

**No. 1307**

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**GREECE  
and  
SWEDEN**

**Agreement relating to the operation of regular air services  
(with annex). Signed at Athens, on 8 April 1947**

*Official text: French.*

*Registered by the International Civil Aviation Organization on 18 July 1951.*

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**GRÈCE  
et  
SUÈDE**

**Accord relatif à l'exploitation de lignes de communication  
aérienne régulière (avec annexe). Signé à Athènes, le  
8 avril 1947**

*Texte officiel français.*

*Enregistré par l'Organisation de l'aviation civile internationale le 18 juillet 1951.*

## TRANSLATION — TRADUCTION

No. 1307. AGREEMENT<sup>1</sup> BETWEEN THE ROYAL GREEK GOVERNMENT AND THE ROYAL SWEDISH GOVERNMENT RELATING TO THE OPERATION OF REGULAR AIR SERVICES. SIGNED AT ATHENS, ON 8 APRIL 1947

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The Royal Greek Government and the Royal Swedish Government, being desirous of concluding an Agreement for the purpose of establishing direct air communications as soon as possible between Greece and Sweden, have for that purpose appointed their plenipotentiaries who have agreed as follows :

*Article I*

Each Contracting Party grants to the other Contracting Party the necessary rights, as specified in the annex hereto, for the establishment of the international civil air routes and services enumerated in that annex. Such services may be inaugurated immediately or at a later date, at the option of the Contracting Party to whom the rights are granted.

*Article II*

(1) Each of the services enumerated in the annex hereto may be brought into operation as soon as the Contracting Party entitled under article I to designate one or more airlines to operate the route in question shall have done so, and the Contracting Party granting that right shall be bound, subject to paragraph 2 of the present article and to article VI below, to grant the desired permission without delay to the airline or airlines concerned.

(2) (a) Any airline so designated may be required, before receiving permission to inaugurate the services covered by the present Agreement, to satisfy the competent aeronautical authorities of the country granting the said rights that it possesses the necessary qualifications, in accordance with the laws and regulations normally applied by those authorities for the operation of international civil air routes by commercial airlines.

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<sup>1</sup> Came into force on 8 April 1947, as from the date of signature, and became definitive on 22 December 1948, the date of the notification given by the Government of Greece to the Government of Sweden of the ratification of the agreement by the Greek Parliament, in accordance with article XII.

(b) In areas under military occupation or in zones affected by the latter, the inauguration of such services shall be subject to the approval of the competent military authorities.

### *Article III*

In order to prevent discrimination and ensure equality of treatment, it is agreed that :

(a) The two Contracting Parties may impose, or permit to be imposed, fair and reasonable charges for the use of airports and other facilities. Each of the Contracting Parties agrees, however, that such charges shall not be higher than those payable for use of such airports and facilities by its national aircraft engaged in similar international services.

(b) Fuel, lubricating oils and spare parts introduced into the territory of either Contracting Party by the other Contracting Party, or by its nationals, and intended solely for use by aircraft of the latter, shall be accorded national or most-favoured-nation treatment with respect to Customs duties, inspection fees and other duties and charges imposed by the Contracting Party whose territory is entered.

(c) Aircraft employed on the routes designated and approved by the present Agreement, and fuel, lubricating oils, spare parts, regular equipment and aircraft stores retained on board civil aircraft of the airlines of the Contracting Parties authorized to operate the routes and services described in the annex shall, upon entering or leaving the territory of the other Contracting Party, be exempt from Customs duties, inspection fees or other similar duties or charges, even though such supplies be used or consumed by such aircraft on flights over that territory.

### *Article IV*

Certificates of airworthiness, certificates of competency and licences issued or rendered valid by either Contracting Party shall be recognized as valid by the other Contracting Party for the purpose of operating the routes and services specified in the annex. Each Contracting Party reserves the right, however, to refuse to recognize as valid, for the purpose of flight over its own territory, certificates of competency or licences issued to its own nationals by another State.

*Article V*

(a) The laws and regulations of either Contracting Party governing the admission to or departure from its territory of aircraft engaged in international air navigation, or the operation and navigation of such aircraft while within its territory, shall apply to the aircraft of the other Contracting Party, and shall be complied with by such aircraft upon entering or leaving and while within the territory of that Contracting Party.

(b) The laws and regulations of either Contracting Party governing admission to or departure from its territory of aircraft passengers, crew or cargo, such as those relating to entry, clearance, immigration, passports, Customs and quarantine, shall be complied with by or on behalf of the said passengers, crew and cargo, upon entering or leaving and while within the territory of that Contracting Party.

*Article VI*

Each Contracting Party reserves the right to withhold or revoke the grant of a certificate or permit to an airline of the other Contracting Party, if it is not satisfied that substantial ownership and effective control of such airline are vested in nationals of the other Contracting Party, or in case of failure of an airline to comply with the laws of the State over which it operates, as provided in article V above, or to perform its obligations under the present Agreement.

*Article VII*

The present Agreement and all contracts connected therewith shall be registered with the Provisional International Civil Aviation Organization.

*Article VIII*

Should either of the two Contracting Parties consider it desirable to modify any provision or provisions of the annex to the present Agreement, such modifications may be effected by direct agreement between the competent aeronautical authorities of the two Contracting Parties.

*Article IX*

Any dispute between the Contracting Parties regarding the interpretation or application of the present Agreement or of the annex thereto shall be referred to the Interim Council of the Provisional International Civil Aviation Organiza-

tion, in accordance with the provisions of article III, section 6 (8), of the Interim Agreement on International Civil Aviation signed at Chicago on 7 December 1944,<sup>1</sup> or to the Organization that takes its place, unless the Contracting Parties agree that the dispute be settled by arbitration and submit it to an Arbitral Tribunal appointed by common agreement between the two Contracting Parties. The two Contracting Parties undertake to comply with the decision of the Organization or with the award of the Arbitral Tribunal.

#### *Article X*

Should a multilateral international civil aviation convention accepted by the two Contracting Parties come into force, the present Agreement shall be amended so as to conform with the provisions of that convention.

#### *Article XI*

Either Contracting Party may at any time give notice to terminate the present Agreement. In such case, the present Agreement shall cease to have effect twelve months after the date of receipt of the notice by the other Contracting Party, unless the notice to terminate be withdrawn by commun consent before the expiry of that period.

The present Agreement shall enter into force on the date of signature.

The Royal Greek Government shall communicate to the Royal Swedish Government the ratification of the agreement by the Greek Parliament, and the Royal Swedish Government shall consider this Agreement as definitive as from the date of the communication of the Royal Greek Government.

IN FAITH WHEREOF the plenipotentiaries, duly authorized by their respective Governments, have signed the present agreement and thereto affixed their seals.

DONE at Athens, in duplicate, on the eighth day of April, 1947.

For the Royal Greek Government :

C. TSALDARIS

For the Royal Swedish Government :

K. THYBERG

<sup>1</sup> International Civil Aviation Conference, Chicago, Illinois, 1 November to 7 December 1944, *Final Act and Related Documents*; United States of America, Department of State publication 2282, Conference Series 64.

## ANNEX

1. Airlines of the Royal Greek Government authorized under the present Agreement shall have the right to cross Swedish territory without landing, to make non-traffic stops therein, and to pick up and set down international passenger, cargo and mail traffic, at Stockholm on the following route or routes :

GREECE (Athens)—via intermediate countries—SWEDEN (Stockholm), in both directions;

GREECE (Athens)—via intermediate countries—SWEDEN (Stockholm), and countries beyond, in both directions.

2. Airlines of the Royal Swedish Government authorized under the present Agreement shall have the right to cross Greek territory without landing, to make non-traffic stop therein, and to pick up and set down international passenger, cargo and mail traffic at Athens, on the following route or routes :

SWEDEN (Stockholm)—via intermediate countries—GREECE (Athens), in both directions;

SWEDEN (Stockholm)—via intermediate countries—GREECE (Athens), and countries beyond, in both directions.

3. The following principles shall govern the establishment and operation of the air services covered by the present Agreement and the annex thereto :

(a) that it is desirable to promote and encourage as wide a distribution as possible of the benefits of air travel for the general good of mankind at the lowest rates consistent with sound economic principles, to encourage air travel as a means of promoting friendly understanding and goodwill between nations, and at the same time to ensure the many indirect benefits to the common prosperity of both countries of this new mode of transport;

(b) that the air transport facilities available to the travelling public shall bear a close relationship to the requirements of the public for such transport;

(c) that there shall be a fair and equal opportunity for the airlines of the two nations to operate on any route or routes between their respective territories covered by the present Agreement and the annex thereto;

(d) that in the operation by the airlines of either Contracting Party of the trunk services described in the annex to the present Agreement, the interests of the airlines of the other Contracting Party shall be taken into consideration so as not to affect unduly the services which the latter provides over the whole or part of the same routes;

(e) that it is agreed between the two Contracting Parties that the primary objective of the services offered by an airline designated under the present Agreement

and the annex thereto shall be the provision of capacity adequate to the traffic demands between the country to which the airline belongs and the country of ultimate destination of the traffic.

4. The right to pick up and set down international traffic to or from third countries, at a point or points on the routes specified in the present Agreement and the annex thereto, shall be exercised in accordance with the general principles of orderly development to which both Contracting Parties have subscribed, and shall be subject to the general principle that capacity shall be related to :

- (a) traffic requirements between the country of origin and the countries of destination;
- (b) the requirements of through airline operation;
- (c) the traffic requirements of the areas traversed, after taking account of local and regional services.

5. The routes to be followed, the points between which frontiers shall be crossed and the Customs airports shall be fixed by each competent aeronautical authority and communicated to the other aeronautical authority as soon as possible.

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