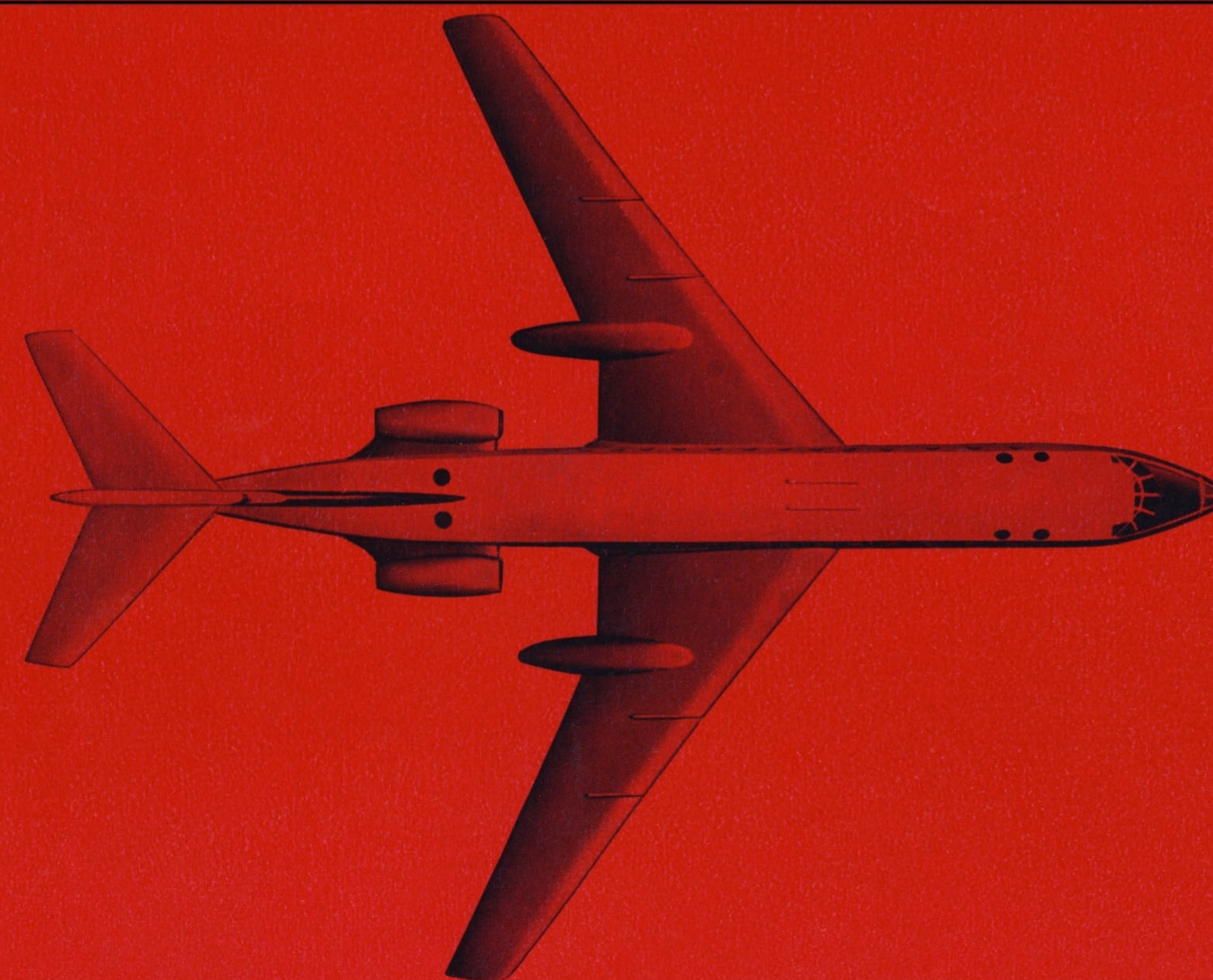




The  
Development of  
Civil Aviation

in the German  
Democratic  
Republic

***INTERFLUG***







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It was with great confidence that we started setting up our socialist air transport system in 1955.

The prerequisites were created by the foundation of the German Democratic Republic, its recognition as a sovereign state, the growing foreign trade relations and not last the generous support of the Soviet Union. The ability and diligence of the pioneers of the first hour laid the foundations for the successes of today. Many of them are still active at our side today. Today INTERFLUG has nearly 3,000 employees who are purposefully continuing what has been started. They are flight captains with more than three million kilometres of flight experience, reliable technicians, friendly stewardesses and many others without whom air-service would be impossible. They responsibly ensure comfort and punctuality.

44,000 kilometres of air routes of INTERFLUG in Europe, Africa and the Middle East enable our passengers to have connections with all countries in the world on more than 30 destination airports.





# A New Beginning

## Expansion of the airport installations

The excellent position of a former works airport near Berlin-Schönefeld offered favourable prerequisites for expansion into a central airport of the German Democratic Republic. Already existing airports near Barth, Dresden, Erfurt and Leipzig-Mockau proved to be suited for expansion for the future inland air traffic

## First Agreements

The first state air traffic agreements with the socialist countries of Poland (20 June 1955), Rumania (28 July 1955), Bulgaria (30 July 1955) Czechoslovakia (8 August 1955), Hungary (10 September 1955) and with the USSR (18 June 1956) marked the

purposeful construction of the civil air transport system of the German Democratic Republic. The first flights were made possible by the state treaties and linked with them the agreements on general agencies and mutual cooperation.

## First Flights

While the first German aircraft crews received their training in the commercial aviation schools of the Soviet Union with Soviet aeroplanes of the IL-14 type, experienced pilots from AEROFLOT were temporarily flying the IL-14 for the German Democratic Republic civil air transport system. On 16 September 1955 the first official flight took a government delega-

tion of the German Democratic Republic to Moscow for the signing of the state treaty with the USSR. In the same year other special flights followed with government delegations to the People's Republic of China, Korea and the Mongolian People's Republic.

## First Lines

These special flights were followed on 4 February 1956 by the first international line which has connected Berlin and Warsaw ever since. On 13 May 1956 the international flight connections of the young German Democratic Republic airline extended its routes from Berlin to Prague, Budapest, Sofia and Bucharest. A permanent direct connection has

linked Berlin and Moscow since 7 October 1956. These routes are operated in friendly cooperation with the socialist air transport enterprises of AEROFLOT, ČSA, LOT, MALEV, TABSO (now BALKAN) and TAROM. These mutual agreements were followed in April 1960 by the air connections Berlin-Belgrade-Tirana and with the summer time table also by the Berlin-Zagreb-Belgrade route. On 16 June 1957 German air crews started regular domestic flights. Aircraft of the IL-14 type were flying the routes between the Berlin-Schönefeld Central Airport and the airports of Dresden, Leipzig-Mockau, Erfurt, Barth. In 1964 the seaside resort of Heringsdorf (Isle of Usedom) was included in the domestic network.

In addition AN-2 aircraft were operating from 1958 to 1962 on the route from Berlin to the industrial centre of Karl-Marx-Stadt. Since March 1957 trips over Berlin and larger cities of the German Democratic Republic have been carried out and since August 1966 also charter trips on the routes of the German Democratic Republic.





## Further Developments

### Airliners

The increasing expansion of national and international routes necessitates the constant reconstruction and expansion of the equipment. Tested Soviet turbo-prop passenger airplanes of the IL-18 type have been operating since 1960. With their comfortable interior they guarantee a pleasant flight to 89 passengers on international routes. For long-haul routes INTERFLUG has been using IL-18 D aircraft since 1967. On domestic routes PTL aircraft of the AN-24 type have been in operation since 1966. The AN-24 offers comfortable and

quick travel to 48 passengers on short-haul routes. Since 1968 the IL-18 has been operating with an expanded seating capacity for 100 passengers on domestic lines as well as in tourist traffic. In 1969 the equipment will be supplemented by the two-jet medium-range passenger aircraft of the TU-134 type. In addition to INTERFLUG many airlines have decided on this new type from the tested program of the Soviet general designer Alexey Nikolayevich Tupolev. The two two-jet engines, situated at the rear and which develop a starting force of 6,800 kiloponds have a

favourable fuel consumption and a high running time. For the 72 passengers of the tourist class and the 64 passengers in the mixed tourist and first class version the flight at an altitude of 11,000 metres is quiet and comfortable. The speed ranges from 850 kilometres an hour to 920 km/h. With the TU-134 INTERFLUG receives a new type of aircraft which, in addition to its technical and economic advantages, is attractive in form. The purchase of the IL-62, a four engine jet for long haul services is being contemplated.

under:  
TU-134 at Berlin-Schönefeld  
Central Airport

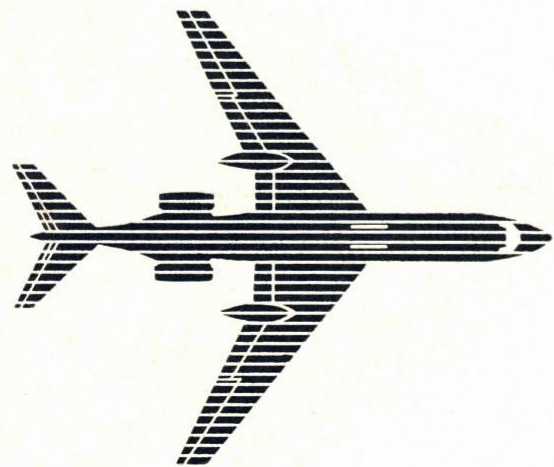




International Services

Since 1964 the international services of INTERFLUG were expanded by the following routes:

- 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  
(since 1967 summer schedule via Budapest)
- 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

Along with the systematic construction of the international network of INTERFLUG the state and commercial agreements were developing with a number of international airlines, travel agencies and transport institutions.

Air Traffic Agreements

- 20 June 1955  
People’s Republic of Poland
- 28 July 1955  
Socialist Republic of Rumania
- 30 July 1955  
People’s Republic of Bulgaria

- 8 August 1955  
Czechoslovak Socialist Republic
- 10 September 1955  
Hungarian People’s Republic
- 8 June 1956  
Union  
of Soviet Socialist Republics
- 22 January 1960  
People’s Republic of Albania
- 6 February 1960  
Socialist Federative Republic  
of Yugoslavia
- 20 May 1965  
United Arab Republic
- 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

INTERNATIONAL SERVICES

----- Other air companies





**Berlin Agreement**

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

**General Sales Agency Agreements**

AIR ALGERIE (Algeria), AIR FRANCE (France), AIR GUINEE (Guinea), AIR-INDIA (India), AIR MALI (Mali), ALB TRANSPORT (People's Republic of Albania), ALITALIA (Italy), AUSTRIAN AIRLINES (Austria), AVIANCA (Columbia), BOAC (Great Britain), CAAK (Korean People's Democratic Republic), CUBANA DE AVIACION (Cuba), EAST AFRICAN AIRWAYS (Kenya, Uganda Tanzania), JAT (Socialist Federative Republic of Yugoslavia), KLM (Netherlands), ROYAL AIR CAMBODGE (Cambodia), SABENA (Belgium), SAS (Scandinavia), SWISSAIR (Switzerland), TUNIS AIR (Tunisia), UNITED ARAB AIRLINES (United Arab

Republic), UTA (France), VARIG (Brazil), CIVIL AVIATION VIETNAM (Democratic Republic of Vietnam).

**Interline Agreements**

AIR AFRIQUE (Ivory Coast, Dahomey, Gabon Republic, Cameroon, Congo, Mauritania, Niger, Upper Volta, Senegal, Chad, Central African Republic), AIR CANADA (Canada), AIR FRANCE (France), AIR MALI (Mali), ALITALIA (Italy), ANSETT-ANA (Australia), BEA (Great Britain), BOAC (Great Britain), CAAC (People's Republic of China), CANADIAN PACIFIC AIRLINES (Canada), CYPRUS AIRWAYS (Cyprus), ETHIOPIAN AIRLINES (Ethiopia), FINNAIR (Finland), ICELANDAIR

FLUGFELAG (Iceland), GHANA AIRWAYS (Ghana), ICELANDIC AIRLINES LOFTLEIDIR (Iceland), INDIAN AIRLINES CORPORATION (India), IRAQI AIRWAYS (Iraq), KARAIR O/Y (Finland), KLM (Netherlands), KINGDOM OF LIBYA AIRLINES (Libyen), KUWAIT AIRWAYS (Kuwait), ROYAL AIR MAROC (Morocco), MIDDLE EAST AIRLINES (Lebanon), MISRAIR (United Arab Republic), OLYMPIC AIRWAYS (Greece), PAKISTAN INTERNATIONAL AIRLINES (Pakistan), SABENA (Belgium), SAS (Scandinavia), SWISSAIR (Switzerland), SYRIAN ARAB AIRLINES (Syria), TÜRK HAVAYOLLARI (Turkey), TUNIS AIR (Tunisia), UNITED ARAB AIRLINES (Unit-

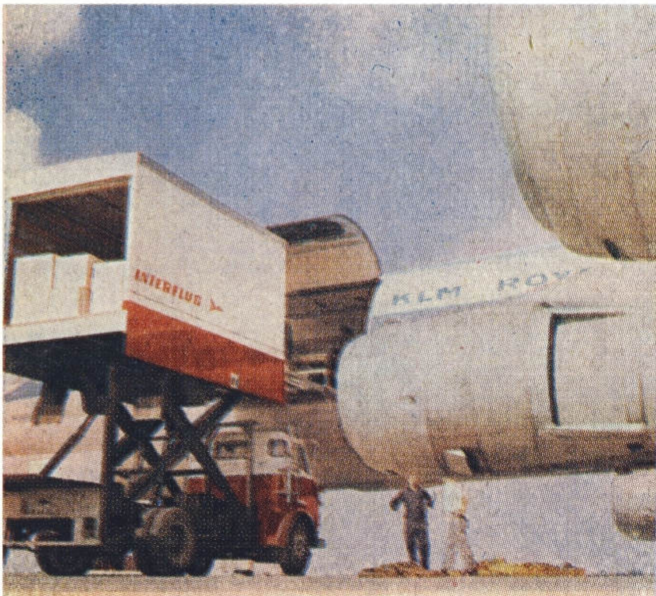
ed Arab Republic), UTA (France), VARIG (Brazil), YEMEN AIRLINES (Yemen).

**Foreign Agencies**

The agencies of INTERFLUG are an official expression of the friendly and commercial cooperation with these countries. INTERFLUG is represented by its own agents in Algiers, Baghdad, Bamako, Belgrade, Beirut, Budapest, Bucharest, Conacry, Cairo, Moscow, Prague, Sofia and Warsaw. In Copenhagen, Stockholm and Vienna the traffic representations of the German Democratic Republic represent the interests of INTER-

FLUG. In Athens, Bad Godesberg, Damascus, Hamburg, Helsinki, Cologne, Nicosia and West Berlin INTERFLUG is represented by agents.

left under:  
CUBANA DE AVIACION  
at Berlin-Schönefeld Central Airport  
left:  
DC-8 F of KLM arriving from New York  
at Leipzig-Schkeuditz Fair Airport  
under:  
A regular guest at Berlin-Schönefeld  
Central Airport: Caravelle of JAT





## Expansion of the Airport Installations

The airport installations are constantly brought up to modern standards, adapted to the trend in the development of aviation. The airports of Berlin-Schönefeld, Dresden and the Fair airport of Leipzig-Schkeuditz correspond to the international requirements of jet air traffic.

In 1961 the Berlin-Schönefeld Central Airport received a new take-off and landing runway of 3,000 metres in length and 60 metres in width.

In the summer of 1965 another take-off and landing runway 2,700 metres long and 60 metres wide 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 equipped according to modern directives, and a touching zone lighting.

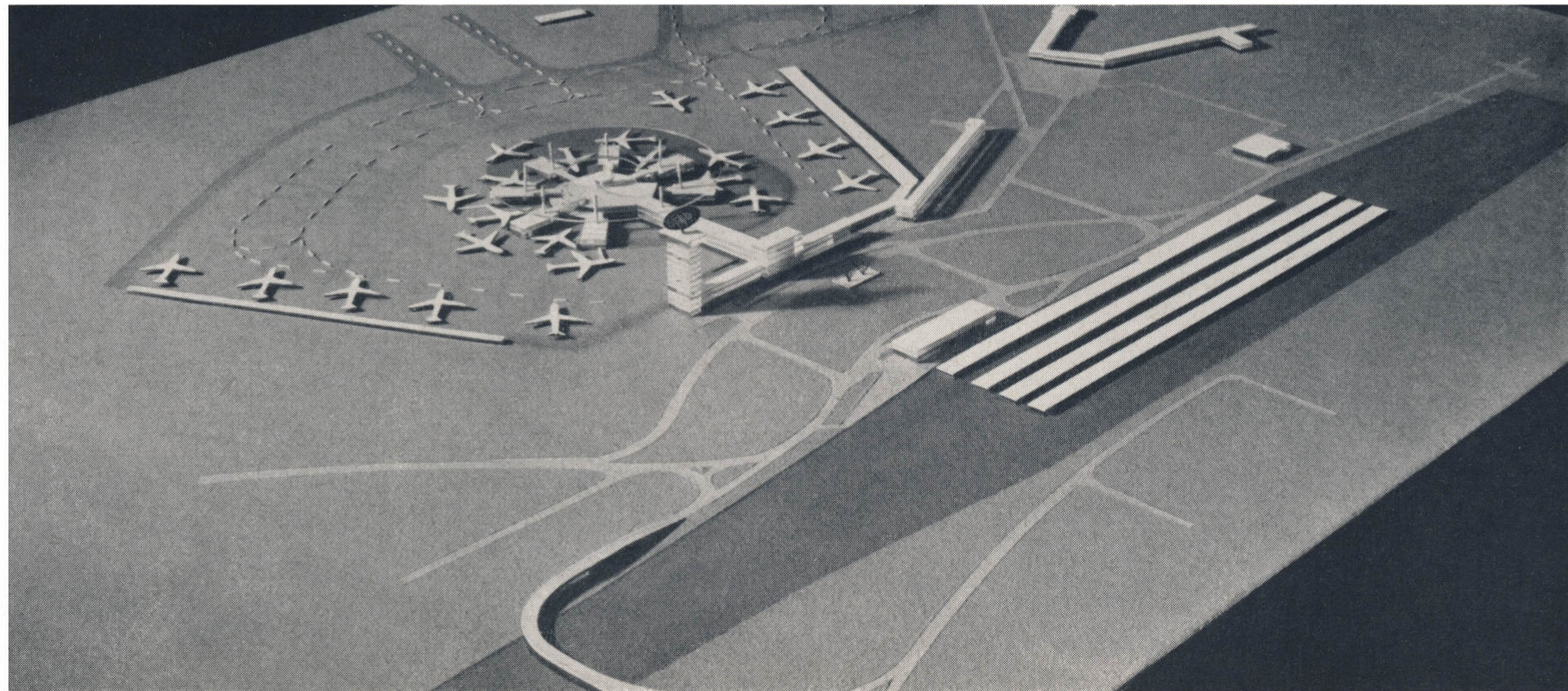
Both runways are designed for 45 tons of single-wheel loads.

The general expansion plan of Berlin-Schönefeld Central Airport envisages an expansion in stages.

In the first construction section of the second stage of expansion, which is envisaged for the years after 1970, a modern passenger service complex will be built with an annual capacity of three to four million passengers.

This project will directly link the central airport with the municipal railway and the railway station as well as with quick ground transport facilities.

Model of Berlin-Schönefeld  
Central Airport,  
first construction phase of the second  
extension stage





# Air Transport

## Charter Services

In addition to the national and international scheduled services INTERFLUG carries out an extensive charter service. Charter aircraft took delegations, expeditions and air freights, among others, to the United Arab Republic, Burma, the People's Republic of China, Ceylon, Denmark, Finland, Greece, the Korean People's Democratic Republic, India, Indonesia, Yemen, the Mongolian People's Republic, Norway, Austria, Sweden, Switzerland and the Democratic Republic of Vietnam. In 1967 INTERFLUG carried 149,219 tourists to the Czechoslovak Socialist Republic, Denmark, Finland, Greece,

Austria, the Rumanian Socialist Republic, the Soviet Union, the Socialist Federative Republic of Yugoslavia, Sweden, the Hungarian People's Republic, the People's Republic of Albania, Bulgaria, Poland and to Cyprus.

## Air Transport for the Leipzig Fair

Special flights to the Leipzig Fairs have been a tradition of German aviation already since 1919. The construction of socialist air transport in the German Democratic Republic made possible the continuation of this tradition in the spring of 1956 between Berlin, the capital of the German Democratic

Republic, and the metropolis of international trade, Leipzig. Time-saving direct connections to the Leipzig Fairs have existed since 1959 from Copenhagen, Prague and Vienna to Leipzig.

## Combined Air-Rail-Traffic (FLEI)

Since April 1959 a combined air-rail traffic has been operated within the country. On a joint transport document INTERFLUG grants tourists a reduction of 10 per cent of the regular air fare on these routes. German Railways give the customary reduction for the partial rail route.

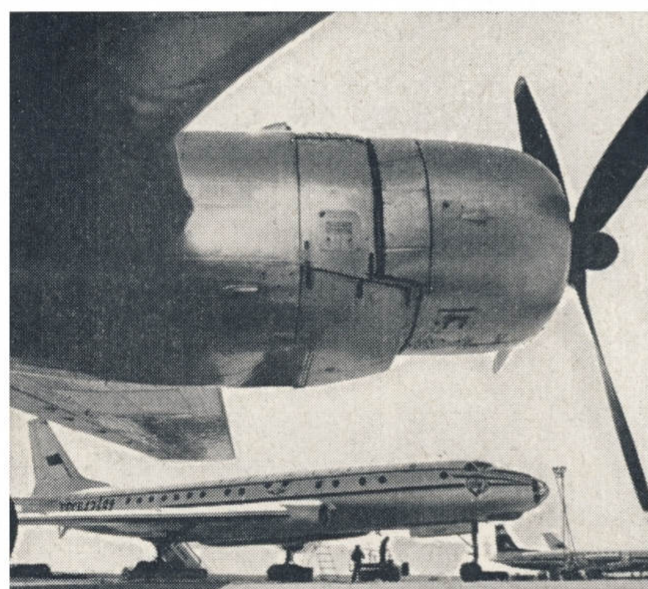
## Transit Traffic to/from West Berlin

To facilitate transit traffic via the Berlin-Schönefeld Central Airport from and to West Berlin the border checkpoint Rudow/Waltersdorfer Chaussee was set up in July 1963. A special bus operates between the central airport and West Berlin (departure in West Berlin: Hotel AROSA and HELIOS Travel Agency).

## Foreign Airlines Calling at Berlin-Schönefeld

Berlin-Schönefeld Central Airport is the landing-place for regular lines of the air transport companies of

AEROFLOT, BALKAN, ČSA, LOT, JAT, MALEV, and TAROM. The number of companies in the charter services touching down in Berlin-Schönefeld is steadily increasing.





# Passengers and Air Cargo Transported

	Passengers	Passenger-kilometres (in 1,000 p. km)
1956	12 553	11,298.4
1957	81 514	40,662.1
1958	194 669	75,960.0
1959	223 295	98,825.0
1960	292 377	166,797.6
1961	244 469	160,513.3
1962	310 279	299,282.7
1963	337 303	306,459.1
1964	385 839	313,221.2
1965	440 366	374,647.4
1966	543 501	486,855.3
1967	680 840	609,709.8

	Cargo kilometres (in 1,000 flight kms)	Transport km (in 1,000 t. km)
1956	981.4	1,344.2
1957	4,047.7	4,762.6
1958	5,652.3	7,920.3
1959	7,265.8	10,145.0
1960	8,328.6	17,047.2
1961	7,249.0	16,951.9
1962	9,180.3	30,574.0
1963	8,213.8	32,198.2
1966	7,249.9	34,218.6
1964	7,496.8	40,755.4
1965	9,307.9	51,707.0
1967	11,833.3	66,563.2

## Air Cargo

Special attention is devoted to the further expansion of the transportation of freight and mail. Air freight is transported quickly and economically from the Berlin-Schönefeld Central Airport. The transport capacity increased from 461.1 tons in 1956 to 7,126.7 tons in 1967.

Air freight is transported to all parts of the globe at a minimum of costs and time





# Commercial Flights Department Special Flights

For the economic working of large agricultural and forestry areas bases for economic flights were erected near Anklam, Kyritz, Magdeburg and on the grounds of the Berlin-Schönefeld Central Airport.

The economic flights department, which has existed since 1957, employs aircraft of the types L-60, Z-37 (Czechoslovakia) AN-2 (USSR), as well as helicopters of the types Mi-4 and Mi-8 from the Soviet Union within the framework of agrarian and special flights.

The flight program of the crews of this department includes avio-chemical flights for combating weeds and for fertilizing by air.

The aircraft crews worked 19,496 hectares in 1957. In 1967 the agricultural and forestry arable areas worked on amounted to 525,000 hectares. On an international level this corresponds to a capacity of two million coefficient hectares.

Thus the economic flight department of INTERFLUG makes an important contribution to raising the economic effectiveness of this important branch of production.

Available for special tasks such as aerial photography and mapping are, in addition to the AN-2 aircraft, also helicopters of the Mi-4 and Mi-8 types.

They operate chiefly within the framework of rescue and crane flights.

In the mounting of chimneys, big buildings and in the setting of trigonometric points, for example, the special flight is rendering valuable aid.

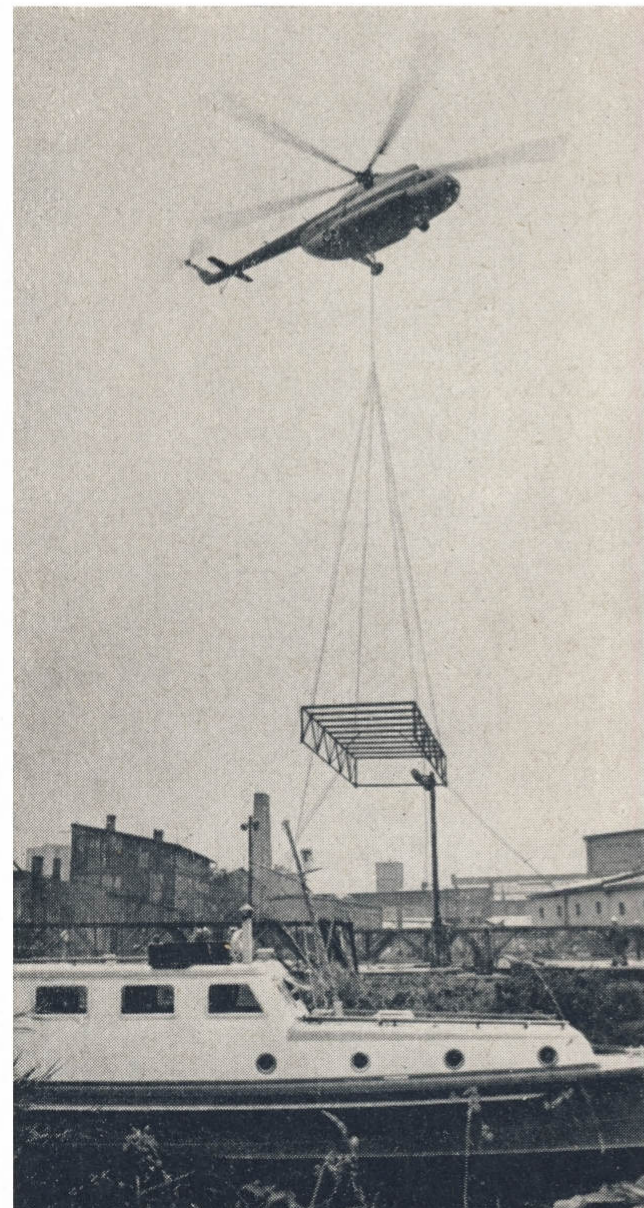


left:  
AN-2 during aerial work

middle:  
Front view of Mi-8

right:  
Mi-8 acting as a crane helicopter,  
maximum outboard load: 2.5 tons

right page:  
Z-37 "Čmelak" during spraying work







The  
Development of  
Civil Aviation

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***INTERFLUG***

