

No. 2922

**BELGIUM, CANADA, DENMARK,
FRANCE, ICELAND, etc.**

Final Act (with annexes) of the Fourth International Civil Aviation Organization Conference on North Atlantic Ocean Stations. Done at Paris, on 25 February 1954; and

Agreement (with annexes) on North Atlantic Ocean Stations. Done at Paris, on 25 February 1954

Official texts: English, French and Spanish.

Registered by the International Civil Aviation Organization on 13 September 1955.

**BELGIQUE, CANADA, DANEMARK,
FRANCE, ISLANDE, etc.**

Acte final (avec annexes) de la quatrième Conférence de l'Organisation de l'aviation civile internationale sur les stations océaniques de l'Atlantique Nord. Fait à Paris, le 25 février 1954; et

Accord (avec annexes) sur les stations océaniques de l'Atlantique Nord. Fait à Paris, le 25 février 1954

Textes officiels anglais, français et espagnol.

Enregistrés par l'Organisation de l'aviation civile internationale le 13 septembre 1955.

No. 2922. FINAL ACT OF THE FOURTH INTERNATIONAL CIVIL AVIATION ORGANIZATION CONFERENCE ON NORTH ATLANTIC OCEAN STATIONS. DONE AT PARIS, ON 25 FEBRUARY 1954

The Governments of Belgium, Canada, Denmark, France, Iceland, Ireland, Israel, Italy, the Netherlands, Norway, Spain, Sweden, Switzerland, the United Kingdom of Great Britain and Northern Ireland, the United States of America and Venezuela,

HAVING accepted the invitation extended to them by the Council of the International Civil Aviation Organization to be represented at a Conference, held in Paris, for the purpose of considering the revision and renewal of the International Agreement on North Atlantic Ocean Weather Stations signed in London on 12th May 1949¹ and extended in the Protocol thereto signed in Montreal on 28th May 1952,²

APPOINTED as their representatives :

[See p. 258 to p. 261 of this volume.]

In addition, the following International Organizations, which had accepted invitations extended to them by the Council to be represented as observers, participated :

[See p. 261 of this volume.]

The Fourth ICAO Conference on North Atlantic Ocean Stations was opened in Paris, at the UNESCO House, on 9th February, 1954, by Dr. Edward Warner, President of the Council of ICAO. Mr. E. M. Weld acted as Secretary-General and Mr. M. A. Bierens de Haan as Secretary of the Conference.

Mr. A. P. Dekker, Head of the Netherlands Delegation, was elected Chairman of the Conference, and Messrs. D. Haguenaux, Head of the French Delegation, and A. H. Winberg, Head of the Swedish Delegation, were elected First and Second Vice-Chairmen, respectively.

At the first meeting on 9th February, 1954, the Conference established :

a Technical Committee which elected Commandant M. Meaux (France) Chairman. Mr. G. J. W. Oddie and Mr. C. S. H. Tsiang of the Secretariat of the International Civil Aviation Organization assisted the Committee ;

a Financial Committee, which elected Dr. O. G. Sutton (United Kingdom) Chairman. Mr. M. A. Bierens de Haan and Mr. C. S. H. Tsiang of the Secretariat of the International Civil Aviation Organization assisted the Committee ;

¹ United Nations, *Treaty Series*, Vol. 101, p. 91 ; Vol. 108, p. 322, and Vol. 124, p. 331.

² United Nations, *Treaty Series*, Vol. 150, p. 380.

a Drafting Committee, which elected Brig. C. S. Booth (Canada) Chairman. Mr. K. Stoesen of the Secretariat of the International Civil Aviation Organization assisted the Committee.

The final meeting of the Conference was held on 24th February, 1954.

I

The Conference approved the text of an Agreement on North Atlantic Ocean Stations (hereinafter referred to as the Agreement), which was opened for signature in Paris on 25th February, 1954.¹

II

The Conference recommended :

- (a) that each Government signatory of the Agreement should implement it as far as practicable on or about 1st July, 1954, and should appropriately coordinate with the other signatory Governments any measures taken for this purpose ;
- (b) that each Government signatory of the Agreement should inform the Council of the International Civil Aviation Organization of any action taken by it pursuant to (a) and that the Council should forthwith notify all other signatory Governments of any such information received by it ;
- (c) that the Council take note that the assessment by this Conference of the theoretical responsibilities of Spain, amounting to £ 23,467 annually, and of Iceland, amounting to £ 6,474 annually, has not proved immediately acceptable to these Governments, which propose to examine their positions further ;
- (d) that the Council take note of the hope and belief of this Conference that these Governments will accede to this Agreement in accordance with Article XVII thereof as soon as possible after 30th April, 1954, and that the Council negotiate with these Governments with this object in view ;
- (e) that the Council should endeavour to obtain the accession to the Agreement, in accordance with Article XVII thereof, of the Governments of Colombia, Cuba, and any other country which benefits from the operation of the network of Ocean Stations.

III

The Conference further recommended :

that the Council of ICAO be requested, in consultation with the States concerned and with international agencies as appropriate, to explore all possi-

¹ See p. 249 of this volume.

bilities of further improvements in the efficiency and economy of the Ocean Stations network, and of less expensive ways and means of obtaining a sufficiently high standard of meteorological information in the North Atlantic.

IV

The Conference also adopted :

the Report of the Technical Committee (NAOS-IV-WP/52, GEN/15) ;

the Report of the Financial Committee (NAOS-IV-WP/57, GEN/20) ;

and decided that the recommendations contained in the Report of the Technical Committee be brought to the attention of the Governments concerned and of the Council.

V

The Conference took note of the statements made by the Representatives of the Governments of the United Kingdom, Norway and Sweden, and the United States, as set out in Annexes A, B and C, respectively, to this Final Act.

IN WITNESS WHEREOF the following Representatives, duly accredited, affixed their signatures¹ to this Final Act.

DONE in Paris, the twenty-fifth day of February in the year nineteen hundred and fifty-four, in the English, French and Spanish languages (all three texts being equally authoritative), in a single copy which shall be deposited in the Archives of the International Civil Aviation Organization. It shall be the responsibility of the Council of the Organization to resolve any difference of interpretation arising between the English, French and Spanish texts. Certified copies of this Final Act shall be transmitted by the Secretary-General of the Organization to each of the Governments represented at the Conference.

ANNEXES

— A —

STATEMENT BY THE UNITED KINGDOM REPRESENTATIVE

The Delegation of the United Kingdom wishes to place on record the following views regarding the assessment of the non-aeronautical benefits derived from the operation of ocean stations contained in the Final Report of the Technical Committee.

- (a) The United Kingdom Delegation has agreed for the purposes of the present Conference that non-aeronautical benefits should be taken into account in assessing the obligations of Contracting Governments, and has accepted an assessment for the United Kingdom as shown in Appendix B to the Final Report of the Financial Committee.

¹ See p. 264 of this volume.

- (b) The United Kingdom Delegation does not consider, however, that the assessments made by this Conference or the methods by which they have been reached can be regarded as exact, final or scientifically established. In this connection, the Delegation draws particular attention to the phrase "arrived at by empirical methods and compromise" in paragraph 3.1 of Section III of the Final Report of the Technical Committee, and to the sharp division of opinion recorded at paragraph 2.4.1 of Section I of the same Report.
- (c) For the foregoing reasons, the Delegation wishes to reserve the right of the United Kingdom to reopen the discussion of the question of the non-aeronautical benefits derived from the ocean stations network at any future conference at which it may be appropriate to do so.

— B —

JOINT STATEMENT BY THE NORWEGIAN AND SWEDISH REPRESENTATIVES

The Norwegian and Swedish Delegations concur with the United Kingdom Delegation in the statement made by the United Kingdom Delegation at Annex A, and reserve to their Governments the same rights as the United Kingdom Delegation has reserved to the United Kingdom Government.

— C —

STATEMENT BY THE UNITED STATES REPRESENTATIVE

The United States Government operates on the basis of a fiscal year ending June 30, a date which coincides with the termination date of the Agreement drawn up at this Conference. In view of this fact, it may prove necessary for the United States to effect withdrawal of its vessels during the last month of its participation in this Agreement.

[SPANISH TEXT — TEXTE ESPAGNOL]

Nº 2922. ACTA FINAL DE LA CUARTA CONFERENCIA DE LA ORGANIZACION DE AVIACION CIVIL INTERNACIONAL SOBRE LAS ESTACIONES OCEANICAS EN EL ATLANTICO SEPTENTRIONAL. HECHO EN PARIS, EL 25 DE FEBRERO DE 1954

Los Gobiernos de Bélgica, Canadá, Dinamarca, España, Estados Unidos de América, Francia, Holanda, Irlanda, Islandia, Israel, Italia, Noruega, Reino Unido de la Gran Bretaña et Irlanda del Norte, Suecia, Suiza y Venezuela,

HABIENDO aceptado la invitación hecha por el Consejo de la Organización de Aviación Civil Internacional para que estuviesen representados en una Conferencia, celebrada en París, con el fin de estudiar la revisión y renovación del Acuerdo Internacional relativo a las Estaciones Meteorológicas Oceánicas en el Atlántico Septentrional, firmado en Londres el 12 de mayo de 1949, y prorrogado en el Protocolo del mismo firmado en Montreal el 28 de mayo de 1952,

NOMBRARON respectivamente a los siguientes representantes :

BELGIUM — BELGIQUE — BÉLGICA

M. O. H. GODART

M. R. D. G. Derenne

CANADA — CANADA — CANADÁ

Air Vice-Marshal A. T. COWLEY

Brigadier C. S. Booth, C.B.E., E.D.

Mr. P. D. McTaggart-Cowan

Mr. M. G. Clark

Mr. O. G. Stoner

DENMARK — DANEMARK — DINAMARCA

Mr. G. CRONE-LEVIN

Mr. O. Amundsen

FRANCE — FRANCE — FRANCIA

M. D. HAGUENAU

M. A. VIAUT

M. D. A. Chabaud

M. Lescène

Commandant M. Meaux

M. R. de Crouy-Chanel (Adviser — Conseiller — Asesor)

M^{lle} Françoise Claude-Lafontaine (Adviser — Conseiller — Asesor)

M. J. P. Barberon (Adviser — Conseiller — Asesor)

M. J. Bessemoulin (Adviser — Conseiller — Asesor)

M. G. M. Boissel (Adviser — Conseiller — Asesor)

M. M. L. A. Griveau (Adviser — Conseiller — Asesor)

M. F. R. Hames (Adviser — Conseiller — Asesor)

M. P. Martin de Viviès (Adviser — Conseiller — Asesor)

M. C. Meunier (Adviser — Conseiller — Asesor)

M. P. Souloumiac (Adviser — Conseiller — Asesor)

ICELAND — ISLANDE — ISLANDIA

Mr. A. KOFOED-HANSEN

Mr. S. Guðmundsson

Mr. H. Sigtryggsson

IRELAND — IRLANDE — IRLANDA

Mr. A. KENNAN

Dr. M. Doporto

Mr. J. Fleming

ISRAEL — ISRAËL — ISRAEL

Mr. E. MARGALIT

Mr. D. Avny

Mr. L. J. Shagam (Adviser — Conseiller — Asesor)

ITALY — ITALIE — ITALIA

Professor A. AMBROSINI

Capitano A. Mastrangeli

Comandante C. Jereb

NETHERLANDS — PAYS-BAS — HOLANDA

Mr. A. P. DEKKER

Dr. W. Bleeker

Captain A. S. de Bats

Mr. H. M. de Jong

Mr. P. Leenman

Mr. J. Edwards (Adviser — Conseiller — Asesor)

NORWAY — NORVÈGE — NORUEGA

Mr. C. C. LOUS
Mr. P. Thrane
Mr. J. H. Edvardsen

SPAIN — ESPAGNE — ESPAÑA

Mr. P. R. FRANCO

SWEDEN — SUÈDE — SUECIA

Mr. A. H. WINBERG
Mr. A. E. Nyberg
Mr. E. A. Lindestam

SWITZERLAND — SUISSE — SUIZA

Mr. P. G. SENN
Mr. F. Anliker
Dr. W. A. Eichenberger
Mr. A. Reber

UNITED KINGDOM — ROYAUME-UNI — REINO UNIDO

Dr. O. G. SUTTON, C.B.E., F.R.S.
Mr. J. Durward, C.M.G.
Captain V. A. M. Hunt
Mr. R. N. Noyes
Commander C. E. N. Franckom
Mr. I. T. Lawman
Miss F. J. Glendining
Mr. P. L. Bushe-Fox (Adviser — Conseiller — Asesor)
Mr. E. W. Pike (Adviser — Conseiller — Asesor)

UNITED STATES — ÉTATS-UNIS — ESTADOS UNIDOS

Mr. E. LISTER
Captain W. E. Oberholtzer
Lt. Col. J. W. Baska
Captain A. J. Hesford
Mr. D. W. Little
Captain E. K. Rhodes
Mr. E. T. Burnard (Adviser — Conseiller — Asesor)

VENEZUELA — VENEZUELA — VENEZUELA

Captain R. B. Bethencourt (Observer — Observateur — Observador)

Además, estaban representadas las Organizaciones internacionales que a continuación se citan, habiendo aceptado la invitación hecha por el Consejo para que estuviesen representadas a título de observadores :

International Airline Navigators Council
Conseil international des navigateurs de ligne
Consejo de Navegadores de Aerovías Internacionales

M. H. L. Almin

M. M. Darde

M. P. Guyot

M. J. Hardouin

M. J. Lécuyer

International Air Transport Association
Association du transport aérien international
Asociación de Transporte Aéreo Internacional

Mr. S. V. Krejcik

Mr. E. W. Pike

International Association of Physical Oceanography
Association internationale d'océanographie physique
Asociación internacional de Oceanografía Física

Lt.-Cdr. J. R. Lumby

International Federation of Air Line Pilots Associations
Fédération internationale des associations de pilotes de ligne
Federación Internacional de Asociaciones de Pilotos de Líneas Aéreas

Captain C. M. Longden

International Federation of Independent Air Transport
Fédération internationale des transports aériens privés
Federación Internacional de Transporte Aéreo Privado

M. J.-M. Riche

World Meteorological Organization
Organisation météorologique mondiale
Organización Meteorológica Mundial

Dr. G. Swoboda

Mr. N. L. Veranneman

Belgium } Belgique } Bélgica }	Paul VAN ZEELAND
Canada } Canada } Canadá }	A. T. COWLEY
Denmark } Danemark } Dinamarca }	G. CRONE-LEVIN
France } France } Francia }	D. HAGUENAU
Iceland } Islande } Islandia }	H. SIGTRYGGSSON
Ireland } Irlande } Irlanda }	A. KENNAN
Israel } Israël } Israel }	D. AVNY
Italy } Italie } Italia }	A. AMBROSINI
Netherlands } Pays-Bas } Holanda }	A. P. DEKKER
Norway } Norvège } Noruega }	Carl C. LOUS
Spain } Espagne } España }	
Sweden } Suède } Suecia }	Henrik WINBERG

Switzerland	}	P. G. SENN
Suisse		
Suiza		
United Kingdom	}	O. G. SUTTON
Royaume-Uni		
Reino Unido		
United States	}	Ernest A. LISTER William E. OBERHOLTZER JR.
États-Unis		
Estados Unidos		

AGREEMENT¹ ON NORTH ATLANTIC OCEAN STATIONS.
DONE AT PARIS, ON 25 FEBRUARY 1954

The Governments of Belgium, Canada, Denmark, France, Ireland, Israel, Italy, the Netherlands, Norway, Sweden, Switzerland, the United Kingdom of Great Britain and Northern Ireland and the United States of America, being Member States of the International Civil Aviation Organization (hereinafter called "the Organization"),

HAVING, at a Conference convened in Paris by the Council of the Organization (hereinafter called "the Council") pursuant to Article XVII of the International Agreement on North Atlantic Ocean Weather Stations signed in London on 12th May 1949,² and the Protocol thereto signed in Montreal on 28th May 1952,³ considered the revision and renewal of that Agreement, and

HAVING resolved to conclude a new agreement to secure the continued provision, financing, maintenance and operation of ocean station vessels at stations in the North Atlantic and thereby to contribute to the safety, regularity, efficiency and economy of air navigation in that region in accordance with the general aims and objectives of the Organization,

HAVE APPOINTED for this purpose the undersigned representatives who have agreed as follows :

Article I

1. The Contracting Governments named in this Article shall provide, maintain and operate, subject to the conditions prescribed in this Agreement, suitable ocean station vessels (hereinafter referred to as "vessels"), at stations in the North

¹ The Governments of the following States responsible for the operation of not less than fifteen ocean station vessels, having deposited their instruments of acceptance with the Secretary-General of the International Civil Aviation Organization on the dates indicated, the Agreement, in accordance with article XVIII, came into force as between those Governments on 1 February 1955 :

Sweden	2 April 1954
United States of America	23 June 1954
Canada	13 July 1954
United Kingdom of Great Britain and Northern Ireland	1 February 1955

The Agreement subsequently came into force in respect of other signatory States on the respective dates of deposit of the instruments of acceptance as follows :

Israel	8 February 1955
Norway	21 April 1955
Ireland	17 May 1955
Denmark	1 June 1955

² United Nations, *Treaty Series*, Vol. 101, p. 91 ; Vol. 108, p. 322, and Vol. 124, p. 331.

³ United Nations, *Treaty Series*, Vol. 150, p. 380.

Atlantic (hereinafter referred to as "the Stations"), as specified in the following table and in paragraph 2 of this Article :

<i>Station</i>	<i>Location</i>	<i>Governments responsible</i>	<i>Number of vessels to be operated</i>
B	{ 56°30N	{ Canada	1
	{ 51°00W		{ United States
C	{ 52°45N	United States	3
	{ 35°30W		
D	{ 44°00N	United States	2 ½
	{ 41°00W		
E	{ 35°00N	United States	2 ½
	{ 48°00W		
A	{ 62°00N	{ Norway	2
	{ 33°00W		
I	{ 59°00N	United Kingdom	4
	{ 19°00W		
J	{ 52°30N	United Kingdom	4
	{ 20°00W		
K	{ 45°00N	France	2
	{ 16°00W		
M	{ 66°00N	Netherlands	2
	{ 02°00E		

The locations of the Stations are indicated on the map in Annex I¹ to this Agreement.

2. The operation of Stations A, I, J, K and M shall be shared among the vessels of France, the Netherlands, Norway and Sweden, and the United Kingdom, as the authorities of the Governments of these countries shall arrange, on the following bases :

(a) In respect of the period ending 31 December, 1954 :

<i>Station</i>	<i>Governments responsible</i>
A	{ Norway { Sweden
I	United Kingdom
J	United Kingdom
K	France
M	Netherlands

¹ See insert, between p. 300 and p. 301 of this volume.

(b) In respect of the period 1 January, 1955 to 30 June, 1956 :

- (i) In principle, Stations A, I, J and K shall be manned in rotation by the vessels of the following countries, in such manner that each shall furnish at the Stations indicated the number of patrols set opposite its name :

	A	I	J	K
France	6	—	6	11
Netherlands	5	6	6	6
United Kingdom	12	17	11	6

For the foregoing purpose, a patrol shall consist of 24 days on station.

- (ii) Station M shall be manned by Norway and Sweden.

3. If the operation of this Agreement is extended pursuant to Article XIX, the provisions of paragraph 2 of this Article shall continue to apply with appropriate revision of dates.

Article II

1. The location of any of the Stations may be changed :

- (a) by the Contracting Government or Governments responsible for operating vessels thereat, provided that the consent of a majority of the other Contracting Governments is first obtained by or through the Council, or
- (b) by the Council, provided that the consent of a majority of the Contracting Governments, including the consent of the Contracting Government or Governments responsible for operating vessels at the Station concerned, is first obtained.

Article III

1. In respect of the period commencing 1 July, 1954 and ending 30 June, 1956, the following Contracting Governments shall pay annually to the Organization, in half-yearly instalments on 1 October and 1 April, the amounts set opposite their respective names :

	£
Belgium	64,469
Denmark	41,565
Israel	11,000
Italy	30,537
Switzerland	45,807

2. The following Contracting Governments shall be entitled to receive, from the amounts paid pursuant to paragraph 1 of this Article, the amounts set opposite their respective names :

	£
France	69,168
Netherlands	5,510
Norway }	46,467
Sweden }	
United Kingdom	72,233

3. Any amounts received by the Organization from the Governments of Spain and Iceland as a contribution to the cost of operation of the Stations shall be shared by the following Contracting Governments in the proportions set opposite their respective names :

	<i>Percentage</i>
Belgium	8.08
Denmark	5.21
France	15.20
Italy	3.82
Netherlands	19.02
Norway }	13.92
Sweden }	
Switzerland	5.74
United Kingdom	29.01

4. (a) Amounts received by the Organization pursuant to paragraph 1 of this Article shall be paid by the Organization as soon as practicable to the Governments listed in paragraph 2 of this Article in proportion to the amounts set out opposite their respective names.
- (b) Any amounts received by the Organization pursuant to paragraph 3 of this Article shall be allotted and in due course paid by the Organization to the Contracting Governments listed in paragraph 3 of this Article in the proportions therein indicated.

Article IV

1. (a) On or before 1 March, 1955, each of the Contracting Governments shall furnish to the Council, in such form as the Council may prescribe, full particulars of actual flights across the North Atlantic by its civil aircraft during the year 1954.

- (b) On or before 1 March, 1955, each of the Contracting Governments responsible for the operation of one or more vessels shall furnish to the Council, in such form as the Council may prescribe, full particulars of the costs of operation of such vessel or vessels, for the year 1954.
- (c) Upon receipt of the foregoing information, the Council shall review the relationship between the costs of operation of the vessels used to man stations A, I, J, K and M, and the amount of cash which should be available from cash contributions in respect of the operation of such vessels and, if it considers it necessary to establish an equitable distribution of responsibilities among the States concerned, it shall calculate a revision of the obligations to pay and rights to receive cash, pursuant to Article III, in accordance with the principles on which this Agreement has been based. The results of this calculation shall be transmitted to the Contracting Governments not later than 1 May, 1955.
2. Unless this Agreement is terminated on 30 June, 1956, pursuant to Article XIX, the obligations of Contracting Governments to pay, and their rights to receive payments, under the provisions of paragraph 1, 2 and 3 respectively of Article III, shall, for the year commencing 1 July, 1956, be as revised in accordance with the Council's calculations.
3. The provisions of paragraphs 1 and 2 of this Article, with appropriate revision of the dates mentioned therein, shall govern the rights and obligations of Contracting Governments to furnish information, to receive the results of the Council's calculations based thereon, and to receive and make payments, in respect of subsequent years, so long as this Agreement is not terminated.

Article V

The Government of Ireland shall pay to the Organization an annual contribution in cash of £ 1,000, which shall not be subject to increase under the terms of this Agreement, so long as aircraft of that country do not operate across the North Atlantic.

Article VI

1. The Contracting Governments undertake that the vessels operated by them at the Stations shall perform the services specified in Annex II¹ to this Agreement.
2. Annex II to this Agreement may be amended by the Council with the consent of a majority of the Contracting Governments, including the consent of the Governments responsible for operating at least fifteen vessels under this Agreement.

¹ See p. 284 of this volume.

Article VII

The Council shall co-ordinate the general programme of operation of the Stations in consultation with such other international organizations as it considers appropriate. It shall keep the World Meteorological Organization advised of the meteorological aspects of any action which it proposes to take in connection with such co-ordination and shall invite the World Meteorological Organization to send representatives to any meeting called for the purpose of accomplishing such co-ordination.

Article VIII

Subject to the provisions of Annex II to this Agreement,

- (a) the Stations shall be operated in accordance with the applicable standards, recommended practices, procedures and specifications of services approved by the Council insofar as they affect the safety of air navigation ;
- (b) the manner of making meteorological observations and of collecting reports at the Stations and transmitting them to main meteorological offices or forecasting centres shall be in accordance with the appropriate procedures and specifications prescribed by the World Meteorological Organization.

Article IX

No charges shall be imposed by any Contracting Government for any of the services, required under this Agreement, rendered by the vessels operated by them at the Stations, except as agreed by all the Contracting Governments.

Article X

1. Each Contracting Government shall furnish to the Council such reports as may reasonably be required by the Council concerning the utilization of the services provided by the vessels operated at the Stations.
2. Each Contracting Government operating any of the vessels shall furnish to the Council such reports as may reasonably be required by the Council concerning the operation of the vessel or vessels so operated by it.
3. The Council shall furnish to the Contracting Governments each year a report on the operation and utilization of the Stations based on the reports furnished by Contracting Governments.

Article XI

Any Contracting Government may agree with any other Contracting Government to take over all or any of its obligations under this Agreement. Any such agreement shall be notified by the Contracting Governments concerned to the Secretary-General of the Organization who shall notify the other Contracting Governments.

Article XII

The Organization shall be reimbursed for its extraordinary expenses incidental to this Agreement, so far as possible from the contributions provided for in Article V, and, subject to the provisions of paragraph 3 of Article III, from any contributions in cash received by it under the provisions of Article XVII. Any balance remaining from such contributions after the extraordinary expenses of the Organization have been met shall be allocated by the Council to the Contracting Governments on an equitable basis in accordance with the principles on which this Agreement has been based. If the contributions are insufficient to reimburse the Organization, the balance remaining due shall be met by the Contracting Governments in equal shares.

Article XIII

In the event that a Contracting Government, without the consent of the other Contracting Governments, fails to discharge in whole or in part its obligations under this Agreement in cash or otherwise, the Council shall consult with the other Contracting Governments as to appropriate action and shall convene a conference if an arrangement acceptable to a majority of those Governments, including all those whose financial responsibilities are affected, cannot be concluded through such consultation.

Article XIV

The Council may at any time convene a conference of interested Governments to consider any matter connected with this Agreement if it is requested to do so by one or more Contracting Governments and is satisfied that a conference is necessary.

Article XV

Any dispute relating to the interpretation or application of this Agreement or Annex II, which is not settled by negotiation, shall, upon the request of any Contracting Government party to the dispute, be referred to the Council for its recommendation.

Article XVI

1. This Agreement shall remain open until 30 April, 1954, for signature by the Governments named in the preamble thereof.

2. This Agreement shall be subject to acceptance by signatory Governments. Instruments of acceptance shall be deposited as soon as possible with the Secretary-General of the Organization.

Article XVII

1. Any non-signatory Government may accede to this Agreement by depositing with the Secretary-General of the Organization an instrument of accession, together with an undertaking to make, on the terms and subject to the conditions of this Agreement, such contributions, in cash or otherwise, as the Council may consider reasonable having regard to the benefits derived by that Government from the operation of the Stations.

2. The Council may also make arrangements, on a similar basis, with any Government which is not a party to this Agreement.

Article XVIII

This Agreement shall come into force, as between the signatory Governments which have notified their acceptance, not earlier than 1 July, 1954, when instruments of acceptance have been deposited by Governments responsible for the operation of not less than fifteen of the vessels referred to in Article I of this Agreement. As regards any Government notifying its acceptance thereafter, the Agreement shall come into force as from the date on which that Government deposits its instrument of acceptance.

Article XIX

1. This Agreement shall terminate on 30 June, 1956, unless its operation is extended pursuant to paragraph 2 of this Article.

2. (a) Unless notice in writing is given, prior to 1 July, 1955, to the Secretary-General of the Organization by one or more of the Contracting Governments responsible in the aggregate for the operation or financing of not less than two vessels under this Agreement, of the desire of such Government or Governments that this Agreement shall terminate on 30 June, 1956, its operation shall be extended until 30 June, 1957.

For the purpose of this sub-paragraph, the cost of financing the annual operation of a vessel shall be deemed to be £ 80,922.

(b) The operation of this Agreement shall be further extended, from year to year, unless notice in writing to the Secretary-General, as provided in sub-paragraph (a) of this paragraph, is given at least one year prior to the date of termination of the last previous extension.

3. (a) Upon receipt of a notice of desire to terminate this Agreement in accordance with paragraph 2 of this Article, the Secretary-General shall notify the Contracting Governments accordingly; and

- (b) the Council shall convene a conference as soon as practicable to consider the situation and the possibility of concluding a new Agreement.

Article XX

1. Any Contracting Government may withdraw from this Agreement on 30 June, 1956 or, if this Agreement is extended in accordance with Article XIX, on the termination date of any period of extension, by giving at least 12 months prior notice to the Secretary-General of the Organization, of the intention of such Government to terminate its participation.

2. Following receipt by the Secretary-General of notice of withdrawal from any Contracting Government, the Council shall consult with the other Contracting Governments as to appropriate action and shall convene a conference if an arrangement acceptable to a majority of the Governments, including all those whose financial responsibilities are affected, cannot be concluded through such consultation.

IN WITNESS WHEREOF, the undersigned, being duly authorised thereto, have affixed their signatures¹ on behalf of their respective Governments.

DONE in Paris, the twenty-fifth day of February of the year nineteen hundred and fifty-four, in the English, French and Spanish languages (all three texts being equally authoritative), in a single copy which shall be deposited in the Archives of the International Civil Aviation Organization. Certified copies thereof shall be transmitted by the Secretary-General of the Organization to all signatory and acceding Governments.

ANNEX I *

ANNEX II

SERVICES TO BE PERFORMED BY OCEAN STATION VESSELS

A — *Meteorological Services*

1. Meteorological observations shall be made on all ocean station vessels in accordance with the following programme :
 - (a) surface observations, eight times daily, the observations to include all elements prescribed by the World Meteorological Organization for ships' observations ;
 - (b) special observations of meteorological phenomena and of important changes, which may occur between the regular observations ;

¹ See p. 298 of this volume.

² See insert between p. 299 and p. 300 of this volume.

- (c) upper wind observations not less than four times daily, such observations to be made normally by radar methods. The requirement is for upper wind observations to an altitude of at least 55,000 feet. In the event of failure of the radar equipment, however, the observations shall be made by visual methods ;
 - (d) upper air pressure, temperature and humidity observations four times daily, whenever practicable, and, in any case, not less than twice daily.
2. Reports of the observations referred to in paragraph 1 above shall be transmitted to the appropriate shore stations in the prescribed International Meteorological Codes.
 3. Reports of observations from other ocean station vessels may be received and retransmitted in accordance with national or bilateral arrangements.
 4. Reports of observations from an ocean station vessel shall be transmitted to aircraft, on request, in plain language, Q Code or in the appropriate International Meteorological Code.
 5. Meteorological reports required by aircraft contemplating ditching shall be given in plain language, or, if language difficulties are anticipated, in Q Code. The report shall consist of the following elements in the order given :
 - (a) sea level pressure ;
 - (b) surface wind speed in knots and direction in degrees magnetic ;
 - (c) swell intensity and direction in degrees magnetic ;
 - (d) state of sea ;
 - (e) visibility ;
 - (f) amount and height of base of low cloud (both main layer and any scattered clouds below) ;
 - (g) present weather.
 6. Each Contracting Government operating one or more ocean station vessels shall provide, to all other Contracting Governments, copies of all regular surface and upper air meteorological observations made by such vessel or vessels.
 7. Statistical meteorological records and summaries of the observations made by the ocean station vessels shall be maintained in standard form and copies exchanged between the Contracting Governments.

B — *Search and Rescue Services*

1. The Ocean station vessels shall form part of the general search and rescue organization and shall participate in search and rescue operations in accordance with ICAO procedures and with those of the Convention for the Safety of Life at Sea. To this end they shall remain as close as practicable to their assigned locations, unless it becomes necessary for them to leave such location for search and rescue operations.
2. The ocean station vessels shall, as far as possible, assist aircraft, which have signified their intention of ditching alongside the vessel, to execute this manoeuvre successfully.

3. The ocean station vessels shall carry such search and rescue equipment as is necessary in effecting sea rescue, and such medical equipment as is necessary to succour survivors.
4. The crews on the ocean station vessels shall be expertly trained in effecting sea rescues.

C — *Communication Services*

The communication equipment on ocean station vessels shall be sufficient to ensure :

- (a) the receipt of safety, distress or emergency calls from mobile units, air or surface ;
- (b) communication with surface vessels or aircraft for distress, emergency and safety purposes ;
- (c) communication on the regional search and rescue and scene of action frequencies ;
- (d) the provision of normal aeronautical mobile communications with aircraft ;
- (e) communication with land stations.

D — *Radio Navigational Aids to Aircraft*

The ocean station vessels shall provide, when circumstances so require, radio navigational aid to aircraft by the following means :

- (a) direction finding ;
- (b) radio beacon ;
- (c) microwave search radar.

E — *Incidental Services*

In addition to the services specified in paragraphs A, B, C and D above, the ocean station vessels shall perform such incidental services as may be required, on the understanding that the performance of such services does not involve any appreciable addition to the obligatory personnel and equipment carried. These incidental services include :

- (a) collection and retransmission of reports of observations from merchant ships when practicable and permissible ;
- (b) any supplementary air traffic control functions which may be prescribed.

F — *Other Services to be performed in connection with the operation of Ocean Station Vessels*

The Contracting Governments shall use their best endeavours to facilitate the inclusion, in the observational programme of the ocean station vessels, of such oceanographical and other scientific observations as may be found desirable.

arreglo aceptable para la mayoría de los Gobiernos, incluyendo a todos aquellos cuyas responsabilidades financieras queden afectadas.

EN FE DE LO CUAL, los infrascritos, debidamente autorizados, firman en nombre de sus respectivos Gobiernos.

HECHO en la ciudad de París, el día veinticinco de febrero del año mil novecientos cincuenta y cuatro, en español, inglés y francés (teniendo los tres textos la misma autenticidad), en un solo ejemplar que se depositará en los archivos de la Organización de Aviación Civil Internacional. El Secretario General de la Organización enviará copias certificadas del mismo a todos los Gobiernos signatarios y a los que se hayan adherido al presente Acuerdo.

Belgium
Belgique
Bélgica

Paul VAN ZEELAND

Canada
Canada
Canadá

A. T. CROWLEY

Denmark
Danemark
Dinamarca

G. CRONE-LEVIN

France
France
Francia

D. HAGUENAU

Ireland
Irlande
Irlanda

A. KENNAN

Israel
Israël
Israel

D. AVNY

Italy
Italie
Italia

A. AMBROSINI

Netherlands
Pays-Bas
Holanda

A. P. DEKKER

Norway
Norvège
Noruega

Carl C. LOUS

Sweden
Suède
Suecia

Henrik WINBERG

Switzerland
Suisse
Suiza

P. G. SENN

United Kingdom
Royaume-Uni
Reino Unido

O. G. SUTTON

United States
États-Unis
Estados Unidos

Subject to availability
of funds and facilities¹

Ernest T. A. LISTER

William E. OBERHOLTZER, JR.

¹ Sous réserve que les fonds et les facilités soient disponibles.