Grande-Bretagne et Irlande du Nord et Grèce

Convention relative à l'établissement de services de transports aériens, avec protocole de signature. Signés à Athènes, le 17 avril 1931.

Great Britain and Northern Ireland and Greece

Convention relating to the Establishment of Air Transport Services, with Protocol of Signature. Signed at Athens, April 17, 1931.
No. 2965. — CONVENTION ¹ BETWEEN HIS MAJESTY, IN RESPECT OF THE UNITED KINGDOM AND THE PRESIDENT OF THE HELLENIC REPUBLIC RELATING TO THE ESTABLISHMENT OF AIR TRANSPORT SERVICES. SIGNED AT ATHENS, APRIL 17, 1931.

His Majesty the King of Great Britain, Ireland and the British Dominions beyond the Seas, Emperor of India, and the President of the Hellenic Republic, mutually desiring to encourage the establishment of air transport services, have resolved to conclude a Convention for this purpose and have appointed as their Plenipotentiaries:

His Majesty the King of Great Britain, Ireland and the British Dominions beyond the Seas, Emperor of India:
For Great Britain and Northern Ireland:
The Honourable Patrick William Maule Ramsay, C.M.G., His Majesty’s Envoy

¹ L’échange des ratifications a eu lieu à Athènes, le 16 avril 1932.

No. 2965. ¹ΣΥΜΒΑΣΙΣ ΜΕΤΑΞÙΣ ΤΗΣ ΑΥΤΟΥ ΜΕΓΑΛΕΙΟΤΗΤΟΣ, ΔΙΑ ΤΟ ΙΩΝΗΜΕΝΟΝ ΒΑΣΙΛΕΙΟΝ, ΚΑΙ ΤΟΥ ΠΡΩΣΔΡΟΥ ΤΗΣ ΕΛΛΗΝΙΚΗΣ ΔΗΜΟΚΡΑΤΙΑΣ ΑΦΟΡΩΣΑ ΤΗΝ ΕΓΚΑΤΑΣΤΑΣΙΝ ΕΝΔΕΙΩΝ ΜΕΤΑΦΟΡΩΝ. ΥΠΟΓΡΑΦΕΤΑΣΑ ΕΝ ΑΘΗΝΑΙΣ, ΤΗ 17” ΑΠΡΙΛΙΟΥ 1931.

English and Greek official texts communicated by the Permanent Delegate of the Hellenic Republic accredited to the League of Nations, and by His Majesty’s Secretary of State for Foreign Affairs in Great Britain. The registration of this Convention took place May 13, 1932.

¹) Πρόεδρος τῆς Ἐλληνικῆς Δημοκρατίας καὶ ὁ Ἀυτοῦ Μεγαλειότης ὁ Βασιλεύς τῆς Μεγάλης Βρεττανίας, τῆς Ἰρλανδίας καὶ τῶν Βρεταννικῶν κτήσεων πέρυς τῶν Θαλάσσων, Αὐτοκράτωρ τῶν Ἰδιων.

Ειςφορομενου ἀμφότερου ὅπο τῆς ἐπιθυμίας μά διευκολύνοντι τῆς ἐγκατάστασιν γραμμῶν ἐν-ειρήνης μεταφορόν ἀπευθαναίον πρὸς τὸν αὐτὸν τούτον νὰ συνάψων σύμβασιν καὶ ὁρίσων ὑπὸ πληροφορίας τῶν:

²) Πρόεδρος τῆς Ἐλληνικῆς Δημοκρατίας τῆς Ἰδιώτου Ἐξοχότητας τῶν Ἰόνιων Ἀνδρέας Μηχανικόπουλος, Ἀντιπρόεδρον τοῦ Ἰπποργοφαντού Συμβουλίου καὶ Ἰπποργον ἐπὶ τῶν Ἐξωτερικῶν.

¹) The exchange of ratifications took place at Athens, April 16, 1932.
Extraordinary and Minister Plenipotentiary;

The President of the Hellenic Republic:
His Excellency M. Andreas Michalakopoulos, Vice-President of the Council and Minister for Foreign Affairs;

Who, having communicated to each other their full powers, found in good and due form, have agreed as follows:

Article 1.

Unless otherwise indicated, the following definitions shall apply for the purposes of the present Convention:

(i) The term “British Air Services” shall denote the air services specified in Article 3 of the present Convention or such other British air services as may be agreed upon under Article 5, and the term “British Air Transport Company (or Companies)” shall denote the company (or companies) operating the British Air Services.

(ii) The term “Greek Air Services” shall denote the air services specified in Article 4 of the present Convention or such other Greek air services as may be agreed upon under Article 5, and the term “Greek Air Transport Company (or Companies)” shall denote the company (or companies) operating the Greek Air Services.

(iii) The term “Air Services” shall denote the British and the Greek Air Services, and the term “Air Transport Companies” shall denote the air transport companies operating the Air Services.

The President of the Hellenic Republic:

M. Andreas Michalakopoulos, Vice-President of the Council and Minister for Foreign Affairs;

Who, having communicated to each other their full powers, found in good and due form, have agreed as follows:

Oținește, anunțându-se că au înțeles toate dispozițiile, au emis instrucțiuni în privința acesteia, în conformitate cu îndeplinirea acesteia:

1. Și acest […]
(iv) The terms “British Aircraft” and “Greek Aircraft” shall denote aircraft employed in the operation of the British and the Greek Air Services respectively, and the term “Aircraft” shall denote aircraft employed in the operation of the Air Services.

(v) The term “landing place (or places)” shall denote any or all of the landing places specified in Articles 3 and 4 of the present Convention or which may be agreed upon under Articles 4 and 5, together with any places at which Aircraft may land in accordance with the provisions of Article 6 (2).

(vi) The term “territory” or “territories” in relation to one or the other High Contracting Party shall denote the territory or territories of that High Contracting Party flight over which is or may be permitted to Aircraft in accordance with the provisions of the present Convention.

(vii) The term “territory” or “territories” includes territorial waters.

**Article 2.**

The provisions of the present Convention shall apply only to the Air Services, Air Transport Companies and Aircraft defined in Article 1 of the Convention; and shall apply to those Services, Companies and Aircraft only in so far as concerns the working of the routes the operation of which is or may be permitted in accordance with the provisions of the Convention and for the periods during which those routes may be operated.

**Article 3.**

1. The British Air Transport Companies operating the air services between the United

4. Οἱ δόροὶ «Βρεττανικῶν Ἀερόπλοιον» καὶ «Ελληνικῶν Ἀερόπλοιον» δὲ ἔννοον τὰ ἐν τῇ ἀμοιβαιᾷ ἐκμετάλλευσιν τῶν Βρεττανικῶν καὶ Ελληνικῶν Ἐνεργῶν Συμβολικῶν κοινωνικά ἀερόπλοια καὶ ὁ δόρος «Αερόπλοιον» θα ἕννοισιν ἀερόπλοιον χρηματοδοτούμενον ἐν τῇ ἐκμετάλλευσε τῶν Ἐνεργῶν Συμβολικῶν.

5. Οἱ δόροι «πεδίων (ἡ πεδία) προσεγεώσεως» δὲ ἐννοοῦται ἔνεσι ἀπαντά τὰ ἐν τοῖς ἀρθροῖς 3 καὶ 4 τῆς παρούσης Σύμβασεως καθοριζόμενα πεδία προσεγεώσεως ἐκείνα ἐντὸ ὑδεύς ἐπέλθῃ συμφωνία, συμφώνουσι πρὸς τὰ ἀρθρα 4 καὶ 5 ὧς καὶ τῶν ἕλεον πεδίων ἐντὸ ὑδεύς ἀερόπλοιον ὅνησι ἐν τῇ προσεγεώσει, συμφώνουσι πρὸς τὸ διατάξει τῶν ἀρθροί 6 ἐδώρ. 2.

6. Οἱ δόροι «ἐδαφος» καὶ «ἐδάφη» ἐν σχέσει πρὸς ἐκατέρω τῶν Ἰσραηλίων Συμβολικῶν Μερών θὰ ἔννοο, τὸ ἐδαφος καὶ «ἐδάφη» τοῦ Ἰσραηλίου τοῦτο τοῦ Συμβολικού Μέρους ἀναφέρεται τὸ ὑδεύς ἐντὸ ἐπετρεπτῇ συμφώνουσι πρὸς τὸς διατάξει τῆς παρούσης Σύμβασεως.

7. Οἱ δόροι «ἐδαφος» καὶ «ἐδάφη» περιλαμβάνει καὶ τα χωρικα ὑδατα.

2. 

Αἱ διατάξεις τῆς παρούσης Συμβόλως θέλουν ἑφαρμόζεθαι μινὸν εἰς τὰς Ἑνεργίας Συγκοινωνίας, τὰς Ἐσταρίας Ἐνεργίων Μεταφορῶν καὶ τὰ Ἀερόπλοια περὶ ὃν προβλέπεται τὸ ἀρθρὸν τοῦ τῆς Συμβόλως, θέλουν δὲ ἑφαρμόζεθαι εἰς τὰς Ἑνεργίας τὰς Συγκοινωνίας, τὰς Ἐσταρίας Ἐνεργίων Μεταφορῶν καὶ τὰ Ἀερόπλοια μινὸν καθ’ ὅσον ἀφορά τῇ χρησιμοποίησιν ἑνεργίων ὑδατά, ὃν ἑκμεταλλεύεται ἐπετρεπτῇ, ὁ δίνεται ἐπετρεπτῇ συμφωνία, πρὸς τὰς διατάξεις τῆς Συμβόλως καὶ κατὰ τὰς περίοδος καθ’ ὃς αἱ ὑδατά αὐτίνα ὅπως ἑκμεταλλεύεις.
2. The British Air Services in crossing Greek territory may follow any or all of the following routes, that is to say the route Yugoslavia-Salonica-Athens and beyond, the route Italy-Athens and beyond and the route Malta-Athens and beyond.

3. For the purpose of operating the British Air Services the British Air Transport Companies shall be entitled to use the landing places at Salonica, Athens, Corfu, Mirabella, Candia, Suda Bay and Navarino, and for the Malta-Athens route, Ithaca and Patras.

4. In the event of a British Air Transport Company desiring to operate one of the routes specified in paragraph 2 of this article instead of or in addition to one of the others, a notification to that effect shall be made to the Greek Government by the Company at least a week before commencing the operation of that route.

5. In the event of any meteorological stations announcing, or of the pilots judging, that flight is impossible on any route along which the British Air Transport Companies are or may be permitted to operate, British Aircraft may follow the route by Navarino-Suda Bay or the route Sofia-Constantinople-Salonica-Athens, as the case may be.

**Article 4.**

The Greek Air Transport Companies shall have the right to establish and to operate regular seaplane services to Malta and Cyprus and for that purpose to make use of the landing places at Kala Mistra and the eastern side of Marsascrocrocco Bay at Malta, and at a commercially practicable seaplane station in Cyprus to be
agreed upon between the competent aviation authorities of the High Contracting Parties.

Article 5.

The Air Transport Companies shall have the right to operate such other routes and to utilise such other landing places as may from time to time be agreed upon, either instead of or in addition to those specified in the preceding articles.

Article 6.

1. Nothing in the present Convention shall confer any right to use military air stations (whether aerodromes or seaplane stations) not normally open to civil air traffic.

2. Aircraft may, however, in case of force majeure at all times make use of any aerodrome or seaplane station along their route.

3. Nothing in the present Convention shall prejudice the right of either High Contracting Party in exceptional circumstances relating to the safety of the State to specify landing places other than those mentioned in or agreed upon under the preceding Articles or to modify the routes mentioned in or agreed upon under those Articles; or in the event of war completely to suspend the operation of those routes.

Article 7.

1. Subject to the provisions of Article 6 (1) of the present Convention, Aircraft may embark and disembark mail, passengers and goods at any landing place.

5.

Αἱ Ἐσταφεῖαι Ἐναερίων Μεταφορῶν θὰ ἔχουσι τὸ δικαίωμα νὰ ἐκμεταλλεύσουν όλους ἄλλους ἐνεργούς ὁδοὺς καὶ νὰ χρησιμοποιοῦσαν οὓς ἄλλους πεδίου προσγειώσεως εἰς ὃν ἦδει ἐπέλθη τομαγμονία κατὰ καρπὸν αὐτῆς ἐπὶ πλέον τῶν εἰς τοὺς προσγειωμένους ἄρθρους καθοριζομένων.

6.

1. 'Η παρούσα Σύμβασις οὐδαμῶς οἴδητε εἰς τοὺς Συμβαλλομένους τὸ δικαίωμα τῆς χρησιμοποίήσεως Στρατιωτικῶν Ἀεροπλανῶν ('Αεροδρομίων ή Λιμαντικῶν Ἀεροπλανῶν) ή κανονικῶς ἀνοικτῶν εἰς ἀπακολούθητο συμφωνίαν.

2. Οὐχ ἦτον δύναται ἄρσηλοι τι, εἰς περὶ πτώσιν ἀνωτέρως βίας εἰς τάσιν στιγμὴν νὰ χρησιμοποιήσῃ ὀιονήσαστε ἄρεος οἰκονκόμων ή ναυτικῶν ἀεροπλάνων κατὰ τὴν διανομήν του.

3. 'Η παρούσα Σύμβασις οὐδαμῶς δύναται νὰ ἀποστείρησῃ ἐκάθενα τῶν Ψυλλον Συμβαλλομένων Μεσοντοῦ τὸ δικαίωματος νὰ καθορίσῃ εἰς ἐξαιρετικά περιστάσεις σχετικά πρὸς τὴν συναλλαγή του Κράτους, ἄλλα πεδίο προσγειώσεως τῶν ἀναφερόμενων ή τῶν συμφωνηθεῖσαν, συμφωνίων πρὸς τὰ προηγοῦμενα ἄρθρα ή νὰ προστοποιήσῃ τὰς ἐνεργοὺς ὁδοὺς τῶν ἀναφερόμενων ή συμφωνηθεῖσαν ἐπὶ τῇ βάσει τῶν προηγούμενων ἄρθρων τῆς κατὰ δικαστήριον, εἰς περικείμενον πολέμου, τὴν ἐκμετάλλευσιν τῶν ἐνεργῶν τοιῶν ὁδών.

7.

1. Συμφώνως πρὸς τὰς διατάξεις τῶν ἄρθρων 6 ἥδειν, τῇ τῆς παρούσης Σύμβασις πάνω ἀεροπλανίου δύναται νὰ περιλαμβάνῃ καὶ νὰ παραδώσῃ τὸ ταχυδρομείον, νὰ ἐπιδιορίσῃ καὶ ἀποκλίνῃ ἐπιμέλειας καὶ νὰ αποτυπώσῃ ἐπικοινωνίας καὶ προσγειώσεως ἐπιμέλειας εἰς συνοδήμο τῶν πεδίου προσγειώσεως.
2. Nothing in the present Convention shall affect the rights of either High Contracting Party under Articles 16 and 17 of the Convention for the Regulation of Aerial Navigation \(^1\) of the 13th October, 1919; provided, however, that the British Air Transport Companies may embark passengers, goods and mails at any air station in Greek territory situated on a route along which those Companies are or may be permitted to operate in accordance with the provisions of the present Convention, for carriage to another such air station in Greek territory*, so long as those stations are not connected by a Greek air service.

Article 8.

1. Subject to any conditions required by the laws in force in the territory in which the landing occurs, the crew and passengers carried in Aircraft may remain, and goods and mail on board Aircraft may be stored, at any landing place.

2. Where a flight is interrupted by an accident or forced landing or otherwise, all necessary facilities shall be accorded for enabling the Air Transport Company concerned to despatch the passengers, goods and mail to their destinations as quickly as possible.

Article 9.

The Air Transport Companies shall fulfil the conditions necessary to entitle them to be registered as the owners of aircraft under the provisions of Article 7 of the Convention for the Regulation of Aerial Navigation of the 13th October, 1919.

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* Les mots « en territoire hellénique » ne figurent pas dans la convention telle qu'elle a été signée mais ont été ajoutés par un échange de notes en date du 9 novembre 1931.

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* The words “in Greek territory” were not in the treaty as signed, but were added by an exchange of notes of November 9, 1931.
Article 10.

1. Each High Contracting Party shall have the right to nominate his Air Transport Company or Companies on condition of notifying the other High Contracting Party of the nomination made either within one month after the coming into force of the present Convention or one month prior to the opening of any new service.

2. Each High Contracting Party shall at any time be entitled to substitute for or add to the Company or Companies originally nominated a new British or Greek Company or Companies on condition of notifying the other High Contracting Party of such substitution or addition one month before the opening of any new service.

3. A Company from which permission to operate has been withdrawn by the High Contracting Party by which it was nominated shall not by reason of that fact alone be entitled to make any claim against the other High Contracting Party.

Article 11.

The Air Transport Companies shall have complete freedom to determine the frequency of their services, their time-tables, charges and connexions with other air lines at the different ports of call, together with the type of aircraft which they shall employ, provided that notice shall be given to the competent Government Departments of the High Contracting Parties one month before the opening of any new service.

Article 12.

1. Subject to Article 6 (1) of the present Convention, each High Contracting Party will, so far as possible, place at the disposal of the Air

II.

Ai Εταιρείες Ενεργού Μεταφορών θα έχουν απόλυτον ελεύθερον καθορισμό της επιστολής των συγκοινωνιών, της διοργάνωσης των, των αεροπορικών γραμμών, των συνθηκών, των συνθηκών και των συνδέσεων των μεταξύ τους αεροπορικών γραμμών, εκ τούτου μόνον να την κατανέμουν η Εταιρεία έτοιμα να την κατανέμει η Εταιρεία της υπόθεσης υπό τους θρησκευτικούς και η Εταιρεία της υπόθεσης θα δεχόταν ως έναν μήνα προ της εκμετάλλευσης οικονομία περαιτέρων

12.

I. Συμφώνως πρός τάς διατάξεις τοῦ άρθρου 6 έδωκε I τής συμβάσεως οικονομίας, έκανε τοις 'Υψηλόν Συμβαλλόμενον Μέρος, θέλει
Transport Companies of the other, on the same conditions as are applicable to the civil aviation undertakings of the first-named High Contracting Party, all available facilities in regard to hangars for housing aircraft, hoisting installations (cranes or slipways), ground or premises to be used for repair shops, storages and offices together with oil and petrol refuelling facilities.

2. In the event of the air transport installations at an established air station being insufficient, the High Contracting Party concerned will by special agreement grant to the Air Transport Companies of the other, under conditions not inferior to those which apply in the case of the most favoured foreign company (but without making any reservations concerning the minimum cost of such installations) all available facilities for the erection or extension of the necessary installations.

Article 13.

The Air Transport Companies shall enjoy in respect of their Aircraft, treatment at all landing places similar to that granted to national aircraft in regard to landing and housing fees.

Article 14.

The High Contracting Parties agree to cooperate for the protection and security of the Air Services, and for this purpose they will develop to the fullest extent possible their meteorological and wireless services, together with all other aids to safe aerial navigation. The competent Government Departments of the High Contracting Parties will agree together as to the necessary measures of co-ordination.

13.

Ai Ἐνεσίας Ἐνεσίων Μεταφορόν ἐν σχετικά τὰ ἀερόπλοια αὐτῶν θέλωμα ἀπολαύσει εἷς ἀπαντα τὰ πεδία προσγειώσεως, ὅσον ἀφορᾷ τὰ τέλη προσγειώσεως καὶ στεγάσεως τῶν αὐτῶν πλονευτημάτων, ὃν ἀπολαύσει καὶ τὰ ἐθνικὰ ἀερόπλοια.

14.

Τὰ Ὑψιλά Συμβαλλόμενα Μέρη συμφωνοῦν νὰ συνεργασθῶσι διὰ τὴν προστασίαν καὶ ὄσφαλσίαν τῶν Ἐνεσίων Συγκοινωνιών καὶ πρὸς τὸν χρόνο τότεν θέλουσιν ἐπιδιώκεν ἡ μηχανήν δυνατὴν ἀνάπτυξιν τῶν μετεωρολογικῶν αὐτῶν ὕπηρεσιῶν καὶ τῶν ὄσφαλσιῶν ἀσφαλέσθες, ὡς καὶ πάσης ἄλλης ὑπηρεσίας, δυναμένης νὰ συνελέη ἐς τὴν ἀσφάλειαν τῆς ἁεροπλοΐας. Αἱ ἄρματος Κρατικά ὑπηρεσίαι τῶν Ὑψιλών Συμβαλλόμενων Μερῶν θέλουσιν ἀπὸ τοιαύτη συμφωνήσει ὡς πρὸς τὸν συντονισμὸ τῶν ἀναγκαίων τῶν μέτρων.
Article 15.

1. Pending the establishment by the Greek Government of satisfactory wireless telegraphy services at and between the landing places specified in Article 3 of the present Convention, or which may be agreed upon under Article 5, the British Air Transport Companies shall be entitled to establish wireless stations in Greek territory by special agreement with the Greek Government, which shall be subject to denunciation at any time by giving one month’s notice to that effect. These stations shall be erected at the expense of the Company by which they are established, and shall be worked on that Company’s responsibility so as to observe the provisions both of the international radiotelegraphy conventions in force between the High Contracting Parties and the internal radiotelegraph regulations of Greece. The personnel of the above-mentioned wireless stations shall be Greek nationals, and their appointment shall be subject to the approval of the Greek Government.

2. The British Air Transport Companies may establish and make use of wireless stations on board British vessels moored in or passing through Greek territorial waters by special agreement with the Greek Government, which shall be subject to denunciation at any time by giving one month’s notice to that effect. The personnel of such stations may consist of British or Greek nationals at the Company’s option.

Article 16.

1. Aircraft, aircraft engines, spare parts, aircraft equipment, fuel and oil for exclusive use in the operation of the Air Services of either High Contracting Party shall, in the territories of the other, be exempt from all customs and other duties on import or export; it is understood however, that such exemption may be effected either directly on importation or by way of

1. Τα ἀεροπλοία, τα ἀεροπορικά μηχανήματα, τα ανταλλακτικά είδη, τα αεροπορικά εξαρτήματα, η καύσιμος ή τα χρήματα προς οποίαν χρηματοδοτώνται οι χρηματοδοτικοί έλεγχοι των Ελλήνων Αεροπορικών Μεταφορών θέλωσιν είναι απολύτως εξαιρετικά επί των εδαφών του εξέτασες διακρίνεται ή άλλου τέλους

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Article 17.

1. In the absence of agreement to the contrary, the Air Transport Companies of each High Contracting Party shall, within the territories of the other, only employ as technical personnel nationals of one or the other High Contracting Party whether at landing places or during the course of flight over such territories; provided that the Air Transport Companies of each High Contracting Party shall give preference to the engineers and mechanics of the other for service as ground personnel in the territories of the latter if they

2. Notwithstanding anything in the preceding paragraph, the Air Transport Companies of each High Contracting Party shall be liable in respect of all customs dues payable according to the laws in force on the territory of the other High Contracting Party on fuel and oil actually consumed in the course of flight over that territory.

3. For the purpose of the preceding paragraph the amount of fuel and oil actually consumed in the course of flight over the territory of either High Contracting Party shall be determined by agreement based upon: (a) the route-mileage; (b) the normal time occupied in flight over that mileage; and (c) the normal consumption of the type of aircraft used.

4. The British Air Transport Companies shall be exempt in Greek territory from payment of the φόρος υπέρ τοῦ Ταμείου οδοπρομάτων (road-tolls) on all motor vehicles used for the operation of the Air Services.

1. Εν ἐλλείψει συμφωνίας περὶ τοῦ ἐναντίου, ἀν Εὐρωπαία Εὐρωπαίων Μεταφορόν έκάτερον τῶν Υψηλῶν Συμβαλλόμενων Μέρων θέλουσι εἶναι ἀποκλειστικῶς ἀπὸ τοῦ Υψηλοῦ Συμβαλλόμενον Μέρος τὰ περὶ τῶν ἐδαφῶν τοῦ ξένων Υψηλοῦ Συμβαλλόμενον Μέρους ἄλλως ὑπερασπισμοῦ πρὸς τὸν ἄλλο Υψηλὸν Συμβαλλόμενον Μέρος ἐπὶ τῆς κανονικῆς ἁκίας ἤ τοῦ ἐλεύθερου τῆς καταναλωσίας τῶν ἐδαφῶν τοῦ ἐναντίου πτήσεως.

1. Εὐρωπαίαι ἐν ἐλλείψει συμφωνίας περὶ τοῦ ἐναντίου, ἀν Εὐρωπαίαι Εὐρωπαίων Μεταφορῶν έκάτερον τῶν Υψηλῶν Συμβαλλόμενων Μέρων θέλουσι εἶναι ἀποκλειστικῶς ἀπὸ τοῦ Υψηλοῦ Συμβαλλόμενον Μέρους τὰ περὶ τῶν ἐδαφῶν τοῦ ξένων Υψηλοῦ Συμβαλλόμενον Μέρους ἀλλοτρίως ὑπερασπισμοῦ πρὸς τὸν ἄλλο Υψηλὸν Συμβαλλόμενον Μέρος ἐπὶ τῆς κανονικῆς ἁκίας ἤ τοῦ ἐλεύθερου τῆς καταναλωσίας τῶν ἐδαφῶν τοῦ ἐναντίου πτήσεως.
are considered by the Company concerned to be sufficiently competent for the purpose.

2. In the absence of agreement to the contrary, the Air Transport Companies of each High Contracting Party shall, within the territories of the other, employ nationals of that High Contracting Party for all purposes which require no special training.

3. The competent authorities at the capital of the territories of each High Contracting Party and at organised civil air ports in those territories shall have the right to deal with every Air Transport Company through a responsible agent who is a national of that High Contracting Party to be appointed for the purpose by the Air Transport Company concerned.

Article 18.

1. The conveyance of air mails shall be regulated by a direct agreement between the competent postal departments of the High Contracting Parties.

2. The Air Transport Companies of each High Contracting Party will, however, reserve space on board their Aircraft for the normal weight of mails coming from, destined for, or in transit across, the territories of the other.

Article 19.

1. The competent authorities of the High Contracting Parties at the landing places shall have the right to verify the number of passengers and the weight of the mails and goods, and also to examine the documents carried by Aircraft.

2. The competent authorities of each High Contracting Party shall also have the right to examine the state of the flying material belonging to an Air Transport Company and to prohibit

2. Εν Αρμοδίωσιν Αρχαίας Ανεξάρτητα Μεταφορών έκδοσου Ι’Υφιν Συμβαλλόμενων Μέρων ή δυναμικης Εφαρμογής των Προσωπικών Εδαφών του Ι’Υφιν Συμβαλλόμενων Μέρων διά πάνω Εργατών μη διπλώνων ειδικής Εξάσκησης.

3. Αι Αρμοδίωσιν Αρχαίας Ανεξάρτητα Του Προσωπικού του Ι’Υφιν Συμβαλλόμενων Μέρων και Εις Αρμοδίωσιν Πολιτικούς Αρμοδίωσις Ενεργείας Μεταφορών μέσω Ρύθμισης Αρμοδίως Παρ' Ελπίδας της Εκτόνωσης του Ι’Υφιν Συμβαλλόμενων Μέρων επί τους Αποφοινικούς Προς της Ενεργείας Ολοκληρωμένης Ενεργείας Μεταφορών.

18.

1. Η μεταφορά των ενεργείων ταχυδρομείων θέλει ρυθμισθή να απειλείται από της Εφαρμογής Μεταφορών των Ι’Υφιν Συμβαλλόμενων Μέρων.

2. Ούτε ήτοι οι Ενεργείες Μεταφορών θα διαβάζονται χάριν επί των αντίστοιχων κατώτεροι δια τον Κανονισμό του ταχυδρομικού προς τον προσφυγόν του του Ι’Υφιν ο Μέρος η προσφυγογίμην δι’ αυτά η διά τον διαμετακομισθέντα ή αυτών.

19.

1. Αι Αρμοδίωσιν Αρχαίας Συμβαλλόμενων Μέρων είς τα πεδία προσωπικών ή ανεξάρτητα των αρμοδίων των Εθνικών των Ευρωπαίων Μέρων ή δια τον Κανονισμό του ταχυδρομικού προς τον προσφυγόν ή ανεξάρτητα των αρμοδίων των Ευρωπαίων Μέρων ή δια τον Κανονισμό του ταχυδρομικού προς τον προσφυγόν για τις προσωπικές και τα προσωπικά του ταχυδρομικού προς τον προσφυγόν για τις προσωπικές και τα προσωπικά του ταχυδρομικού προς τον προσφυγόν.
flight on the part of any Aircraft judged by those authorities not to be airworthy in accordance with the regulations of the other High Contracting Party.

3. The Air Transport Companies of each High Contracting Party shall grant two free return passages yearly to the authorities of the other High Contracting Party between the last port of call before flight over the territories of that High Contracting Party and the first port of call reached after leaving those territories, along each of the routes operated under the provisions of this Convention.

Article 20.

1. The Air Transport Companies of each High Contracting Party shall observe and shall cause to be observed by their employees the laws and regulations in force in the territories of the other, whether at landing places or in the course of flight over such territories. They will also so far as possible, cause these laws and regulations to be similarly observed by their passengers and will notify the authorities of the High Contracting Party concerned in the event of any breach.

2. In the event of repeated breaches, the High Contracting Party affected shall have the right to require the dismissal of any employee who has been found guilty.

3. In case of necessity, that High Contracting Party may require the other to cancel the nomination of the Air Transport Company answerable, without thereby becoming liable to any claim on the part of the company.

4. Each High Contracting Party shall have the right to require the recall of any employee of an Air Transport Company whose presence in the territories of that High Contracting Party has been forbidden on grounds of public safety.

καὶ νὰ ἀπαγορεύσαι τὴν πτήσεις οἰονομάτω τῶν ἀεροπλοίων, μὴ ἀξιοθάνητος οἷς αὐτῶν ἱκανὸος πρὸς ἀεροπλοῖα, συμμορφώνοις πρὸς τὸν κανονισμόν τοῦ ἑτέρου Ψηλού Συμβαλλόμενου Μέρους.

3. Αἱ Ἐταιρείαι Ἑνορίων Μετακομιδών ἑκάστου τῶν Ψηλοῦ Συμβαλλόμενων Μερών θὰ χρησιμοποιήσουν κατὰ τοὺς διορίσκοντας ἐπιστροφικούς εἰς τὰς ἀρχὰς τοῦ ἑτέρου Ψηλοῦ Συμβαλλόμενου Μέρους μεταξὺ τῶν τελευταίων λιμένων προσαγωγών πρὸς τὴν πτήσιν ὑπὲρ τῶν ἑδαφῶν τοῦ τῆς Ψηλοῦ Συμβαλλόμενου Μέρους καὶ τοῦ πρώτου λιμένος προσαγωγῶν μετὰ τὴν αναχώρησιν ἐκ τῶν ἑδαφῶν τούτων, ἐπὶ ἑκάστης τῶν συμφόρων πρὸς τὰς διατάξεις τῆς Συμβάσεως ταύτης ὑπὸ ἐκμετάλλευσιν ὑδάτων.

Article 20.

1. Αἱ Ἐταιρείαι Ἑνορίων Μετακομιδών ἑκάστου τῆς Ψηλοῦ Συμβαλλόμενου Μέρους θὰ τηροῦν καὶ θα ἀπαγορεύσαι παρὰ τῶν διατάξεων αὐτῶν ὑπὸς τῶν ἑδαφῶν τῶν τῆς ἑτέρου εὐθείας τοῦ ἑτέρου ἑδαφοῦς καὶ κανονισμοῦ, εἰς τὰς περιοχὰς προσαγωγῶν εἰς κατὰ τὴν διάρκεια τῆς ἑπεξεργάσεως τοῦ τῆς ἑδαφοῦς τοῦ παρόντος πτήσεως. Θελοῦσας δὲ, ἐπὶ τοῦ δικαστηρίου ἀπαγορεύει καὶ ὑπὸ τῶν ἑπεξεργάσεως αὐτῶν παραχθήσεως τῆς ἑπεξεργάσεως τοῦ παρόντος πτήσεως καὶ ἐπιτελεῖες εἰς τὰς ἀρχὰς τῆς ἑπεξεργάσεως τῆς Ψηλοῦ Συμβαλλόμενου Μέρους πάσαν παράβασιν.

2. Εἰς περίπτωσιν ἐπιπεδημιών παραβάσεων, τὸ δικαστήριον τῆς Ψηλοῦ Συμβαλλόμενου Μέρους θὰ διακυβεύσει τὴν ἀξίαν τῆς ἀπόστασιν τοῦ ἑδαφοῦς διατάξεως.

3. Ἐν περιπτώσεις αὐτῆς, τὸ Ψηλοῦ τοῦτο Συμβαλλόμενου Μέρους δύναται νὰ τηρηθῇ τὸ παρὰ τοῦ ἑτέρου τὴν ἀρχάς τοῦ δικαστηρίου τῆς ἑπεξεργάσεως τῆς ἐπαρχής Ἐταιρείας Ενορίων Μετακομιδῶν χωρίς διά τοῦτο πρὸς ἀποσκεύασμα δὲ οἰκονομεῖ τῇ ἔναχθῃ ἀξία τῆς Ἐταιρείας.

4. Ἐκατόν Ψηλοῦ Συμβαλλόμενου Μέρους θὰ διακυβεύσουσα τὴν ἀξίαν τῆς ἑπεξεργάσεως τῆς διατάξεως Ἐταιρείας Ενορίων Μετακομιδῶν κατ' ἑτεροτρόπον τοῦ ἑδαφοῦς τοῦ Ψηλοῦ τοῦτο Συμβαλλόμενου Μέρους ἀποτροπεύσῃ διὰ λόγους θυμοσίας ἀφεδελίας.
Article 21.

The details of the application of the present Convention shall so far as possible be arranged by direct agreement between the competent Government departments of the High Contracting Parties, or between the Air Transport Company and the High Contracting Party concerned.

Article 22.

In the event of any dispute arising between the High Contracting Parties concerning the interpretation or application of the provisions of the present Convention, it shall, at the request of either High Contracting Party, be referred to the Permanent Court of International Justice unless it is agreed to refer it to some other Tribunal.

Article 23.

1. In regard to the operation by the British Air Transport Companies of the routes by Italy and Malta, the present Convention shall remain in force for an initial period of seven years from the date* of the first flight of British Aircraft over Greek territory under the provisions of the Convention. Unless denounced by a notice given two years prior to the termination of that period, the Convention shall continue in force for a further period of three years. If at the end of that time it has not been denounced by a notice given one year in advance, the Convention shall thereupon continue in force for successive periods of five years subject to termination by a notice given one year prior to the end of the current five-yearly period.

* Cette date a été fixée au 20 avril 1931 par un échange de notes des 15 juin et 3 juillet 1931.

* This date was established as April 20, 1931, by means of an exchange of notes of June 15/July 3, 1931.
2. In regard to the operation by the British Air Transport Companies of the route by Yugoslavia, the present Convention shall remain in force for an initial period of three years from the date of the first flight of British Aircraft over Greek territory under the provisions of the Convention. Unless denounced by a notice given six months prior to the termination of that period, the Convention shall continue in force for successive periods of two years subject to termination by a notice given six months prior to the end of the current two-yearly period.

3. A denunciation under the first paragraph of this Article shall not operate as a denunciation under the second paragraph, nor shall a denunciation under the second paragraph operate as a denunciation under the first.

4. In regard to the operation of the Greek Air Services to Malta and Cyprus, the present Convention shall remain in force for an initial period of seven years from the date of the first flight of British Aircraft over Greek territory under the provisions of the Convention. Unless denounced by a notice given two years prior to the termination of that period, the Convention shall continue in force for a further period of three years. If at the end of that time it has not been denounced by a notice given one year in advance, the Convention shall thereafter continue in force for successive periods of five years subject to termination by a notice given one year prior to the end of the current five-yearly period.

5. A denunciation under the fourth paragraph of this Article shall automatically operate as a denunciation under both the first and second paragraphs.

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* Cette date a été fixée au 20 avril 1931 par un échange de notes des 15 juin et 3 juillet 1931.

No. 2965

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* This date was established as April 20, 1931, by means of an exchange of notes of June 15/July 3, 1931.
6. A denunciation under the first paragraph of this Article may operate as if a denunciation had been made under the fourth paragraph. This option shall be exercised by means of a communication made within two months after the receipt of the denunciation under the first paragraph.

7. A denunciation under the second paragraph of this Article shall not operate as a denunciation under the fourth paragraph.

8. Notwithstanding anything in the preceding paragraphs of this Article, should the Convention for the Regulation of Aerial Navigation of the 13th October, 1919, be denounced in respect of the United Kingdom or of Greece, under the conditions set forth in Article 43 of that Convention, the present Convention shall cease to be in force from the date on which the denunciation of the former Convention takes effect.

Article 24.

The present Convention shall be ratified and shall enter into force on the date of the exchange of ratifications, which shall take place at Athens as soon as possible.

In faith whereof the above-named Plenipotentiaries have signed the present Convention and have affixed thereto their seals.

Done at Athens in duplicate in the English and Greek languages, both of which shall have equal force, the seventeenth day of April, 1931.

Patrick RAMSAY.
A. MICHALAKOPOULOS.

A. ΜΙΧΑΛΑΚΟΠΟΥΛΟΣ.
PΑΤΡΙΚ ΡΑΜΣΑΥ.
PROTOCOL OF SIGNATURE.

At the moment of affixing their signatures to the Convention of to-day’s date, relating to the establishment of Air Transport Services, the undersigned Plenipotentiaries declare in the name of their respective Governments that they have agreed as follows:

1. The Convention shall be ratified with the least possible delay.

2. Pending ratification, the Air Services specified in the Convention may be operated by informal agreement between the above-mentioned Governments.

Patrick Ramsay.
A. Michalakopoulos.

ΠΡΩΤΟΚΟΛΛΟΝ ὙΠΟΓΡΑΦΗΣ.

Κατά τὴν στιγμὴν τῆς ὑπογραφῆς τῆς ὑπὸ σημερινῆν ἡμερομηνίαν συμβάσεως περὶ ἑκατα-
στάσεως Συνθηκωνομικών Ἐναερίων Μεταφορῶν
οἱ ὑπογραμμένοι πληρέστειοι δηλοῦσι εἰν
ἀνάμεσα τῶν Κυβερνήσεων τῶν ὑπὲρ συνεφονήσαν
ἐπὶ τῶν κάτωθι:

1. Ἡ σύμβασις θέλει κυριώτητα ἐνὶ τῷ
ἐλαχίστῳ δύνατον χρονικοῦ διαστήματος.

2. Μέχρι τῆς κυριώτητας δύναται νὰ γίνῃ
ἐναρξίας ἐκμετάλλευσις τῶν Ἐναερίων Συν-
θηκωνομικῶν τῶν κυτονομαζομένων ἐν τῇ
συμβάσει τῷ ἀνεπιθύμητῳ συμφωνίας μεταξὺ
tῶν ὑπὸ ἀνω μνημονευόμενῷ Κυβερνήσεων.

A. ΜΙΧΑΛΑΚΟΠΟΥΛΟΣ.
PΑΤΡΙΚ ΡΑΜΣΑΥ.
1 Traduction. — Translation.


Sa Majesté le Roi de Grande-Bretagne, d'Irlande et des Territoires britanniques au delà des mers, Empereur des Indes, et le Président de la République hellénique, animés tous deux du désir de faciliter l'établissement de services de transports aériens, ont résolu de conclure une convention à cet effet et ont désigné pour leurs plénipotentiaires :

Sa Majesté le Roi de Grande-Bretagne, d'Irlande et des Territoires britanniques au delà des mers, Empereur des Indes :

Pour la Grande-Bretagne et l'Irlande du Nord :

L'Honorable Patrick William Ramsay, C.M.G., envoyé extraordinaire de Sa Majesté et ministre plénipotentiaire ;

Le Président de la République hellénique :

Son Excellence M. Andreas Michalakopoulos, vice-président du Conseil, ministre des Affaires étrangères ;

Lesquels, après s'être communiqué leurs pleins pouvoirs reconnus en bonne et due forme, sont convenus de ce qui suit :

Article premier.

A moins qu'il ne soit autrement spécifié, les définitions ci-après seront applicables aux fins de la présente convention :

1° L'expression « services aériens britanniques » désigne les services aériens spécifiés à l'article 3 de la présente Convention ou tous autres services aériens britanniques dont l'établissement pourra être décidé d'un commun accord, en vertu de l'article 5, et l'expression « compagnie (ou compagnies) de transports aériens britannique(s) » désigne la ou les compagnies exploitant les services aériens britanniques.

2° L'expression « services aériens helléniques » désigne les services aériens spécifiés à l'article 4 de la présente convention ou tous autres services aériens helléniques dont l'établissement pourra être décidé d'un commun accord en vertu de l'article 5 et l'expression « compagnie (ou compagnies) de transports aériens hellénique(s) » désigne la ou les compagnies exploitant les services aériens helléniques.

3° L'expression « services aériens » désigne les services aériens britanniques et les services aérien helléniques et l'expression « compagnies de transports aériens » désigne les compagnies de transports aérien exploitant les services aériens.

1 Traduit par le Secrétariat de la Société des Nations, à titre d'information.

Translated by the Secretariat of the League of Nations, for information.