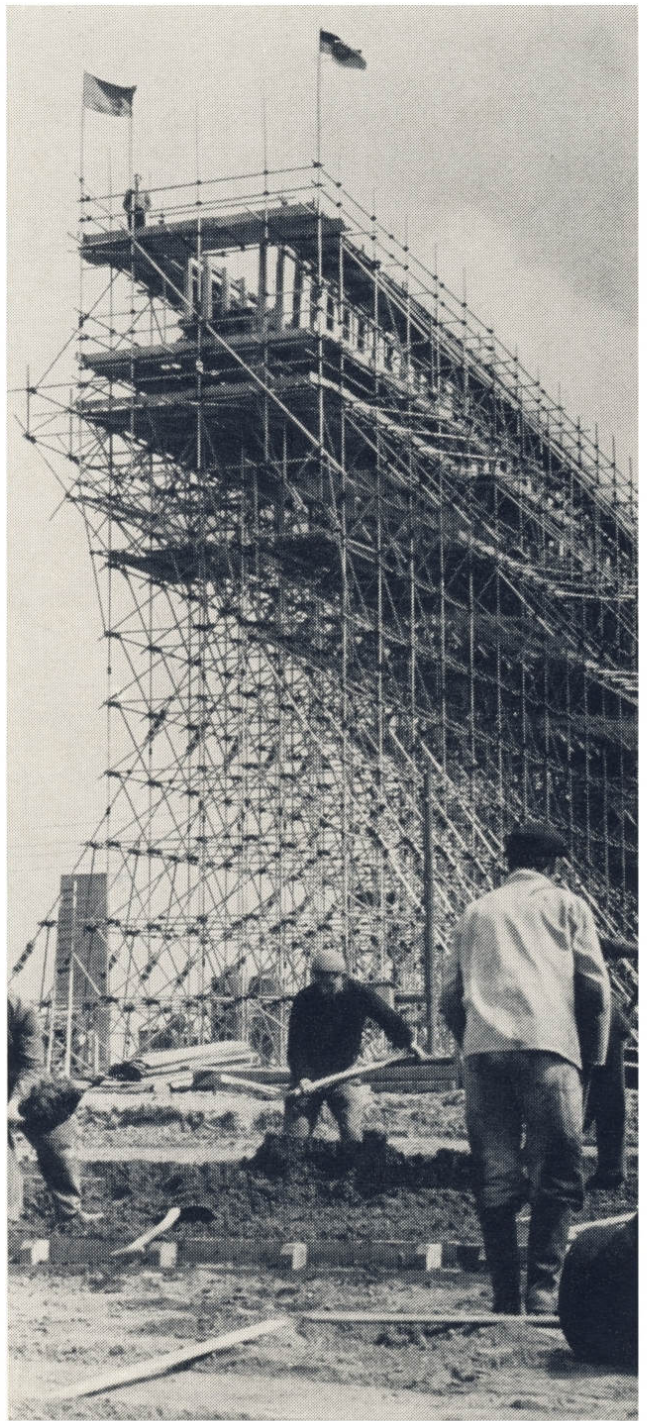
The growing international reputation of the German Democratic Republic, its external economic relations and generous support by the Soviet Union have been the basis of many successful years of civil aviation in the GDR.

The IL 62 four-jet liner opened a new stage of development, because this type of Soviet airliners from the Ilyushin design offices makes higher demands not only on the crews, many of whom have over 4 million flight kilometres to their credit, but on all INTERFLUG staff.

During the past one and a half decades, INTERFLUG, the Airline of the German Democratic Republic the GDR airline has grown into an internationally recognized partner of the many airlines throughout the world and has won the confidence of millions of air passengers.

The INTERFLUG staff – pilots and engineers, stewardesses, technicians, foremen and many others – are reliable, responsible and friendly, in caring for safety, punctuality and comfort.

We all wish you a pleasant flight at all times and on the following pages want to give you an insight into the work of our socialist airline, an airline which deserves your complete confidence.





Before the beginning

When the government of the German Democratic Republic took over an airport situated south of the GDR capital, Berlin, at Schönefeld and it was decided to rebuild this airport into the future central airport, the first chapter of civil aviation in the GDR was opened.

However, much still had to be done before regular services could be taken up.

Airport installations and repair shops, air safety installations, flight and ground equipment had to be erected. First and foremost, however, well-trained reliable personnel were needed, state air traffic agreements and agreements on general agencies and mutual cooperation had to be arranged.

Furthermore, however, medical and educational facilities, flats, kindergartens, holiday homes and sports clubs had to be provided for the civil aviation staff.

The comprehensive preparations which led to the foundation of the socialist GDR airline on 1 July 1955, were based on the desire to promote international understanding and develop economic and cultural relations for mutual benefit.

First special flights

While the first aircraft crews from the GDR were trained in the AEROFLOT aviation school in Ulyanowsk on Soviet IL-14 piston engined aeroplanes, experienced AEROFLOT pilots temporarily flew the IL-14 for the German Democratic Republic civil aviation system.

On 16 September 1955 the first official flight took. A GDR government delegation went to Moscow for the signing of the state treaty between the USSR and the GDR.

In the same year other special flights followed with government delegations to the People's Republics of China, Korea and Mongolia.





Beginning of regular services

On 4 February 1956 the first international INTERFLUG line was established between Berlin and Warsaw. On 16 May 1956 connections from Berlin to Prague, Budapest and Sofia were added. The first flight to Bucharest took place on 19 May 1966. The most important and most frequented service so far has been the Berlin–Moscow line operated since 7 October 1956.

Since 5 April 1960 another line has linked Berlin with Belgrade, via Budapest. This line was extended to Tirana on 19 April 1960. On 4 April 1964 Zagreb was included into the Berlin–Belgrade flight.

These international routes are operated in cooperation with the socialist airlines AEROFLOT, BALKAN, ČSA, JAT, LOT, MALEV and TAROM.

Domestic services

Already existing airports near Barth, Dresden, Erfurt and Leipzig proved suitable for expansion for the future domestic air traffic. On 16 September 1957 the first Soviet trained aircraft crews from the GDR took over regular domestic air services. IL-14 aircraft operated between the Berlin-Schönefeld Central Airport and airports in Barth, Dresden, Erfurt, Leipzig and since 31 March 1958 also between Dresden and Erfurt.

Airliners

The expansion of national and international routes necessitates the constant extension of equipment.

12 tested IL-18 turbo-prop jet-liners have been in use since 1960.

The modern and reliable INTERFLUG airliners come from the Soviet design offices of Ilyushin, Tupolev and Antonov.

In 1966, the two-engined AN-24 turbo-prop airliner replaced the IL-14 for regular services.

The INTERFLUG airliners have to cope with a constantly growing amount of passengers and freight. They consist of 3 four-jet IL-62 TL liners with a seating capacity of 150 Passengers each, 4 two-jet TU-134 TL liners with a seating capacity of 72 passenger each, 12 IL-19 PTL airliners carrying 100 passengers each and 6 AN-24 PTL airliners for 48 passengers each.

Preparations are being made to put into operation further efficient TL airliners.





Further services

The GDR's growing international significance are expressed by the INTERFLUG services taken into operation to countries of the Middle East and Africa since 1964. The international services expanded as follows:

29 May 1964 Berlin–Nicosia
22 June 1965 Berlin–Cairo
15 January 1966 Berlin–Nicosia–Damascus
5 June 1966 Berlin–Kiev
27 October 1966 Berlin–Algiers–Bamako
17 November 1966 Berlin–Algiers–Bamako–Conakry
8 January 1967 Berlin–Nicosia–Damascus–Baghdad
2 May 1967 Leipzig–Budapest
3 May 1967 Dresden–Budapest
4 May 1967 Berlin–Belgrade–Dubrovnik
7 July 1967 Berlin–Beirut
1 June 1968 Berlin–Leningrad

3 July 1969 Berlin–Cairo–Khartoum

26 November 1969 Berlin–Budapest–Algiers–Freetown–Conakry
4 May 1970 Dresden–Moscow
4 May 1970 Erfurt–Budapest
16 August 1970 Berlin–Minsk
11 November 1970 Berlin–Vienna
4 April 1972 Berlin–Copenhagen
12 May 1972 Berlin–Krakow
22 May 1972 Berlin–Gdansk
1 June 1972 Berlin–Bratislava

State and commercial agreements

In line with the systematic extension of the INTERFLUG international services, a number of state and commercial agreements were concluded with international airlines, travel agencies and other transport institutions for mutual benefit.

Air traffic agreements

20 June 1955
People's Republic of Poland
(26 November 1971 existing agreement renewed)
28 July 1955
Socialist Republik of Rumania
30 July 1955
People's Republic of Bulgaria
(26 November 1971 existing agreement renewed)
8 August 1955 ČSSR
10 September 1955
Hungarian People's Republic
18 June 1956 USSR
(1 September 1966 existing agreement renewed)
21 January 1960
People's Republic of Albania
6 February 1960
Socialist Federative Republic of Yugoslavia
20 May 1965 Arab Republic of Egypt
6 June 1965 Syrian Arab Republic
1 March 1966 Republic of Guinea
8 June 1966 Republic of Mali



20 October 1966 Republic of Iraq
21 December 1966 Democratic
People's Republic of Algeria
21 August 1967 Republic of Cuba
10 December 1968
Democratic Republic of Sudan
19 October 1969
People's Democratic Republic of
Yemen
30 October 1969 Republic of Sierra
Leone
7 April 1971 Republic of Cyprus
9 October 1971 Sri Lanka
15 January 1972 Republic of Tunisia

Berlin agreement

The socialist airlines AEROFLOT (USSR), BALKAN (People's Republic of Bulgaria), ČSA (Czechoslovakia), INTERFLUG (GDR), LOT (People's Poland), MALEV (Hungarian People's Republic), MIAT (Mongolian People's Republic) and TAROM (Socialist Republic of Rumania) concluded an agreement on mutual co-operation in the technical and commercial fields in Berlin, capital of the German Democratic Republic, on 27 October 1965.

General sales agency agreements

AEROFLOT
AIR ALGERIE
AIR CAMBODGE
AIR FRANCE
AIR GUINEE
AIR INDIA
AIR MALI
ALBTRANSPORT
ALITALIA
ANSETT AIRLINES
AUSTRIAN AIRLINES
BALKAN
BOAC
CAAK
ČSA

CUBANA
EAST AFRICAN AIRWAYS
EGYPTAIR
ETHIOPIAN AIRLINES
IRAQI AIRWAYS
JAL
JAT
KLM
LOT
MALEV
MIAT
NORTH VIETNAM AIR TRANSPORT
QANTAS
SABENA
SAS
SUDAN AIRWAYS
SWISSAIR
TAROM
TUNIS AIR
UTA
VARIG

Interline agreements

AEROFLOT
AIR AFRIQUE
AIR ALGERIE
AIR CANADA
AIR FRANCE
AIR MALI
ALIA
ALITALIA
ALYEMDA
ANSETT AIRLINES
ARIANA AFGHAN AIRLINES
AVIANCA
BALKAN
BEA
BOAC
BRAATHENS S.A.F.E.
CAAC
CANADIAN PACIFIC AIR
CALEDONIAN/BUA
ČSA
CYPRUS AIRWAYS
EAST AFRICAN AIRWAYS
EGYPTAIR
ETHIOPIAN AIRLINES
FINNAIR

INTERFLUG



GHANA AIRWAYS
INDIAN AIRLINES
ICELANDAIR
IRAQI AIRWAYS
JAL
KAR AIR
KLM
KUWAIT AIRWAYS
LIBYAN ARAB AIRLINES
LOT
LOFTLEIDIR
MALEV
MEA
MIAT
MISRAIR
NATIONAL AIRLINES
OLYMPIC AIRWAYS
PAN AM
PIA
QANTAS
ROYAL AIR MAROC
SABENA
SAS
SAUDIA
SIERRA LEONE AIRWAYS
SUDAN AIRWAYS
SWISSAIR
SYRIAN ARAB AIRLINES
TAROM
TAP
TUNISAIR
TURKISH AIRLINES
UNITED AIRLINES
UTA
VARIG
YEMEN AIRLINES





Foreign agencies

INTERFLUG is represented by its own agents in Algiers, Baghdad, Bamako, Beirut, Belgrade, Budapest, Bucharest, Conakry, Damascus, Freetown, Helsinki, Cairo, Khartoum, Moscow, Prague, Sofia and Warsaw as a result of friendly and commercial relations.

In Copenhagen, Stockholm and Vienna there exist traffic representations of the German Democratic Republic and contracts with partners who represent the interests of INTERFLUG. In addition, INTERFLUG is represented by selling agencies in many countries.

Charter services

In addition to the national and international scheduled services, INTERFLUG has an extensive charter service. Delegations, expeditions and air freights are flown to countries in

Europe, Africa and the Middle and Far East.

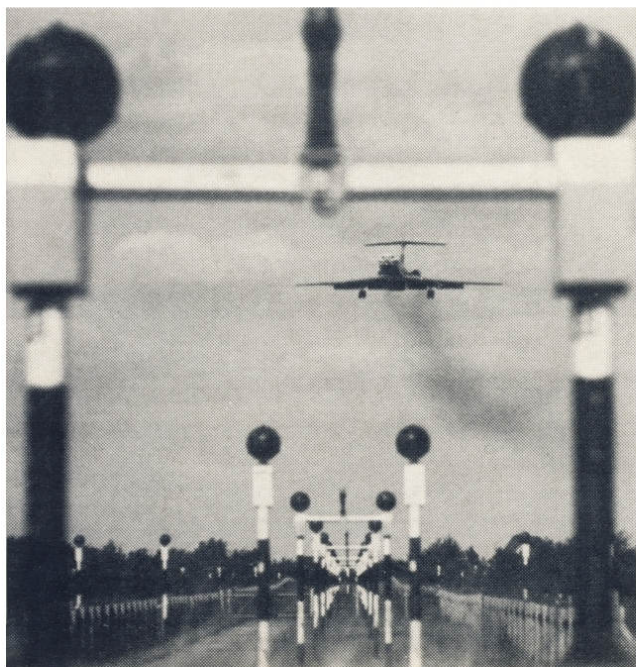
First and foremost, however, tourists and holiday-makers are transported to the People's Republic of Bulgaria, Socialist Republic of Czechoslovakia, People's Republic of Poland, the Socialist Republic of Rumania, the USSR and the Hungarian People's Republic. More than 750,000 tourists have so far been transported by air between the GDR and the USSR alone.

It is mainly people from the German Democratic Republic who make use of this facility from May to October every year. However, INTERFLUG charter flight passengers also include groups from West Berlin, the Federal Republic of Germany and many other countries who book flights through various agencies and travel offices.

Flying to the Leipzig Fair

Since 1956 a special Leipzig Fair service has been operated for the Leipzig spring and autumn trade fairs flying exhibitors, businessmen and visitors from all parts of the globe to the fair metropolis in the German Democratic Republic. Year by year the number of airlines participating in this special service grows.

INTERFLUG on its part has expanded its services for the guests to the Leipzig Fair. Beside its traditional lines from Prague, Copenhagen and Vienna to Leipzig, which have existed since 1960, INTERFLUG now links another 16 cities in Europe, Africa and the Middle East directly with the trading centre of Leipzig during the trade fairs.





Berlin-Schönefeld Central Airport

The beginning of jet air traffic placed higher demands on ground installations, flight safety and dispatch equipment as well as the landing and take-off runways.

During its first stage of extension in 1961 Berlin-Schönefeld Central Airport received a new 3,600 metre long takeoff and landing runway (including 300 metres stopping area on each side) and was equipped with Kalvert approach lighting.

In the summer of 1965 another take-off and landing runway 2,700 metres long (300 metres stopping area to the east and 150 metres to the west) was put into operation. As the main landing runway it has in addition to the customary facilities a level-to-the-ground centre line lighting and a likewise level-to-the-ground touch-down lighting.

Both runways are designed for 45

tons of single-wheel loads and are 60 metres wide.

In 1962 the passenger service hall in the northern part of the airport installations was put into service. At the same time an airport hotel and a freight dispatch hall were built.

In 1964 a modern hangar was completed and put into operation.

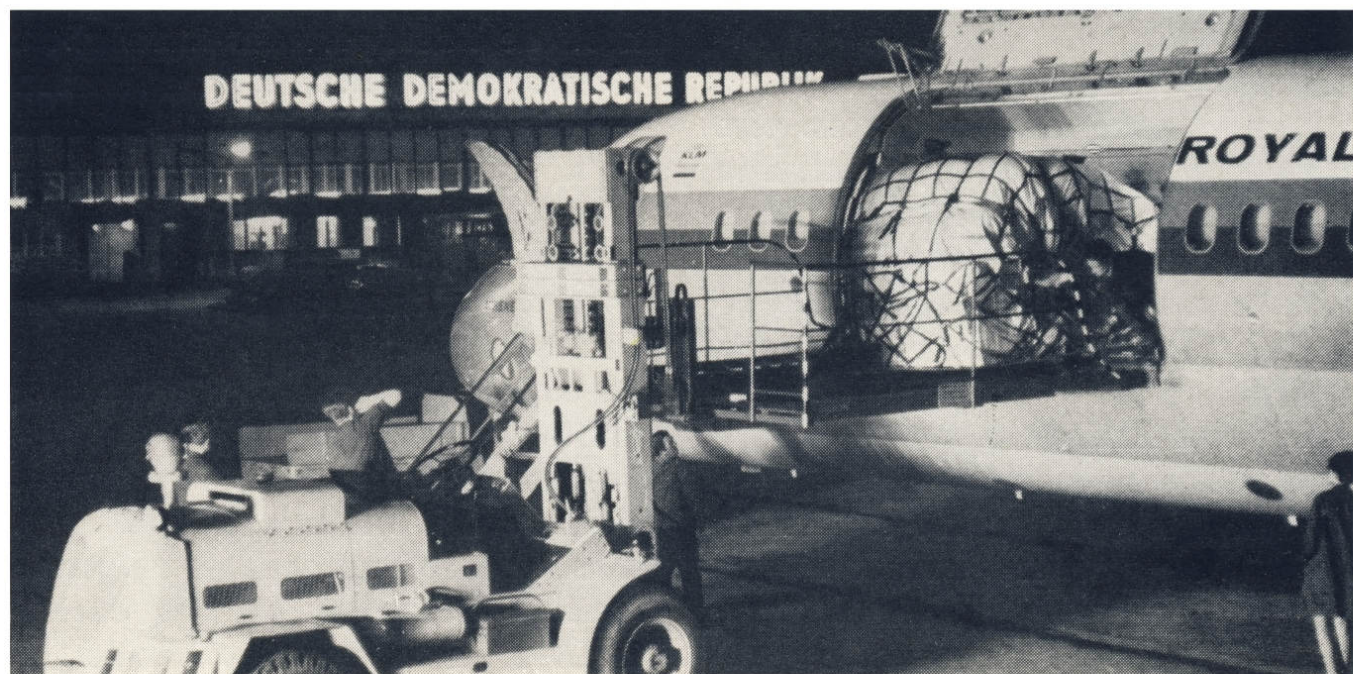
During a second building stage a new passenger service complex meeting all requirements of international air transport will be erected.

Transit and transfer via Berlin-Schönefeld Central Airport

As a junction between the north and south, the east and the west, the Berlin-Schönefeld Central Airport daily offers many connections to the world's trade and holiday centres for businessmen, tourists and dispatchers of air cargo.

Regular coach services are run for transit passengers to and from West Berlin.

Charter services to and from Berlin-Schönefeld Central Airport are operated by international airlines, such as AEROFLOT, AUSTRIAN, BALKAN, EGYPTAIR, ČSA, IRAQI AIRWAYS, JAT, LOT, KLM, MALEV, SAS, TARMOM, and last but not least, INTERFLUG. Their number increases constantly.





Development of GDR air transport:

	Passengers	Passenger-kilometres (in 1,000 p.km)*	r.t.km (in 1,000 r.t.km)**
1956	12,553	11,298.4	1,344.2
1957	81,514	40,642.1	4,762.6
1958	194,669	75,900.0	7,920.3
1959	223,295	98,825.0	10,145.0
1960	292,377	166,797.6	17,047.2
1961	244,469	160,513.3	16,951.9
1962	310,279	299,282.7	30,574.0
1963	335,349	306,459.1	32,198.2
1964	379,366	313,221.2	34,218.6
1965	440,366	374,647.4	40,755.4
1966	543,501	486,855.3	51,707.0
1967	680,840	609,709.8	66,563.2
1968	731,718	731,994.1	77,612.8
1969	826,319	846,962.2	85,340.3
1970	851,487	949,585.4	95,837.8
1971	923,367	1,073,061.7	107,937.0

* Number of transported passengers multiplied with the covered flight kilometres in thousand passenger-kilometres.

** Total number of transported passengers and total amount of luggage, cargo and mail reckoned in thousand tons multiplied by the kilometres of air routes.

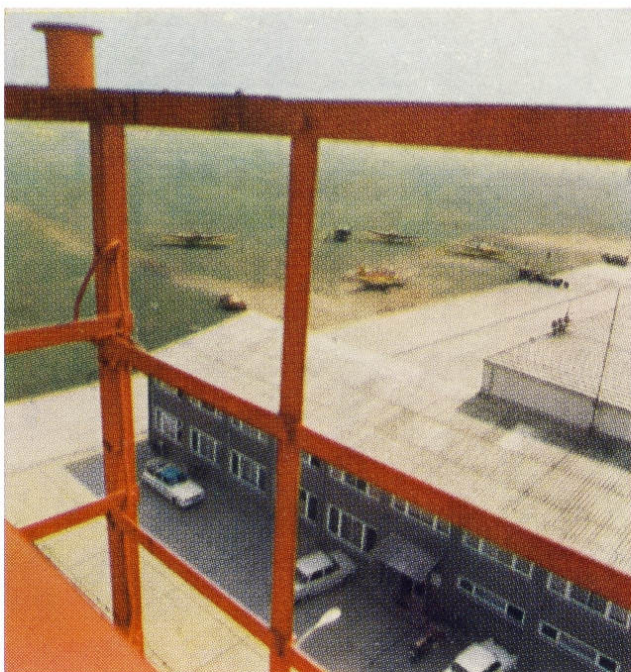
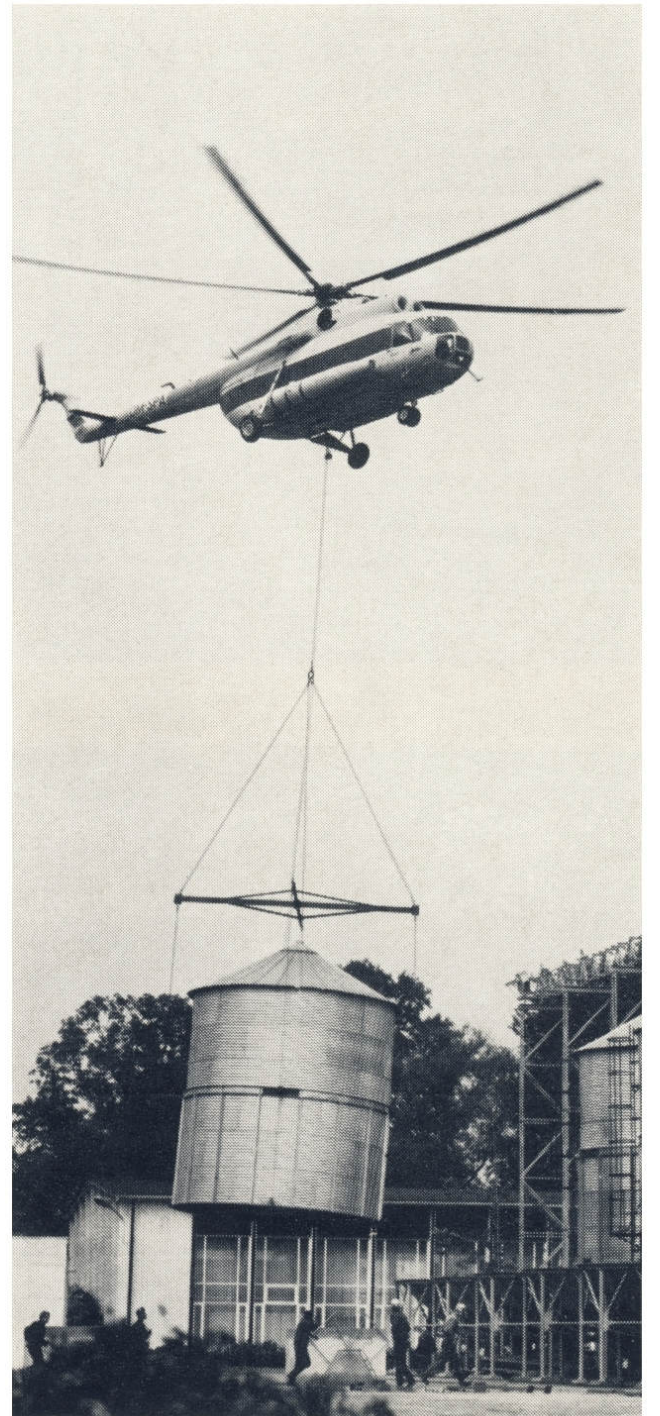
Air cargo and airmail services

The rapidly growing economic co-operation between the socialist countries resulted already in 1956 in an airmail transport of up to 1,200 kilogrammes daily between Berlin and Moscow alone. Air cargo is accepted at Berlin-Schönefeld Central Airport, at all inland airports and all branches of the international VEB DEUTRANS forwarding agency. In addition, it is forwarded by agencies and airlines under contract with INTERFLUG.

The cargo is transported from and via Berlin-Schönefeld Central Airport to all continents and vice versa, by regular service and charter aeroplanes.

While INTERFLUG transported about 240 tons of goods and cargo in 1956, a capacity of 36,000 tons was been provided for 1971.

Since 1969, KLM has been flying a special cargo-only service between





Amsterdam and Berlin-Schönefeld Central Airport.

Since 1970, Balkan in co-operation with INTERFLUG run an AN-12 cargo-only service between Sofia and Berlin.

Agrarian and special flight service

Since 1957 INTERFLUG has used aircraft for work in the socialist agriculture of the GDR. In 1971 about 1.8 million hectares of fields were sprayed with fertilizer, pesticides and insecticides.

The AN-2 and Z-37 airplanes have modern special spraying equipment and are an integral part of the machinery of the combined agricultural cooperatives and state farms.

The advantages of avio-chemical cultivation methods as compared to traditional ones are obvious. They are much more economic, but above all can be used on wet soil, sloping terrain and high cultures where the usual machinery would fail.

In 1969 INTERFLUG started to operate radio technical flights, geophysical research and rescues with Mi-4 helicopters.

Since 1959 outboard cargo and crane flights have been included in the tasks of the special flight department. Since 1967 Soviet Mi-8 turbine helicopters are used for these operations, mainly assembly work in industry and the transport of bulky cargo over long distances.

In 1970 the capacity was increased through the acquisition of the Soviet Ka-26 universal helicopter.

Beside special tasks in national economy now being solved with its help, the avio-chemical version of the KA 26 was used first in 1971 to spray pesticides on about 13,000 hectares of fields.

Highly qualified personnel, applying new organizational principles, modern aircraft, further extending the international routes and building new efficient airport and passenger service facilities will contribute to making INTERFLUG comply with future requirements in passenger and cargo transport, agrarian and special flights.

