

No. 2507

**GREECE
and
NORWAY**

**Agreement (with annex and exchange of letters) concerning the
operation of regular air services. Signed at Athens,
on 28 May 1951**

Official text: French.

Registered by Greece on 18 March 1954.

**GRÈCE
et
NORVÈGE**

**Accord (avec annexe et échange de lettres) relatif à l'explo-
itation de lignes de communication aérienne régulière.
Signé à Athènes, le 28 mai 1951**

Texte officiel français.

Enregistré par la Grèce le 18 mars 1954.

[TRANSLATION — TRADUCTION]

No. 2507. AGREEMENT¹ BETWEEN THE ROYAL GREEK GOVERNMENT AND THE ROYAL NORWEGIAN GOVERNMENT CONCERNING THE OPERATION OF REGULAR AIR SERVICES. SIGNED AT ATHENS, ON 28 MAY 1951

The Royal Greek Government and the Royal Norwegian Government, desiring to conclude an agreement for the purpose of establishing direct air communications between Greece and Norway as soon as possible, have to that end appointed their Plenipotentiaries, who have agreed on the following provisions :

Article 1

The Contracting Parties shall grant one another the rights specified in the Annex² hereto necessary for establishing the international civil air routes and services enumerated therein. The said services may be inaugurated immediately or at a later date at the option of the Contracting Party to whom the rights are granted.

Article 2

Each of the air services mentioned in the Annex hereto may be put into operation as soon as the Contracting Party empowered to do so under article 1 hereof has designated one or more airlines for the route concerned, and the Contracting Party granting the right shall, subject to the provisions of paragraph 2 of this article and to those of article 6 below, give the necessary operating permit forthwith to the airline or airlines concerned.

2. (a) The designated airlines may, before being authorized to open the services specified in the present Agreement, be called upon to satisfy the competent aeronautical authorities of the Party granting the said rights, as to its qualifications under the laws and regulations normally applied by these authorities to the operation of international civil air routes by commercial airlines.

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

¹ Came into force on 28 May 1951, upon signature, in accordance with article 13.

² See p. 149 of this volume.

Article 3

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

(a) The Contracting Parties may levy or permit to be levied fair and reasonable charges for the use of airports and other installations. Each of the Contracting Parties agrees, however, that these charges shall not be higher than those which would be paid for the use of such airports and installations by its national aircraft engaged in similar international services.

(b) Fuel, lubricating oils and spare parts brought into the territory of either Contracting Party by the other Contracting Party or its nationals and intended solely for use by the aircraft of the latter Contracting Party, shall be accorded national and most-favoured-nation treatment with respect to the levying of customs duties, inspection fees or other charges by the Contracting Party into whose territory the supplies have been imported.

(c) Aircraft operating on the routes defined and approved by this Agreement, and fuel, lubricating oils, spare parts, regular equipment and aircraft stores retained on board civil aircraft of the airlines of either Contracting Party authorized to operate the routes and services described in the Annex, shall, on arriving in 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 4

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 described in the Annex. Each Contracting Party reserves the right, however, to refuse to recognize for the purpose of flights over its own territory certificates of competency or licences issued to its own nationals by another State.

Article 5

(a) The laws and regulations of either Contracting Party concerning 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 aircraft of the other Contracting Party, and shall be complied with by such aircraft on arrival in, departure from or while within the territory of that Contracting Party.

(b) The laws and regulations of either Contracting Party operative in its territory concerning the admission or departure of passengers, crew or cargo carried by air, such as regulations relating to entry, clearance, immigration, passports, customs and quarantine, shall be complied with by or on behalf of such passengers, crew or cargo on arrival in or departure from or while within the territory of that Contracting Party.

Article 6

Each Contracting Party reserves the right to withhold a certificate or permit from an airline of the other Contracting Party, or to revoke such a certificate or permit, in any case where it is not satisfied that substantial ownership and effective control of such airline are vested in nationals of that Contracting Party, or in case of failure by an airline to comply with the laws of the State over which it operates, as described in article 5 above, or to discharge its obligations under this Agreement.

Article 7

This Agreement and all contracts based thereon shall be registered with the International Civil Aviation Organization.

Article 8

Should either of the Contracting Parties consider it desirable to modify any clause or clauses of the Annex to this Agreement, the competent aeronautical authorities of the two Contracting Parties may make such modification by direct agreement between themselves.

Article 9

Any dispute between the Contracting Parties relating to the interpretation and application of this Agreement or its Annex shall be referred for decision to the Council of the International Civil Aviation Organization unless the Contracting Parties agree to settle the dispute by reference to an arbitral tribunal appointed by agreement between them. The Contracting Parties undertake to comply with the decision of the Organization or the award of the arbitral tribunal.

Article 10

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

3. For the purpose of establishing and operating the air services covered by the present Agreement and Annex, the following principles shall be applied :

(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 stimulate air travel as a means of promoting friendly understanding and goodwill among nations, and at the same time to ensure the many indirect benefits of this new means of transport for the common welfare of the two countries ;

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

(c) That there should be fair and equal opportunity for the airlines of the two nations to operate any route or routes between their respective territories which are covered by the present Agreement and its Annex ;

(d) That in the operation by the airlines of either Contracting Party of the trunk services mentioned in the Annex to the present Agreement, the interests of the airlines of the other Contracting Party shall be taken into consideration in order that the services provided by the latter on all or part of the same routes may not be unduly affected ;

(e) That the Contracting Parties agree that the essential aim of the services provided by an airline designated under the present Agreement and its Annex shall be the provision of capacity adequate to meet 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 on these routes international traffic destined for or coming from third countries at a point or points on the routes covered by the present Agreement and its Annex shall be exercised in accordance with the general principles of orderly development to which both Contracting Parties subscribe and shall be subject to the general principle that capacity shall be related :

(a) To traffic requirements between the country of origin and the countries of destination ;

(b) To the requirements of trunk service operation ;

(c) To the traffic requirements of the area through which the airline passes, after taking account of local and regional services.

5. The itinerary of the routes, the points between which the frontiers shall be crossed and customs airports shall be determined by each of the competent aeronautical administrations and communicated to the other aeronautical administration as soon as possible.

DONE at Athens, in duplicate, on 28 May 1951.

For the Greek Government :

J. POLITIS

For the Norwegian Government :

Ivar LUNDE

EXCHANGE OF LETTERS

I

ROYAL MINISTRY OF FOREIGN AFFAIRS

Athens, 28 May 1951

Sir,

I have the honour to refer to the Agreement between the Royal Greek Government and the Royal Norwegian Government concerning the operation of regular air services signed this day and to propose the following :

1. The Norwegian and Greek airlines designated under that Agreement to operate the air routes provided for therein will adopt the rates of the International Air Transport Association (IATA).

2. If the said rates are not adopted the airlines will apply rates fixed by agreement between the Norwegian and Greek airlines concerned and between the competent authorities of the two countries.

This letter constitutes an integral part of the above-mentioned Agreement.

I should be glad if you would confirm that your Government is in agreement with the foregoing.

I have the honour to be, etc.

(Signed) J. POLITIS

Mr. Ivar Lunde
Acting Chargé d'Affaires of Norway
Athens

II

ROYAL LEGATION OF NORWAY

Athens, 28 May 1951

Your Excellency,

I have the honour to acknowledge receipt of the letter of today's date which you have been good enough to send me, reading as follows :

[See letter I]

In reply, I have the honour to inform you that the Royal Norwegian Government is in agreement with the contents of the letter.

I have the honour to be, etc.

(Signed) Ivar LUNDE

His Excellency Mr. J. Politis
Permanent Under-Secretary of State for Foreign Affairs
Athens
