

N° 3326.

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**ÉTATS-UNIS D'AMÉRIQUE  
ET SUÈDE**

Echange de notes comportant un arrangement relatif à la circulation des aéronefs civils de l'un des deux États au-dessus du territoire de l'autre. Washington, les 8 et 9 septembre 1933.

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**UNITED STATES OF AMERICA  
AND SWEDEN**

Exchange of Notes constituting an Arrangement concerning the Operation of Civil Aircraft of the One Country in the Territory of the Other Country. Washington, September 8 and 9, 1933.

No. 3326. — EXCHANGE OF NOTES<sup>1</sup> BETWEEN THE GOVERNMENT OF THE UNITED STATES OF AMERICA AND THE SWEDISH GOVERNMENT CONSTITUTING AN ARRANGEMENT CONCERNING THE OPERATION OF CIVIL AIRCRAFT OF THE ONE COUNTRY IN THE TERRITORY OF THE OTHER COUNTRY. WASHINGTON, SEPTEMBER 8 AND 9, 1933.

N<sup>o</sup> 3326. — NOTEVÄXLING<sup>1</sup> MELLAN SVERIGES OCH AMERIKAS FÖRENTA STATERS REGERINGAR JÄMTE AVTAL ANGÅENDE FRAMFÖRANDE AV I DET ENA LANDET HEMMAHÖRANDE CIVILA LUFTFARTYG INOM DET ANDRA LANDETS OMRÅDE. WASHINGTON, DEN 8 OCH 9 SEPTEMBER 1933.

*English and Swedish official texts communicated by the Swedish Minister for Foreign Affairs. The registration of this Exchange of Notes took place January 8, 1934.*

*This Exchange of Notes was transmitted to the Secretariat by the Department of State of the Government of the United States of America, November 9, 1933.*

*Textes officiels anglais et suédois communiqués par le ministre des Affaires étrangères de Suède. L'enregistrement de cet échange de notes a eu lieu le 8 janvier 1934.*

*Cet échange de notes a été transmis au Secrétariat par le « Department of State » du Gouvernement des Etats-Unis d'Amérique le 9 novembre 1933.*

## I.

DEPARTMENT OF STATE.

WASHINGTON, September 8, 1933.

SIR,

Reference is made to the negotiations which have taken place between the Government of the United States of America and the Government of Sweden for the conclusion of a reciprocal air navigation arrangement between the United States of America and Sweden, governing the operation of civil aircraft of the one country in the other country.

It is my understanding that it has been agreed in the course of the negotiations, now terminated, that this arrangement shall be as follows :

ARRANGEMENT BETWEEN THE UNITED STATES OF AMERICA AND SWEDEN CONCERNING THE OPERATION OF CIVIL AIRCRAFT OF THE ONE COUNTRY IN THE TERRITORY OF THE OTHER COUNTRY.

### Article I.

Pending the conclusion of a convention between the United States of America and Sweden on the subject of air navigation, the operation of civil aircraft of the one country in the other country shall be governed by the following provisions :

<sup>1</sup> Came into force October 9, 1933.

<sup>1</sup> Entré en vigueur le 9 octobre 1933.

*Article 2.*

The present arrangement shall apply to continental United States of America, exclusive of Alaska, and to Sweden, including the adjacent territorial waters of the two countries.

*Article 3.*

The term aircraft with reference to one or the other party to this arrangement shall be understood to mean civil aircraft, including state aircraft used exclusively for commercial purposes, duly registered in the territory of such party.

*Article 4.*

Each of the parties undertakes to grant liberty of passage above its territory in time of peace to the aircraft of the other party, provided that the conditions set forth in the present arrangement are observed.

It is, however, agreed that the establishment and operation of regular air routes by an air transport company of one of the parties within the territory of the other party or across the said territory, with or without intermediary landing, shall be subject to the prior consent of the other party given on the principle of reciprocity and at the request of the party whose nationality the air transport company possesses.

Each party to this arrangement agrees that its consent for operations over its territory by air transport companies of the other party may not be refused on unreasonable or arbitrary grounds. The consent may be made subject to special regulations relating to aerial safety and public order.

The parties to this arrangement agree that the period in which pilots may, while holding valid pilot licenses issued or rendered valid by either country, operate registered aircraft of that country in the other country for non-industrial or non-commercial purposes shall be limited to a period not exceeding six months from the time of entry for the purpose of operating aircraft, unless prior to the expiration of this period the pilots obtain from the Government of the country in which they are operating, pilot licenses authorizing them to operate aircraft for non-industrial or non-commercial purposes.

*Article 5.*

The aircraft of each of the parties to this arrangement, their crews and passengers, shall, while within the territory of the other party, be subject to the general legislation in force in that territory as well as the regulations in force therein relating to air traffic in general, to the transport of passengers and goods and to public safety and order in so far as these regulations apply to all foreign aircraft, their crews and passengers.

Each of the parties to this arrangement shall permit the import or export of all merchandise which may be legally imported or exported and also the carriage of passengers, subject to any customs, immigration and quarantine restrictions, into or from their respective territories in the aircraft of the other party, and such aircraft, their passengers and cargoes, shall enjoy the same privileges as and shall not be subjected to any other or higher duties or charges than those which the aircraft of the country, imposing such duties or charges, engaged in international commerce, and their cargoes and passengers, or the aircraft of any foreign country likewise engaged, and their cargoes and passengers, enjoy or are subjected to.

Each of the parties to this arrangement may reserve to its own aircraft air commerce between any two points neither of which is in a foreign country. Nevertheless the aircraft of either party may proceed from any aerodrome in the territory of the other party which they are entitled to use to any other such aerodrome either for the purpose of landing the whole or part of their cargoes or passengers or of taking on board the whole or part of their cargoes or passengers, provided that

such cargoes are covered by through bills of lading, and such passengers hold through tickets, issued respectively for a journey whose starting place and destination both are not points between which air commerce has been duly so reserved, and such aircraft, while proceeding as aforesaid, from one aerodrome to another, shall, notwithstanding that such aerodromes are points between which air commerce has been duly reserved, enjoy all the privileges of this arrangement.

*Article 6.*

Each of the parties to this arrangement reserves the right to forbid flights over certain areas of its territory which are or may hereafter be designated as prohibited areas.

Each of the parties reserves the right under exceptional circumstances in time of peace and with immediate effect temporarily to limit or prohibit air traffic above its territory on condition that in this respect no distinction is made between the aircraft of the other party and the aircraft of any foreign country.

*Article 7.*

Any aircraft which finds itself over a prohibited area shall, as soon as it is aware of the fact, give the signal of distress prescribed in the Rules of the Air in force in the territory flown over and shall land as soon as possible at an aerodrome situated in such territory outside of but as near as possible to such prohibited area.

*Article 8.*

All aircraft shall carry clear and visible nationality and registration marks whereby they may be recognized during flight. In addition, they must bear the name and address of the owner.

All aircraft shall be provided with certificates of registration and of airworthiness and with all the other documents prescribed for air traffic in the territory in which they are registered.

The members of the crew who perform, in an aircraft, duties for which a special permit is required in the territory in which such aircraft is registered, shall be provided with all documents and in particular with the certificates and licenses prescribed by the regulations in force in such territory.

The other members of the crew shall carry documents showing their duties in the aircraft, their profession, identity and nationality.

The certificates of airworthiness, certificates of competency and licenses issued or rendered valid by one of the parties to this arrangement in respect of an aircraft registered in its territory or of the crew of such aircraft shall have the same validity in the territory of the other party as the corresponding documents issued or rendered valid by the latter.

Each of the parties reserves the right for the purpose of flight within its own territory to refuse to register certificates of competency and licenses issued to nationals of that party by the other party.

*Article 9.*

Aircraft of either of the parties to his arrangement may carry wireless apparatus in the territory of the other party only if a license to install and work such apparatus shall have been issued by the competent authorities of the party in whose territory the aircraft is registered. The use of such apparatus shall be in accordance with the regulations on the subject issued by the competent authorities of the territory within whose air space the aircraft is navigating.

Such apparatus shall be used only by such members of the crew as are provided with a special license for the purpose issued by the Government of the territory in which the aircraft is registered.

The parties to this arrangement reserve respectively the right, or reasons of safety, to issue regulations relative to the obligatory equipment of aircraft with wireless apparatus.

*Article 10.*

No arms of war, explosives of war, or munitions of war shall be carried by aircraft of either party above the territory of the other party or by the crew or passengers, except by permission of the competent authorities of the territory within whose air space the aircraft is navigating.

*Article 11.*

Upon the departure or landing of any aircraft each party may within its own territory and through its competent authorities search the aircraft of the other party and examine the certificates and other documents prescribed.

*Article 12.*

Aerodromes open to public air traffic in the territory of one of the parties to this arrangement shall in so far as they are under the control of the party in whose territory they are situated be open to all aircraft of the other party, which shall also be entitled to the assistance of the meteorological services, the wireless services, the lighting services and the day and night signalling services, in so far as the several classes of services are under the control of the party in whose territory they respectively are rendered. Any scale of charges made, namely, landing, accommodation or other charge, with respect to the aircraft of each party in the territory of the other party, shall in so far as such charges are under the control of the party in whose territory they are made be the same for the aircraft of both parties.

*Article 13.*

All aircraft entering or leaving the territory of either of the parties to this arrangement shall land at or depart from an aerodrome open to public air traffic and classed as a customs aerodrome at which facilities exist for enforcement of immigration regulations and clearance of aircraft, and no intermediary landing shall be effected between the frontier and the aerodrome. In special cases the competent authorities may allow aircraft to land at or depart from other aerodromes, at which customs, immigration and clearance facilities have been arranged. The prohibition of any intermediary landing applies also in such cases.

In the event of a forced landing outside the aerodromes, referred to in the first paragraph of this article, the pilot of the aircraft, its crew and the passengers shall conform to the customs and immigration regulations in force in the territory in which the landing has been made.

Aircraft of each party to this arrangement are accorded the right to enter the territory of the other party subject to compliance with quarantine regulations in force therein.

The parties to this arrangement shall exchange lists of the aerodromes in their territories designated by them as ports of entry and departure.

*Article 14.*

Each of the parties to this arrangement reserves the right to require that all aircraft crossing the frontiers of its territory shall do so either between certain points, or close by an aviation customs office in that territory, at such altitude that signals can be received, even though there should be no landing of the aircraft. The contracting parties shall inform each other of the points where the respective frontiers thus may be crossed.

It is understood that neither of the courses mentioned in the preceding paragraph exempts aircraft crossing the frontiers of either party from the obligation of landing at a regular airport of entry, as stipulated in Article 13.

*Article 15.*

As ballast, only fine sand or water may be dropped from an aircraft.

*Article 16.*

No article or substance, other than ballast, may be unloaded or otherwise discharged in the course of flight unless special permission for such purpose shall have been given by the authorities of the territory in which such unloading or discharge takes place.

*Article 17.*

Whenever questions of nationality arise in carrying out the present arrangement, it is agreed that every aircraft shall be deemed to possess the nationality of the party in whose territory it is duly registered.

*Article 18.*

The parties to this arrangement shall communicate to each other the regulations relative to air traffic in force in their respective territories.

*Article 19.*

The present arrangement shall be subject to termination by either party upon sixty days' notice given to the other party or by the enactment by either party of legislation inconsistent therewith.

I shall be glad to have you inform me whether the text of the arrangement herein set forth is as agreed to by your Government. If so, it is suggested that it should be understood that the arrangement will become effective on October 9, 1933.

Accept, Sir, the renewed assurances of my high consideration.

Baron Johan Beck-Friis,  
Chargé d'Affaires *ad interim* of Sweden.

Cordell HULL.

II.

LEGATION OF SWEDEN.

WASHINGTON, D.C., September 8, 1933.

SIR,

Reference is made to the negotiations which have taken place between the Government of Sweden and the Government of the United States of America for the conclusion of a reciprocal air navigation arrangement between Sweden and the United States of America, governing the operation of civil aircraft of the one country in the other country.

It is my understanding that it has been agreed in the course of the negotiations, now terminated, that this arrangement shall be as follows :

TEXTE SUÉDOIS. — SWEDISH TEXT.

« AVTAL MELLAN SVERIGE OCH AMERIKAS FÖRENTA STATER ANGÅENDE FRAMFÖRANDE AV I DET ENA LANDET HEMMAHÖRANDE CIVILA LUFTFARTYG INOM DET ANDRA LANDETS OMRÅDE.

*Artikel 1.*

I avbidan på avslutandet av en luftfartskonvention mellan Sverige och Amerikas Förenta Stater, skall framförandet av i det ena landet hemmahörande civila luftfartyg inom det andra landets område regleras av följande bestämmelser.

*Artikel 2.*

Detta avtal gäller för Sverige och Amerikas Förenta Staters fastlandsområde, med undantag av Alaska, samt för de två ländernas angränsande territorialvatten.

*Artikel 3.*

Med luftfartyg förstås i detta avtal, i vad angår båda de fördragsslutande parterna, varje inom något av de fördragsslutande parternas områden i behörig ordning registrerat civilt luftfartyg, däri inbegripet staten tillhöriga luftfartyg, som uteslutande användas i kommersiellt syfte.

*Artikel 4.*

Envar av de fördragsslutande parterna förpliktar sig att i fredstid medgiva fri passage över sitt område för den andra partens luftfartyg, under förutsättning att i denna överenskommelse stadgade villkor iakttagas.

Det är emellertid överenskommet att upprättande och drivande av regelbunden luftfartsled av lufttransportbolag tillhörande en av parterna inom den andra partens område eller över detta område med eller utan mellanlandning skall vara underkastat föregående samtycke av den andra parten. Detta samtycke skall givas enligt ömsesidighetsprincipen och på begäran av den part, vars nationalitet lufttransportbolaget äger.

Envar av de fördragsslutande parterna förpliktar sig att dess tillstånd till lufttrafik över dess område, bedriven av lufttransportbolag tillhörande den andra parten, icke skall vägras av obilliga eller godtyckliga skäl. Tillståndet må givas under förbehåll för särskilda bestämmelser avseende luftfartens säkerhet och allmän ordning.

De fördragsslutande parterna medgiva att den tid, under vilken förare, som innehar giltigt förarcertifikat utfärdat eller förklarat giltigt i någotdera landet, må framföra i detta land registrerat luftfartyg inom det andra landet för icke industriellt eller icke kommersiellt ändamål, skall begränsas till en period icke överstigande sex månader från det föraren inkommit i vederbörande land i ändamål att föra luftfartyg, med mindre föraren före utgången av denna period av regeringen i det land, i vilket han är verksam, erhållit certifikat, som berättigar honom att föra luftfartyg för icke industriellt eller icke kommersiellt ändamål.

I shall be glad to have Your Excellency inform me whether the text of the arrangement herein set forth is as agreed to by your Government. If so, it is suggested that it should be understood that the arrangement will become effective on October 9, 1933.

With renewed assurances of my highest consideration, I have the honour to remain, Sir, your most obedient servant,

Johan BECK-FRIIS.

The Honourable Cordell Hull,  
Secretary of State,  
etc., etc., etc.

III.

LEGATION OF SWEDEN.

WASHINGTON, D.C., *September 9, 1933.*

SIR,

I have the honour to acknowledge receipt of Your Excellency's communication of September 8, 1933, and to state that the text given therein of the arrangement between Sweden and the United States of America, governing the operation of civil aircraft of the one country in the other country, meets with the approval of the Swedish Government. There is agreement to the effect that the arrangement shall become effective on October 9, 1933.

With renewed assurances of my highest consideration, I have the honour to remain, Sir, Your most obedient servant,

Johan BECK-FRIIS.

The Honourable Cordell Hull,  
Secretary of State,  
etc., etc., etc.

IV.

DEPARTMENT OF STATE.

WASHINGTON, *September 9, 1933.*

SIR,

I have the honor to acknowledge receipt of your communication of September 8, 1933, and to state that the text given therein of the arrangement between the United States of America and Sweden, governing the operation of civil aircraft of the one country in the other country, meets with the approval of the Government of the United States. There is agreement to the effect that the arrangement shall become effective on October 9, 1933.

Accept, Sir, the renewed assurances of my high consideration.

Cordell HULL.

Baron Johan Beck-Friis,  
Chargé d'Affaires *ad interim* of Sweden.

Certifié pour copie conforme :

Stockholm,  
au Ministère Royal des Affaires étrangères,  
le 2 janvier 1934.

*Le Chef des Archives :*

Torsten Gihl.



<sup>1</sup> TRADUCTION. — TRANSLATION.

N<sup>o</sup> 3326. — ÉCHANGE DE NOTES ENTRE LE GOUVERNEMENT DES ETATS-UNIS D'AMÉRIQUE ET LE GOUVERNEMENT SUÉDOIS, COMPORTANT UN ARRANGEMENT RELATIF A LA CIRCULATION DES AÉRONEFS CIVILS DE L'UN DES DEUX ÉTATS AU-DESSUS DU TERRITOIRE DE L'AUTRE. WASHINGTON, LES 8 ET 9 SEPTEMBRE 1933.

## I.

DÉPARTEMENT D'ÉTAT.

WASHINGTON, le 8 septembre 1933.

MONSIEUR LE CHARGÉ D'AFFAIRES,

Me référant aux négociations qui ont eu lieu entre le Gouvernement des Etats-Unis d'Amérique et le Gouvernement suédois en vue de la conclusion, entre les Etats-Unis d'Amérique et la Suède, d'un arrangement de réciprocité relatif à la navigation aérienne, régissant la circulation, dans l'un des deux pays, des aéronefs civils de l'autre pays, je considère qu'il a été convenu, au cours de ces négociations maintenant terminées, que l'arrangement en question serait ainsi conçu :

ARRANGEMENT ENTRE LES ETATS-UNIS D'AMÉRIQUE ET LA SUÈDE, CONCERNANT LA CIRCULATION DES AÉRONEFS CIVILS DE L'UN DES DEUX PAYS DANS LE TERRITOIRE DE L'AUTRE PAYS.

*Article premier.*

Jusqu'à la conclusion d'une convention entre les Etats-Unis d'Amérique et la Suède, concernant la navigation aérienne, la circulation des aéronefs civils de l'un des deux pays dans l'autre sera régie par les dispositions ci-après.

*Article 2.*

Le présent arrangement s'appliquera au territoire continental des Etats-Unis d'Amérique, sauf l'Alaska, et à la Suède, ainsi qu'aux eaux territoriales adjacentes des deux pays.

*Article 3.*

Seront considérés comme aéronefs de l'une ou l'autre des Parties contractantes les aéronefs civils régulièrement immatriculés dans le territoire de cette Partie, y compris les aéronefs de l'Etat servant exclusivement à des usages commerciaux.

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

<sup>1</sup> Translated by the Secretariat of the League of Nations, for information.