



TREATY SERIES No. 15 (1932)

CONVENTION

BETWEEN HIS MAJESTY, IN RESPECT OF
THE UNITED KINGDOM, AND THE
PRESIDENT OF THE HELLENIC REPUBLIC

respecting

AIR TRANSPORT SERVICES

Athens, April 17, 1931.

[Ratifications exchanged at Athens, April 16, 1932]

*Presented by the Secretary of State for Foreign Affairs
to Parliament by Command of His Majesty*

LONDON

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CONVENTION BETWEEN HIS MAJESTY, IN RESPECT OF THE
UNITED KINGDOM, AND THE PRESIDENT OF THE
HELLENIC REPUBLIC RESPECTING AIR TRANSPORT
SERVICES.

Athens, April 17, 1931.

[Ratifications exchanged at Athens, April 16, 1932.]

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 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 :—

ΕΛΛΗΝΟ-ΑΓΓΛΙΚΗ ΣΥΜΒΑΣΙΣ ΑΦΟΡΩΣΑ ΤΗΝ
ΕΓΚΑΤΑΣΤΑΣΙΝ ΕΝΑΕΡΙΩΝ ΜΕΤΑΦΟΡΩΝ.

Ο ΠΡΟΕΔΡΟΣ ΤΗΣ ΕΛΛΗΝΙΚΗΣ ΔΗΜΟΚΡΑΤΙΑΣ
καί

Η ΑΥΤΟΥ ΜΕΓΑΛΕΙΟΤΗΣ Ο ΒΑΣΙΛΕΥΣ ΤΗΣ
ΜΕΓΑΛΗΣ ΒΡΕΤΤΑΝΙΑΣ, ΤΗΣ ΙΡΛΑΝΔΙΑΣ ΚΑΙ
ΤΩΝ ΒΡΕΤΤΑΝΙΚΩΝ ΚΤΗΣΕΩΝ ΠΕΡΑΝ ΤΩΝ
ΘΑΛΑΣΣΩΝ, ΑΥΤΟΚΡΑΤΩΡ ΤΩΝ ΙΝΔΙΩΝ,

Ἐμφορούμενοι ἀμφοτέροι ὑπὸ τῆς ἐπιθυμίας νὰ
διευκολύνωσι τὴν ἐγκατάστασιν γραμμῶν ἀναερίων
μεταφορῶν, ἀπεφάσισαν πρὸς τὸν σκοπὸν τοῦτον νὰ
συνάψωσι σύμβασιν καὶ ὤρισαν ὡς πληρεξουσίουσ των :

Ο ΠΡΟΕΔΡΟΣ ΤΗΣ ΕΛΛΗΝΙΚΗΣ ΔΗΜΟΚΡΑΤΙΑΣ:
ΤΗΝ ΑΥΤΟΥ ΕΞΟΧΟΤΗΤΑ ΤΟΝ ΚΥΡΙΟΝ
ΑΝΔΡΕΑΝ ΜΙΧΑΛΑΚΟΠΟΥΛΟΝ, ΑΝΤΙΠΡΟΕΔΡΟΝ
ΤΟΥ ΥΠΟΥΡΓΙΚΟΥ ΣΥΜΒΟΥΛΙΟΥ ΚΑΙ ΥΠΟΥΡΓΟΝ
ΕΠΙ ΤΩΝ ΕΞΩΤΕΡΙΚΩΝ.

Η ΑΥΤΟΥ ΜΕΓΑΛΕΙΟΤΗΣ Ο ΒΑΣΙΛΕΥΣ ΤΗΣ
ΜΕΓΑΛΗΣ ΒΡΕΤΤΑΝΙΑΣ, ΤΗΣ ΙΡΛΑΝΔΙΑΣ ΚΑΙ
ΤΩΝ ΒΡΕΤΤΑΝΙΚΩΝ ΚΤΗΣΕΩΝ ΠΕΡΑΝ ΤΩΝ
ΘΑΛΑΣΣΩΝ, ΑΥΤΟΚΡΑΤΩΡ ΤΩΝ ΙΝΔΙΩΝ,

Διὰ τὴν Μεγάλην Βρεττανίαν καὶ τὴν Βόρειον Ἴρλαν-
δίαν :

ΤΟΝ ΕΝΤΙΜΟΤΑΤΟΝ ΚΥΡΙΟΝ ΠΑΤΡΙΚ ΟΥΙΛΛΙΑΜ
ΜΟΛ ΡΑΜΣΑΥ, C.M.G., ΕΚΤΑΚΤΟΝ ΑΥΤΟΥ
ΑΠΕΣΤΑΛΜΕΝΟΝ ΚΑΙ ΠΛΗΡΕΞΟΥΣΙΟΝ
ΥΠΟΥΡΓΟΝ.

Οἷτινες, ἀνακοινώσαντες ἀλλήλοις τὰ πληρεξούσια αὐτῶν,
εὐρεθέντα ἐν πλήρει τάξει, συνεφώνησαν τὰ ἐξῆς :

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.

(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).

1.

Οἱ ἀκόλουθοι ὀρισμοὶ θέλουσι ἐφαρμόζεσθαι ἐν τῇ παρούσῃ συμβάσει πλὴν ἐὰν ἄλλως ὀρισθῇ.

1) Ὁ ὅρος “Βρεττανικαὶ Ἐναερίοι Συγκοινωνίαι” θὰ ἐννοῇ τὰς ἐν τῷ ἄρθρῳ 3 τῆς παρούσης συμβάσεως καθοριζόμενας ἐναερίους συγκοινωνίας ἢ οἷας ἄλλας Βρεττανικὰς ἀεροπορικὰς συγκοινωνίας ἐφ’ ὧν ἤθελε ἐπέλθει συμφωνία συμφώνως πρὸς τὸ ἄρθρον 5, ὁ δὲ ἕτερος “Βρεττανικὴ Ἐταιρεία (ἢ Ἐταιρεῖαι) Ἐναερίων Μεταφορῶν” θὰ ἐννοῇ τὴν Ἐταιρείαν (ἢ τὰς Ἐταιρείας) τὴν ἐκμεταλλουμένην τὰς Βρεττανικὰς Ἐναερίους Συγκοινωνίας.

2) Ὁ ὅρος “Ἑλληνικαὶ Ἐναερίοι Συγκοινωνίαι” θὰ ἐννοῇ τὰς ἐν ἄρθρῳ 4 τῆς παρούσης Συμβάσεως καθοριζόμενας ἐναερίους συγκοινωνίας ἢ οἷας ἄλλας Ἑλληνικὰς ἐναερίους συγκοινωνίας ἐφ’ ὧν ἤθελε ἐπέλθει συμφωνία, συμφώνως πρὸς τὸ ἄρθρον 5, ὁ δὲ ὅρος “Ἑλληνικὴ Ἐταιρεία (ἢ Ἐταιρεῖαι) Ἐναερίων Μεταφορῶν” θὰ ἐννοῇ τὴν Ἐταιρείαν (ἢ τὰς Ἐταιρείας) τὴν ἐκμεταλλουμένην τὰς Ἑλληνικὰς Ἐναερίους Συγκοινωνίας.

3) Ὁ ὅρος “Ἐναερίος Συγκοινωνία” θὰ ἐννοῇ τὰς Βρεττανικὰς καὶ Ἑλληνικὰς Ἐναερίους Συγκοινωνίας καὶ ὁ ὅρος “Ἐταιρεῖαι Ἐναερίων Μεταφορῶν” θὰ ἐννοῇ τὰς ἐκμεταλλουόμενας τὰς ἐναερίους συγκοινωνίας Ἐταιρείας ἐναερίων μεταφορῶν.

4) Οἱ ὅροι “Βρεττανικὸν Ἀερόπλοιον” καὶ “Ἑλληνικὸν Ἀερόπλοιον” θὰ ἐννοῦσι τὰ ἐν τῇ ἀμοιβαίᾳ ἐκμεταλλεῦσει τῶν Βρεττανικῶν καὶ Ἑλληνικῶν Ἐναερίων Συγκοινωνιῶν χρησιμοποιούμενα ἀερόπλοια καὶ ὁ ὅρος “Ἀερόπλοιον” θὰ ἐννοῇ ἀερόπλοιον χρησιμοποιούμενον ἐκ τῆ ἐκμεταλλεῦσει τῶν Ἐναερίων Συγκοινωνιῶν.

5) Ὁ ὅρος “πεδῖον (ἢ πεδία) προσγειώσεως” θὰ ἐννοῇ οἰονδήποτε ἢ ἅπαντα τὰ ἐν τοῖς ἄρθροις 3 καὶ 4 τῆς παρούσης Συμβάσεως καθοριζόμενα πεδία προσγειώσεως ἢ ἐκεῖνα ἐφ’ ὧν ἤθελε ἐπέλθει συμφωνία, συμφώνως πρὸς τὰ ἄρθρα 4 καὶ 5 ὡς καὶ πᾶν ἄλλο πεδῖον ἐφ’ οὗ ἀερόπλοιον

(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 Kingdom and Africa and Asia shall have the right to fly over Greek territory in accordance with the provisions of the present Convention.

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

δύναται νὰ προσγειωθῆ, συμφώνως πρὸς τὰς διατάξεις τοῦ ἄρθρου 6, ἔδαφ. 2.

6) Ὁ ὅρος “ἔδαφος” ἢ “ἔδάφη” ἐν σχέσει πρὸς ἑκάτερον τῶν Ὑψηλῶν Συμβαλλομένων Μερῶν θὰ ἐννοῆ τὸ ἔδαφος ἢ τὰ ἔδάφη τοῦ Ὑψηλοῦ τούτου Συμβαλλομένου Μέρους ἀνωθεν τοῦ ὁποίου πτησις ἀεροπλοίου ἐπιτρέπεται ἢ δύναται νὰ ἐπιτραπῆ συμφώνως πρὸς τὰς διατάξεις τῆς παρούσης Συμβάσεως.

7) Ὁ ὅρος “ἔδαφος” ἢ “ἔδάφη” περιλαμβάνει καὶ τὰ χωρικά ὕδατα.

2.

Αἱ διατάξεις τῆς παρούσης Συμβάσεως θέλουσι ἐφαρμόζεσθαι μόνον εἰς τὰς Ἐναερίους Συγκοινωνίας, τὰς Ἐταιρείας Ἐναερίων Μεταφορῶν καὶ τὰ Ἀερόπλοια περὶ ὧν προβλέπει τὸ ἄρθρον 1ον τῆς Συμβάσεως, θέλουσι δὲ ἐφαρμόζεσθαι εἰς τὰς Ἐναερίους ταύτας Συγκοινωνίας, τὰς Ἐταιρείας Ἐναερίων Μεταφορῶν καὶ τὰ Ἀερόπλοια μόνον καθ' ὅσον ἀφορᾷ τὴν χρησιμοποίησιν ἑναερίων ὁδῶν, ὧν ἡ ἐκμετάλλευσις ἐπιτρέπεται ἢ δύναται νὰ ἐπιτραπῆ, συμφώνως πρὸς τὰς διατάξεις τῆς Συμβάσεως καὶ κατὰ τὰς περιόδους καθ' ἃς αἱ ὁδοὶ αὗται θὰ εὐρίσκονται ὑπὸ ἐκμετάλλευσιν.

3.

1) Αἱ Βρεττανικαὶ Ἐταιρεῖαι Ἐναερίων Μεταφορῶν αἱ ἐκμεταλλεζόμεναι τὰς μεταξὺ τοῦ Ἠνωμένου Βασιλείου καὶ τῆς Ἀφρικῆς καὶ τῆς Ἀσίας ἑναερίους συγκοινωνίας θὰ ἔχωσι τὸ δικαίωμα νὰ ὑπερίπτανται τοῦ Ἑλληνικοῦ ἔδαφους, συμφώνως πρὸς τὰς διατάξεις τῆς παρούσης Συμβάσεως.

2) Αἱ Βρεττανικαὶ Ἐναερίοι Συγκοινωνίαὶ διερχόμεναι διὰ τῶν Ἑλληνικῶν ἐδαφῶν, δύναται νὰ ἀκολουθήσωσι πάσας τὰς κατωτέρω ἑναερίους ὁδοὺς ἢ οἰανδήποτε ἐξ αὐτῶν, δηλαδὴ τὴν ὁδὸν “Γιουγκοσλαυῖα - Θεσσαλονίκη - Ἀθῆναι” καὶ περαιτέρω, τὴν ὁδὸν “Ἰταλία - Ἀθῆναι” καὶ περαιτέρω καὶ τὴν ὁδὸν “Μάλτα - Ἀθῆναι” καὶ περαιτέρω.

3) Διὰ τὴν ἐκμετάλλευσιν τῶν Βρεττανικῶν Ἐναερίων Συγκοινωνιῶν αἱ Βρεττανικαὶ Ἐταιρεῖαι Ἀεροπορικῶν

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 Marsascirocco 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

Μεταφορῶν θὰ ἔχωσι τὸ δικαίωμα νὰ χρησιμοποιῶσιν τὰ πεδία προσγειώσεως Θεσσαλονίκης, Ἀθηνῶν, Κερκύρας, Μιραμπέλας, Ἡρακλείου, Σούδας καὶ Ναυαρίνου, εἰς δὲ τὴν ἐναέριον ὁδὸν Μάλτα-Ἀθῆναι, τὰ πεδία προσγειώσεως Ἰθάκης καὶ Πατρῶν.

4) Ἐν ἣ περιπτώσει Βρεττανικῇ Ἑταιρείᾳ Ἐναερίων Μεταφορῶν θελήσῃ νὰ ἐκμεταλλευθῇ μίαν ἐκ τῶν ἐν παραγράφῳ 2 τοῦ ἄρθρου τούτου καθοριζομένων ἐναερίων ὁδῶν ἀντὶ ἢ ἐπὶ πλέον μιᾶς ἐκ τῶν λοιπῶν ἢ Ἑταιρεία αὕτη ὀφείλει νὰ εἰδοποιήσῃ περὶ τούτου τὴν Ἑλληνικὴν Κυβέρνησιν τοῦλάχιστον μίαν ἐβδομάδα πρὶν ἢ ἀρξῆται τῆς ἐκμεταλλεύσεως τῆς ἐναερίου ταύτης ὁδοῦ.

5) Ἐν ἣ περιπτώσει μετεωρολογικὸς τις σταθμὸς ἤθελε ἀνακοινώσῃ ἢ ὁ πιλότος ἤθελε κρίνει ὅτι τυγχάνει ἀδύνατος ἢ πτῆσις δι' οἰασδήποτε ἐκ τῶν ἐναερίων ὁδῶν ὧν ἐπιτρέπεται ἢ θὰ ἠδύνατο νὰ ἐπιτραπῇ ἢ ἐκμετάλλευσις ὑπὸ τῶν Βρεττανικῶν Ἑταιρειῶν Ἐναερίων Μεταφορῶν, τὰ Βρεττανικὰ ἀερόπλοια θὰ δύνανται νὰ ἀκολουθήσωσι τὴν ὁδὸν Ναυαρίνου - Σούδας ἢ τὴν ὁδὸν Σόφιας - Κων/πόλεως - Θεσσαλονίκης - Ἀθηνῶν, ἀναλόγως τῶν περιστάσεων.

4.

Αἱ Ἑλληνικαὶ Ἑταιρεῖαι Ἐναερίων Μεταφορῶν θὰ ἔχωσι τὸ δικαίωμα νὰ ἐγκαταστήσωσι καὶ ἐκμεταλλευθῶσι τακτικὴν δι' ὑδροπλάνων συγκοινωνίαν μετὰ τῆς Μάλτας καὶ Κύπρου καὶ πρὸς τὸν σκοπὸν τοῦτον, νὰ χρησιμοποιήσωσι τὰ πεδία προσγειώσεως τοῦ Καλά Μίστρα καὶ τῆς Ἀνατολικῆς πλευρᾶς τοῦ Κόλπου Μαρσασιρόκο ἐν Μάλτα καὶ ἐνὸς ἐμπορικῶς καταλλήλου ναυτικοῦ ἀερολιμένος ἐν Κύπρῳ, περὶ οὗ ἤθελε ἐπέλθει συμφωνία μετὰ τῶν ἀρμοδίων ἀεροπορικῶν ἀρχῶν τῶν δύο Ὑψηλῶν Συμβαλλομένων Μερῶν.

5.

Αἱ Ἑταιρεῖαι Ἐναερίων Μεταφορῶν θὰ ἔχωσι τὸ δικαίωμα νὰ ἐκμεταλλεύονται οἷας ἄλλας ἐναερίους ὁδοὺς καὶ νὰ

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.

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 of the 13th October, 1919;⁽¹⁾ 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

(1) "Treaty Series No. 2 (1922)," Cmd. 1609.

χρησιμοποιῶσιν οἷα ἄλλα πεδία προσγειώσεως ἐφ' ὧν ἤθελε ἐπέλθει συμφωνία κατὰ καιροῦς ἀντὶ ἢ ἐπὶ πλέον τῶν ἐν τοῖς προηγουμένοις ἄρθροις καθοριζομένων.

6.

1) Ἡ παροῦσα Σύμβασις οὐδαμῶς δίδει εἰς τοὺς Συμβαλλομένους τὸ δικαίωμα τῆς χρησιμοποιήσεως Στρατιωτικῶν Ἀερολιμένων (Ἀεροδρομίων ἢ Ναυτικῶν Ἀερολιμένων) μὴ κανονικῶς ἀνοικτῶν εἰς ἀστικὴν ἐναέριον συγκοινωνίαν.

2) Οὐχ ἥττον δύναται ἀερόπλοϊόν τι, ἐν περιπτώσει ἀνωτέρας βίας εἰς πᾶσαν στιγμήν νὰ χρησιμοποιήσῃ οἰονδήποτε ἀεροδρόμιον ἢ ναυτικὸν ἀερολιμένα κατὰ τὴν διαδρομὴν του.

3) Ἡ παροῦσα Σύμβασις οὐδαμῶς δύναται ν' ἀποστερήσῃ ἐκάτερον τῶν Ὑψηλῶν Συμβαλλομένων Μερῶν τοῦ δικαιώματος νὰ καθορίσῃ εἰς ἐξαιρετικὰς περιστάσεις σχετικὰς πρὸς τὴν ἀσφάλειαν τοῦ Κράτους, ἄλλα πεδία προσγειώσεως τῶν ἀναφερομένων ἢ τῶν συμφωνηθησομένων, συμφώνως πρὸς τὰ προηγούμενα ἄρθρα ἢ νὰ τροποποιήσῃ τὰς ἐναερίους ὁδοὺς τὰς ἀναφερομένας ἢ συμφωνηθησομένας ἐπὶ τῇ βάσει τῶν προηγουμένων ἀρθρῶν, ἢ τελείως⁽²⁾ νὰ διακόψῃ, ἐν περιπτώσει πολέμου, τὴν ἐκμετάλλευσιν τῶν ἐναερίων τούτων ὁδῶν.

7.

1) Συμφώνως πρὸς τὰς διατάξεις τοῦ ἀρθρου 6 ἐδαφ. 1 τῆς παρούσης Συμβάσεως πᾶν ἀερόπλοϊον δύναται νὰ παραλάβῃ καὶ νὰ παραδώσῃ τὸ ταχυδρομεῖον, νὰ ἐπιβιβάσῃ καὶ ἀποβιβάσῃ ἐπιβάτας καὶ νὰ φορτώσῃ καὶ ἐκφορτώσῃ ἐμπορεύματα εἰς οἰονδήποτε πεδίου προσγειώσεως.

2) Οὐδεμία διάταξις τῆς παρούσης Συμβάσεως δύναται νὰ θίξῃ τὰ ἐκ τῶν ἀρθρῶν 16 καὶ 17 τῆς Συμβάσεως περὶ Κανονισμοῦ τῆς Ἀεροπλοΐας τῆς 13ης Ὀκτωβρίου 1919 πηγάζοντα δικαιώματα ἐκατέρου τῶν Ὑψηλῶν Συμβαλλομένων Μερῶν, ὑπὸ τὸν ὅρον ὅμως ὅτι αἱ Βρεττανικαὶ Ἑταιρεῖαι Ἐναερίων Μεταφορῶν δύνανται νὰ ἐπιβιβάζωσι ἐπιβάτας,

(2) This word was "τέλος" in the treaty as signed. Alteration made by exchange of notes, November 9, 1931.

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,⁽³⁾ 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.

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.

⁽³⁾ The words "in Greek territory" were not in the treaty as signed, but were added by an exchange of notes of November 9, 1931.

ἐμπορεύματα καὶ τὸ ταχυδρομεῖον εἰς οἰονδήποτε ἀερολιμένα τῆς Ἑλλάδος, εὐρισκόμενον ἐπὶ ἐναερίου ὁδοῦ τῆς ὁποίας ἐπιτρέπεται ἢ θὰ ἠδύνατο νὰ ἐπιτραπῇ εἰς τὰς Ἑταιρείας ταύτας ἢ ἐκμετάλλουσι, συμφώνως πρὸς τὰς διατάξεις τῆς παρούσης Συμβάσεως, διὰ τὴν μεταφορὰν αὐτῶν εἰς ἕτερον τοιοῦτον ἀερολιμένα τῆς Ἑλλάδος, ἐφ' ὅσον οἱ ἀερολιμένες οὗτοι δὲν συνδέωνται ὑπὸ Ἑλληνικῶν Ἐναερίων Συγκοινωνιῶν.

8.

1) Συμμορφούμενοι πρὸς οἰουσδήποτε ὄρους ἢ διατυπώσεις ἐπιβαλλομένους ὑπὸ τῶν ἐν τῇ χώρᾳ τῆς προσγειώσεως ἐν ἰσχύϊ νόμων, οἱ ἐπιβάται καὶ τὰ πληρώματα τοῦ Ἀεροπλοίου δύνανται νὰ παραμένωσι, καὶ τὰ ἐμπορεύματα καὶ τὸ ταχυδρομεῖον νὰ ἐναποθηκευθῶσι, εἰς οἰονδήποτε πεδῖον προσγειώσεως.

2) Ἐν περιπτώσει διακοπῆς τῆς πτήσεως ἕνεκα βλάβης ἢ ἀναγκαστικῆς προσγειώσεως ἢ ἄλλου τινός, πᾶσα ἀναγκαία εὐκολία δέον νὰ παρασχεθῇ εἰς τὴν ἐνδιαφερομένην Ἑταιρείαν Ἐναερίων Μεταφορῶν ὅπως δυνηθῶσι οἱ ἐπιβάται, τὰ ἐμπορεύματα καὶ τὸ ταχυδρομεῖον νὰ φθάσωσιν ὡς οἶον τε τάχιστα εἰς τὸν πρὸς ὃν ὅρον.

9.

Αἱ Ἑταιρεῖαι Ἐναερίων Μεταφορῶν δέον νὰ ἐκπληρῶσι ἅπαντας τοὺς ἀναγκαίους ὄρους ὅπως ἀποκτήσωσι τὸ δικαίωμα νὰ καταγραφῶσιν ὡς ἰδιοκτῆται ἀεροπλοίων, συμφώνως πρὸς τὰς διατάξεις τοῦ ἄρθρου 7 τῆς Συμβάσεως περὶ κανονισμοῦ τῆς Ἀεροπορίας τῆς 13ης Ὀκτωβρίου 1919.

10.

1) Ἐκαστον Ὑψηλὸν Συμβαλλόμενον Μέρος θὰ ἔχει τὸ δικαίωμα νὰ διορίσῃ τὴν ἑαυτοῦ Ἑταιρείαν (ἢ Ἑταιρείας) Ἐναερίων Μεταφορῶν, ὑπὸ τὸν ὅρον τῆς ἀναγγελίας εἰς τὸ ἕτερον Ὑψηλὸν Συμβαλλόμενον Μέρος τοῦ γενομένου διορισμοῦ εἴτε ἐντὸς μηνὸς ἀπὸ τῆς ἐνάρξεως τῆς ἰσχύος τῆς παρούσης Συμβάσεως εἴτε ἕνα μῆνα πρὸ τῆς ἐνάρξεως ἐκμεταλλεύσεως οἰασδήποτε νέας ἐναερίου γραμμῆς.

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 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) Ἐκαστον Ὑψηλὸν Συμβαλλόμενον Μέρος θὰ ἔχῃ ἐν οἰαδῆποτε στιγμῇ τὸ δικαίωμα ν' ἀντικταστήσῃ, τὴν ἢ τὰς ἀρχικῶς διορισθείσας Ἐταιρείας διὰ νέας Βρεττανικῆς ἢ Ἑλληνικῆς Ἐταιρείας, ἢ νὰ προσθήσῃ νέαν τοιαύτην εἰς τὴν ἢ τὰς ἀρχικῶς διορισθείσας, ὑπὸ τὸν ὅρον τῆς εἰς τὸ ἕτερον τῶν Ὑψηλῶν Συμβαλλομένων Μερῶν ἀναγγελίας τῆς ὡς ἄνω ἀντικαταστάσεως ἢ προσθήκης, ἓνα μῆνα πρὸ τῆς ἐνάρξεως ἐκμεταλλεύσεως οἰασδῆποτε νέας ἐναερίου γραμμῆς.

3) Ἐταιρεία ἀπὸ τῆς ὁποίας ἀφηρέθη ἡ ἄδεια τῆς ἐκμεταλλεύσεως παρὰ τοῦ Ὑψηλοῦ Συμβαλλομένου Μέρους παρὰ τοῦ ὁποίου εἶχε διορισθῆ αὕτη, δὲν θὰ ἔχῃ τὸ δικαίωμα ἐκ τοῦ γεγονότος τούτου μόνον νὰ προβάλλῃ οἰανδῆποτε ἀπαίτησιν ἐναντίον τοῦ ἑτέρου Ὑψηλοῦ Συμβαλλομένου Μέρους.

11.

Αἱ Ἐταιρεῖαι Ἐναερίων Μεταφορῶν θὰ ἔχωσιν ἀπόλυτον ἐλευθερίαν καθορισμοῦ τῆς πυκνότητος τῶν συγκοινωνιῶν, τῶν δρομολογιῶν των, τῶν κομίστρων καὶ τοῦ συνδέσμου αὐτῶν μετ' ἄλλων ἀεροπορικῶν γραμμῶν εἰς τοὺς διαφόρους λιμένας προσεγγίσεως ὡς καὶ τοῦ τύπου τοῦ χρησιμοποιηθησομένου ἀεροπλοίου ὑπὸ τὸν ὅρον τῆς προειδοποιήσεως τῶν ἀρμοδίων Κρατικῶν Ὑπηρεσιῶν τῶν Ὑψηλῶν Συμβαλλομένων Μερῶν ἓνα μῆνα πρὸ τῆς ἐνάρξεως ἐκμεταλλεύσεως οἰασδῆποτε νέας γραμμῆς.

12.

1) Συμφώνως πρὸς τὰς διατάξεις τοῦ ἀρθροῦ 6 ἐδάφ. 1 τῆς παρούσης Συμβάσεως, ἕκαστον τῶν Ὑψηλῶν Συμβαλλομένων Μερῶν θέλει παράσχει κατὰ τὸ δυνατόν, εἰς τὰς Ἐταιρείας Ἐναερίων Μεταφορῶν τοῦ ἑτέρου ὑπὸ τοὺς αὐτοὺς ὅρους τοὺς ἰσχύοντας καὶ διὰ τὰς ἐπιχειρήσεις τῆς ἀστικῆς ἀεροπορίας τοῦ πρώτου τῶν Ὑψηλῶν Συμβαλλομένων Μερῶν, πᾶσαν δυνατὴν εὐκολίαν, ὅσον ἀφορᾷ τὰ πρὸς στέγασιν τῶν ἀεροπλοίων ὑπόστεγα, τὰς διαφόρους ἐγκαταστάσεις (Γερανῶν ἢ Ἐξεδρῶν), τὸν χῶρον ἢ τὰ κτίρια πρὸς χρῆσιν ὡς σταθμοῦ ἐπισκευῶν, ἀποθηκῶν καὶ γραφείων ὡς καὶ πᾶσαν εὐκολίαν, ὅσον ἀφορᾷ τὸν ἀνεφοδιασμόν εἰς ἔλαιον ἢ εἰς βενζίνην.

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 co-operate 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.

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

2) Ἐν ἡ περιπτώσει αἱ ἐγκαταστάσεις ἑναερίων μεταφορῶν ἀερολιμένος τινός ἐν λειτουργίᾳ εἶναι ἀνεπαρκεῖς, τὸ ἐνδιαφερόμενον Ὑψηλὸν Συμβαλλόμενον Μέρος θέλει κατόπιν εἰδικῆς συμφωνίας παράσχει εἰς τὰς Ἐταιρείας Ἐναερίων Μεταφορῶν τοῦ ἑτέρου, ὑπὸ ὅρους οὐχὶ κατωτέρους ἐκείνων οἵτινες, ὑφίστανται διὰ τὴν περίπτωσιν τῆς μᾶλλον εὐνοουμένης τῶν ξένων Ἐταιρειῶν (ἀποκλειομένης δὲ πάσης ἐπιφυλάξεως, ὅσον ἀφορᾷ τὸ ἐλάχιστον κόστος τοιούτων ἐγκαταστάσεων), πᾶσαν δυνατὴν εὐκολίαν διὰ τὴν ἀνέγερσιν ἢ ἐπέκτασιν τῶν ἀναγκαίων ἐγκαταστάσεων.

13.

Αἱ Ἐταιρεῖαι Ἐναερίων Μεταφορῶν ἐν σχέσει πρὸς τὰ ἀερόπλοια αὐτῶν θέλουσιν ἀπολεύσει εἰς ἅπαντα τὰ πεδία προσγειώσεως, ὅσον ἀφορᾷ τὰ τέλη προσγειώσεως καὶ στεγάσεως τῶν αὐτῶν πλεονεκτημάτων, ὧν ἀπολαύουσι καὶ τὰ ἐθνικὰ ἀερόπλοια.

14.

Τὰ Ὑψηλὰ Συμβαλλόμενα Μέρη συμφωνοῦσι νὰ συνεργασθῶσι διὰ τὴν προστασίαν καὶ ἀσφάλειαν τῶν Ἐναερίων Συγκοινωνιῶν καὶ πρὸς τὸν σκοπὸν τοῦτον θέλουσι ἐπιδιώξῃ τὴν μεγίστην δυνατὴν ἀνάπτυξιν τῶν μετεωρολογικῶν αὐτῶν ὑπηρεσιῶν καὶ τῶν ὑπηρεσιῶν ἀσυρμάτου, ὡς καὶ πᾶσαν ἄλλην ὑπηρεσίαν, δυναμένην νὰ συτελέσῃ εἰς τὴν ἀσφάλειαν τῆς Ἀεροπλοΐας. Αἱ ἀρμόδιαι Κρατικαὶ ὑπηρεσίαι τῶν Ὑψηλῶν Συμβαλλομένων Μερῶν θέλουσι ἀπὸ κοινοῦ συμφωνήσει ὡς πρὸς τὸν συντονισμόν τῶν ἀναγκαίων τούτων μέτρων.

15.

1) Μέχρι τῆς ὑπὸ τῆς Ἑλληνικῆς Κυβερνήσεως ἐγκαταστάσεως ἰκανοποιητικῶν ὑπηρεσιῶν ἀσυρμάτου τηλεγράφου εἰς τὰ καθοριζόμενα ἐν ἄρθρῳ 3 τῆς παρούσης Συμβάσεως πεδία προσγειώσεως καὶ μεταξὺ αὐτῶν, ἢ εἰς ἐκείνα ὧν ἤθελε συμφωνηθῆ ἢ ἐγκαθίδρυσις, συμφώνως πρὸς τὸ ἄρθρον 5, αἱ Βρεττανικαὶ Ἐταιρεῖαι Ἐναερίων Μεταφορῶν θὰ δικαιοῦνται

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 rebate or drawback, at the option of the last-named High Contracting Party.

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

νά ἐγκαταστήσῃσι σταθμοὺς ἀσυρμάτου ἐπὶ Ἑλληνικοῦ ἐδάφους κατόπιν εἰδικῆς μετὰ τῆς Ἑλληνικῆς Κυβερνήσεως συμφωνίας, ἣτις θὰ ὑπόκειται εἰς καταγγελίαν ἐν οἰαδήποτε στιγμῇ μετὰ προειδοποίησιν ἐνὸς μηνός. Οἱ σταθμοὶ οὗτοι θ' ἀνεγερθῶσι δαπάναις τῆς ἐγκαθιστώσης αὐτοῦς Ἑταιρείας καὶ θὰ λειτουργῶσιν ὑπὸ εὐθύνην τῆς Ἑταιρείας ταύτης οὕτως ὥστε νὰ τηρῶνται τόσον αἱ διατάξεις τῶν διεθνῶν ἐν ἰσχύϊ μετὰ τῶν δύο Ὑψηλῶν Συμβαλλομένων Μερῶν ραδιοτηλεγραφικῶν συμβάσεων ὅσον καὶ οἱ ἐσωτερικοὶ ραδιοτηλεγραφικοὶ κανονισμοὶ τῆς Ἑλλάδος. Τὸ προσωπικὸν τῶν προρρηθέντων σταθμῶν ἀσυρμάτου θ' ἀποτελεῖται ἀπὸ Ἑλλήνων, ὁ δὲ διορισμὸς αὐτοῦ θέλει ὑπόκεισθαι εἰς τὴν ἔγκρισιν τῆς Ἑλληνικῆς Κυβερνήσεως.

2) Αἱ Βρεττανικαὶ Ἑταιρεῖαι Ἐναερίων Μεταφορῶν δύνανται νὰ ἐγκαταστήσῃσι καὶ χρησιμοποιήσῃσι σταθμοὺς ἀσυρμάτου ἐπὶ Βρεττανικῶν ἀτμοπλοίων, ἠγκυροβολημένων ἐντὸς ἑλληνικῶν ὑδάτων ἢ καὶ διερχομένων δι' αὐτῶν κατόπιν εἰδικῆς μετὰ τῆς Ἑλληνικῆς Κυβερνήσεως συμφωνίας, ἣτις θέλει ὑπόκεισθαι εἰς καταγγελίαν, ἐν οἰαδήποτε στιγμῇ μετὰ προειδοποίησιν ἐνὸς μηνός. Τὸ προσωπικὸν τῶν τοιούτων σταθμῶν δύναται ν' ἀποτελεῖται ἀπὸ ἄγγλους ἢ ἑλλήνας κατ' ἐκλογὴν τῆς Ἑταιρείας.

16.

1) Τὰ ἀερόπλοια, τ' ἀεροπορικὰ μηχανήματα, τὰ ἀνταλλακτικὰ εἶδη, τὰ ἀεροπορικὰ ἐξαρτήματα, ἢ καύσιμος ὕλη καὶ τὸ ἔλαιον πρὸς ἀποκλειστικὴν χρῆσιν διὰ τὴν λειτουργίαν τῶν Ἐναερίων Συγκοινωνιῶν ἑκατέρου τῶν Ὑψηλῶν Συμβαλλομένων Μερῶν θέλουσιν εἶναι ἀπηλλαγμένα, ἐπὶ τῶν ἐδαφῶν τοῦ ἑτέρου παντὸς δασμοῦ ἢ ἄλλου τέλους κατὰ τὴν εἰσαγωγὴν ἢ ἐξαγωγὴν των ἐννοεῖται ὅμως ὅτι ἡ τοιαύτη ἀπαλλαγὴ θὰ ἐφαρμόζεται εἴτε ἀπ' εὐθείας κατὰ τὴν εἰσαγωγὴν εἴτε δι' ἐκπτώσεως ἢ ἐπιστραφῆς τῶν δασμῶν κατ' ἐκλογὴν τοῦ εἰρημένου Ὑψηλοῦ Συμβαλλομένου Μέρους.

2) Ἐξαιρουμένων τῶν ἐν τῇ προηγουμένῃ παραγράφῳ ἀναφερομένων, αἱ Ἑταιρεῖαι Ἐναερίων Μεταφορῶν ἐκάστου Ὑψηλοῦ Συμβαλλομένου Μέρους θέλουσι εἶναι ὑπεύθυνοι

in force in 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 ὑπὲρ τοῦ Ταμείου ὁδοστρωμάτων* (road-tolls) on all motor vehicles used for the operation of the Air Services.

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 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

διὰ τὴν καταβολὴν παντός⁽⁴⁾ τελωνειακοῦ δασμοῦ πληρω-
νομένου συμφώνως πρὸς τοὺς ἐν ἰσχύϊ νόμους ἐπὶ τῶν
ἐδαφῶν τοῦ ἐτέρου τῶν Ὑψηλῶν Συμβαλλομένων Μερῶν ἐπὶ
τῆς καυσίμου ὕλης ἢ τοῦ ἐλαίου, τοῦ καταναλισκομένου
κατὰ τὴν διάρκειαν τῆς ὑπεράνω τῶν ἐδαφῶν τούτου
πτήσεως.

3) Εἰς ἐφαρμογὴν τῶν ἐν τῇ προηγουμένη παραγράφῳ
διαλαμβανομένων, τὸ ποσὸν τῶν καταναλισκομένων, κατὰ τὴν
διάρκειαν τῆς ὑπεράνω τῶν ἐδαφῶν ἑκατέρου τῶν Ὑψηλῶν
Συμβαλλομένων Μερῶν πτήσεως, καυσίμου ὕλης καὶ ἐλαίου
θέλει καθορίζεσθαι κατόπιν συμφωνίας, βασιζομένης α) ἐπὶ
τῆς εἰς μίλλια διαδρομῆς, β) ἐπὶ τοῦ κανονικῶς ἀπαιτουμένου
διὰ τὴν ἐκτέλεσιν τῆς διαδρομῆς ταύτης χρόνου, καὶ γ) ἐπὶ
τῆς κανονικῆς καταναλώσεως παρὰ τοῦ τύπου τοῦ
χρησιμοποιουμένου ἀεροπλοίου.

4) Αἱ Βρεττανικαὶ Ἐταιρεῖαι Ἐναερίων Μεταφορῶν
θέλουσιν εἶναι ἀπηλλαγμέναι ἐπὶ Ἑλληνικοῦ ἐδάφους, ἀπὸ
τῆς καταβολῆς τοῦ εἰσπραττομένου ὑπὲρ τοῦ Ταμείου
ὁδοστρωμάτων φόρου, ὅσον ἀφορᾷ τὰ αὐτοκίνητα αὐτῶν τὰ
χρησιμοποιούμενα διὰ τὴν λειτουργίαν τῶν ἐναερίων
Συγκοινωνιῶν.

17.

1) Ἐν ἐλλείψει συμφωνίας περὶ τοῦ ἐναντίου, αἱ Ἐταιρεῖαι
Ἐναερίων Μεταφορῶν ἑκάστου τῶν Ὑψηλῶν Συμβαλλομένων
Μερῶν θὰ χρησιμοποιῶσι ὡς τεχνικὸν προσωπικὸν ἐντὸς τῶν
ἐδαφῶν τοῦ ἐτέρου, μόνον ὑπηκόους τοῦ ἐνὸς ἢ τοῦ ἐτέρου
τῶν Ὑψηλῶν Συμβαλλομένων Μερῶν, εἴτε εἰς τὰ πεδία
προσγειώσεως, εἴτε διαρκούσης τῆς πτήσεως ὑπεράνω τῶν
ἐδαφῶν τούτων, ὑπὸ τὸν ὅρον ὅτι αἱ Ἐταιρεῖαι Ἐναερίων
Μεταφορῶν ἑκάστου Ὑψηλοῦ Συμβαλλομένου Μέρους θὰ
προτιμῶσι τοὺς μηχανικοὺς καὶ τεχνίτας τοῦ ἐτέρου
δι' ὑπηρεσίας τοῦ προσωπικοῦ ἐδάφους, ἐπὶ τῶν ἐδαφῶν τοῦ
τελευταίου, ἐφ' ὅσον οὗτοι ἤθελον θεωρηθῆ ἄρκούντως ἱκανοί
πρὸς τοῦτο ὑπὸ τῆς Ἐταιρείας.

2) Ἐν ἐλλείψει συμφωνίας περὶ τοῦ ἐναντίου, αἱ Ἐταιρεῖαι
Ἐναερίων Μεταφορῶν ἑκάστου Ὑψηλοῦ Συμβαλλομένου

(4) In the treaty as signed, the word "ἄλλου" appears after "παντός," but according to an exchange of notes of November 9, 1931, it should be omitted.

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 flight on the part of any Aircraft judged by those authorities not to be air-worthy 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

Μέρους θὰ χρησιμοποιοῦσιν ἐπὶ τῶν ἐδαφῶν τοῦ ἑτέρου ὑψηλοῦς τοῦ Ὑψηλοῦ τούτου Συμβαλλομένου Μέρους διὰ πᾶσαν ἐργασίαν μὴ ἀπαιτοῦσαν εἰδικὴν ἐξάσκησιν.

3) Αἱ ἀρμόδιαι ἀρχαὶ ἐν τῇ πρωτευούσῃ τῶν ἐδαφῶν ἐκάστου Ὑψηλοῦ Συμβαλλομένου Μέρους καὶ εἰς ὀργανωμένους πολιτικούς ἀερολιμένας ἐν τοῖς ὡς ἄνω ἐδάφοις θὰ δικαιῶνται νὰ ἐπικοινωνῶσι μετὰ πάσης ἑταιρείας Ἐναερίων Μεταφορῶν μέσω ὑπευθύνου ἀντιπροσώπου τῆς Ἐθνικότητος τοῦ Ὑψηλοῦ τούτου Συμβαλλομένου Μέρους ἐπὶ τούτῳ διοριζομένου ὑπὸ τῆς ἐνδιαφερομένης Ἐταιρείας Ἐναερίων Μεταφορῶν.

18.

1) Ἡ μεταφορὰ τῶν ἑναερίων ταχυδρομείων θέλει ῥυθμισθῆ δι' ἀπ' εὐθείας συμφωνίας μεταξὺ τῶν ἀρμοδίων ταχυδρομικῶν ὑπηρεσιῶν τῶν Ὑψηλῶν Συμβαλλομένων Μερῶν.

2) Οὐχ' ἦττον αἱ Ἐταιρεῖαι Ἐναερίων Μεταφορῶν θὰ διαθέτουν χῶρον ἐπὶ τῶν ἀεροπλοίων αὐτῶν διὰ τὸ κανονικὸν βᾶρος τοῦ ταχυδρομείου τοῦ προερχομένου ἐκ τῶν ἐδαφῶν τοῦ ἑτέρου ἢ προοριζομένου δι' αὐτὰ ἢ τοῦ διαμετακομιζομένου δι' αὐτῶν.

19.

1) Αἱ ἀρμόδιαι ἀρχαὶ τῶν Ὑψηλῶν Συμβαλλομένων Μερῶν εἰς τὰ πεδία προσγειώσεως θὰ δικαιῶνται νὰ ἐξελέγχῃσι τὸν ἀριθμὸν τῶν ἐπιβατῶν καὶ τὸ βᾶρος τοῦ ταχυδρομείου καὶ τῶν ἐμπορευμάτων καὶ νὰ ἐξετάζωσιν ἐπίσης τὰ ἔγγραφα δι' ὧν εἶναι ἐφωδιασμένον τὸ ἀερόπλοιο.

2) Αἱ ἀρμόδιαι ἀρχαὶ ἐκάστου Ὑψηλοῦ Συμβαλλομένου Μέρους θὰ δικαιῶνται ἐπίσης νὰ ἐξετάζωσι τὴν κατάστασιν τοῦ ἀνήκοντος εἰς τὴν Ἐταιρείαν Ἐναερίων Μεταφορῶν πτητικοῦ ὑλικοῦ καὶ νὰ ἀπαγορεύωσι τὴν πτῆσιν οἰουδήποτε ἀερόπλοιου, μὴ εὐρεθέντος ὑπ' αὐτῶν ἰκανοῦ πρὸς ἀερόπλοϊαν, συμφῶνως πρὸς τοὺς κανονισμοὺς τοῦ ἑτέρου Ὑψηλοῦ Συμβαλλομένου Μέρους.

3) Αἱ Ἐταιρεῖαι Ἐναερίων Μεταφορῶν ἐκάστου τῶν Ὑψηλῶν Συμβαλλομένων Μερῶν θὰ χορηγῶσι κατ' ἔτος δωρεάν 2

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.

ARTICLE 21.

The details of the application of the present Convention shall so far as possible be arranged by direct agreement between the

εἰσιτήρια μετ' ἐπιστροφῆς εἰς τὰς ἀρχὰς τοῦ ἑτέρου Ὑψηλοῦ Συμβαλλομένου Μέρους μεταξὺ τοῦ τελευταίου λιμένος προσεγγίσεως πρὸ τῆς πτήσεως ὑπεράνω τῶν ἐδαφῶν τοῦ Ὑψηλοῦ Συμβαλλομένου Μέρους καὶ τοῦ πρώτου λιμένος προσεγγίσεως μετὰ τὴν ἀναχώρησιν ἐκ τῶν ἐδαφῶν τούτων, ἐπὶ ἐκάστης τῶν συμφώνως πρὸς τὰς διατάξεις τῆς Συμβάσεως ταύτης ὑπὸ ἐκμετάλλευσιν ὁδῶν.

20.

1) Αἱ Ἐταιρεῖαι Ἐναερίων Μεταφορῶν ἐκάστου Ὑψηλοῦ Συμβαλλομένου Μέρους θὰ τηρῶσι καὶ θ' ἀπαιτῶσι παρὰ τῶν ὑπαλλήλων αὐτῶν ὅπως τηρῶσι τοὺς ἐπὶ τῶν ἐδαφῶν τοῦ ἑτέρου ἐν ἰσχύϊ νόμους καὶ κανονισμούς, εἴτε εἰς τὰ πεδία προσγειώσεως εἴτε κατὰ τὴν διάρκειαν τῆς ὑπεράνω τῶν ἐδαφῶν τούτων πτήσεως. Θέλουσιν ἐπίσης, κατὰ τὸ δυνατόν, ἀπαιτεῖ καὶ ὑπὸ τῶν ἐπιβατῶν αὐτῶν παρομοίαν τήρησιν νόμων καὶ κανονισμῶν καὶ καταγγεῖλλει εἰς τὰς ἀρχὰς τοῦ ἐνδιαφερομένου Ὑψηλοῦ Συμβαλλομένου Μέρους πᾶσαν παράβασιν.

2) Εἰς περίπτωσιν ἐπανειλημένων παραβάσεων, τὸ θιγόμενον Ὑψηλὸν Συμβαλλόμενον Μέρος θὰ δικαιουῖται ν' ἀξιῶι τὴν ἀπόλυσιν τοῦ ἐνόχου ὑπαλλήλου.

3) Ἐν περιπτώσει ἀνάγκης, τὸ Ὑψηλὸν τοῦτο Συμβαλλόμενον Μέρος δύναται νὰ ζητήσῃ παρὰ τοῦ ἑτέρου τὴν ἀκύρωσιν τοῦ διορισμοῦ τῆς ὑπευθύνου Ἐταιρείας Ἐναερίων Μεταφορῶν χωρὶς διὰ τοῦτο νὰ ὑπέχη ὑποχρέωσιν δι' οἰανδήποτε ἀξιώσιν τῆς Ἐταιρείας.

4) Ἐκαστον Ὑψηλὸν Συμβαλλόμενον Μέρος θὰ δικαιουῖται νὰ ἀξιῶσῃ τὴν ἀνάκλησιν οἰουδήποτε ὑπαλλήλου Ἐταιρείας Ἐναερίων Μεταφορῶν οὔτινος ἢ παρουσίας ἐπὶ τῶν ἐδαφῶν τοῦ Ὑψηλοῦ τούτου Συμβαλλομένου Μέρους ἀπηγορευθῆ διὰ λόγους δημοσίας ἀσφαλείας.

21.

Αἱ λεπτομέρειαι τῆς ἐφαρμογῆς τῆς παρούσης Συμβάσεως θέλουσι ρυθμισθῆ, κατὰ τὸ δυνατόν, δι' ἀπ' εὐθείας συνεννοήσεως

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⁽⁵⁾ 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.

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⁽⁵⁾ 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

⁽⁵⁾ This date was established as April 20, 1931, by means of an exchange of notes of June 15/July 3, 1931.

μεταξὺ τῶν ἀρμοδίων κρατικῶν ὑπηρεσιῶν τῶν Ὑψηλῶν Συμβαλλομένων Μερῶν ἢ μεταξὺ τῆς Ἑταιρείας Ἐναερίων Μεταφορῶν καὶ τοῦ ἐνδιαφερομένου Ὑψηλοῦ Συμβαλλομένου Μέρους.

22.

Ἐν περιπτώσει διαφωνίας μεταξὺ τῶν Ὑψηλῶν Συμβαλλομένων Μερῶν περὶ τὴν ἐρμηνείαν ἢ τὴν ἐφαρμογὴν τῶν διατάξεων τῆς παρούσης Συμβάσεως θέλει γίνεσθαι προσφυγὴ, τῇ αἰτήσῃ τοῦ ἐνός ἢ τοῦ ἑτέρου τῶν Ὑψηλῶν Συμβαλλομένων Μερῶν ἐνώπιον τοῦ διαρκοῦς δικαστηρίου τῆς Διεθνοῦς Δικαιοσύνης, πλὴν ἐὰν ἤθελε συμφωνηθῆ προσφυγὴ ἐνώπιον ἑτέρου Δικαστηρίου.

23.

1) Ὅσον ἀφορᾷ τὴν ὑπὸ τῶν Βρεττανικῶν Ἑταιρειῶν Ἐναερίων Μεταφορῶν ἐκμετάλλευσιν τῶν διὰ Ἰταλίας καὶ Μάλτας ὁδῶν, ἡ παροῦσα Σύμβασις θὰ παραμένῃ ἐν ἰσχύϊ ἀρχικῶς διὰ χρονικὴν περίοδον ἑπτὰ (7) ἐτῶν ἀπὸ τῆς ἡμέρας τῆς πρώτης πτήσεως Βρεττανικῶν Ἀεροπλοίων ὑπεράνω τοῦ Ἑλληνικοῦ ἐδάφους, συμφώνως πρὸς τὰς διατάξεις τῆς Συμβάσεως. Ἐὰν ἡ Σύμβασις δὲν ἤθελε καταγγελθῆ διὰ προειδοποιήσεως, γενομένης δύο ἔτη πρὸ τῆς ἐκπνοῆς τῆς ὡς ἄνω περιόδου, θέλει ἐξακολουθήσῃ ἢ ἰσχύς αὐτῆς ἐπὶ τρία ἀκόμη ἔτη. Ἐὰν εἰς τὸ τέλος τῆς χρονικῆς ταύτης περιόδου δὲν ἤθελε καταγγελθῆ διὰ προειδοποιήσεως, γενομένης ἐν ἔτος πρὸ τῆς λήξεως, ἡ Σύμβασις θέλει ἐξακολουθήσῃ ἰσχύουσα ἐπὶ διαδοχικὰς περιόδους πέντε ἐτῶν, δυναμένης νὰ τερματισθῶσι διὰ προειδοποιήσεως, γενομένης ἐν ἔτος πρὸ τῆς λήξεως τῆς τρεχούσης πενταετοῦς περιόδου.

2) Ὅσον ἀφορᾷ τὴν ὑπὸ τῶν Βρεττανικῶν Ἑταιρειῶν Ἐναερίων Μεταφορῶν ἐκμετάλλευσιν τῆς διὰ Γιουγκοσλαυίας ὁδοῦ, ἡ παροῦσα Σύμβασις θέλει παραμείνῃ ἐν ἰσχύϊ ἀρχικῶς διὰ περίοδον τριῶν (3) ἐτῶν, ἀπὸ τῆς χρονολογίας τῆς πρώτης ὑπεράνω Ἑλληνικοῦ ἐδάφους καὶ συμφώνως πρὸς τὰς διατάξεις τῆς παρούσης Συμβάσεως πτήσεως Βρεττανικοῦ Ἀεροπλοίου. Ἐὰν δὲν ἤθελε καταγγελθῆ διὰ προειδοποιήσεως, γενομένης

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⁽⁶⁾ 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.

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.

⁽⁶⁾ See footnote, p. 26.

ἕξ (6) μῆνας πρὸ τῆς λήξεως τῆς περιόδου ταύτης, ἡ Σύμβασις θέλει ἐξακολουθήσῃ ἰσχύουσα ἐπὶ διαδοχικὰς περιόδους δύο (2) ἐτῶν, θὰ δύναται δὲ νὰ λῆξῃ κατόπιν προειδοποιήσεως, κοινοποιουμένης ἕξ (6) μῆνας πρὸ τῆς λήξεως τῆς τρεχούσης διημερίας περιόδου.

3) Καταγγελία ἐπὶ τῇ βάσει τῆς πρώτης παραγράφου τοῦ παρόντος ἄρθρου δὲν θέλει ἰσχύῃ ὡς καταγγελία ἐπὶ τῇ βάσει τῆς δευτέρας παραγράφου οὔτε καταγγελία ἐπὶ τῇ βάσει τῆς δευτέρας παραγράφου θέλει ἰσχύῃ ὡς καταγγελία ἐπὶ τῇ βάσει τῆς πρώτης.

4) Ὅσον ἀφορᾷ τὴν ἐκμετάλλευσιν τῶν Ἑλληνικῶν Ἐναερίων Συγκοινωνιῶν εἰς Μάλταν καὶ Κύπρον ἡ παροῦσα Σύμβασις θέλει διατηρηθῆ ἔν ἰσχύϊ ἀρχικῶς ἐπὶ ἑπτὰ (7) ἔτη ἀπὸ τῆς χρονολογίας τῆς πρώτης πτήσεως Βρεττανικοῦ Ἀεροπλοίου ὑπεράνω τοῦ Ἑλληνικοῦ ἐδάφους, ἐπὶ τῇ βάσει τῶν διατάξεων τῆς παρούσης Συμβάσεως. Πλὴν τῆς περιπτώσεως καταγγελίας διὰ προειδοποιήσεως, γενομένης δύο ἔτη πρὸ τῆς λήξεως τῆς ὡς ἄνω περιόδου ἡ Σύμβασις θὰ ἐξακολουθῆ ἰσχύουσα διὰ τρία ἐπὶ πλέον ἔτη. Ἐὰν εἰς τὸ τέλος τοῦ χρόνου τούτου δὲν καταγγελθῆ διὰ προειδοποιήσεως, γενομένης πρὸ ἑνὸς ἔτους ἡ Σύμβασις θέλει ἐξακολουθήσῃ ἰσχύουσα διὰ διαδοχικὰς περιόδους πέντε ἐτῶν, θὰ δύναται δὲ νὰ τερματισθῆ διὰ προειδοποιήσεως, γενομένης ἑν ἔτος πρὸ τῆς λήξεως τῆς τρεχούσης πενταετούς περιόδου.

5) Καταγγελία ἐπὶ τῇ βάσει τῆς τετάρτης (4) παραγράφου τοῦ παρόντος ἄρθρου θέλει αὐτομάτως ἰσχύῃ ὡς καταγγελία ἐπὶ τῇ βάσει ἀμφοτέρων, τῆς πρώτης (1) καὶ δευτέρας (2) παραγράφου.

6) Καταγγελία ἐπὶ τῇ βάσει τῆς πρώτης (1) παραγράφου τοῦ παρόντος ἄρθρου δύναται νὰ ἰσχύῃ καὶ ὡς καταγγελία ἐπὶ τῇ βάσει τῆς τετάρτης (4) παραγράφου. Ἡ ἐκλογὴ αὕτη θέλει ἐνασκηθῆ ἐπὶ τῇ βάσει κοινοποιήσεως, γενομένης ἐντὸς δύο μηνῶν μετὰ τὴν λήψιν τῆς καταγγελίας ἐπὶ τῇ βάσει τῆς πρώτης (1) παραγράφου.

7) Καταγγελία ἐπὶ τῇ βάσει τῆς δευτέρας (2) παραγράφου τοῦ παρόντος ἄρθρου δὲν θέλει ἰσχύῃ ὡς καταγγελία ἐπὶ τῇ βάσει τῆς τετάρτης (4) παραγράφου.

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 48 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.

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.

8) Παρά τὰ ἐν ταῖς ὡς ἄνω παραγράφοις τοῦ παρόντος ἄρθρου διαλαμβανόμενα, εἰς περίπτωσιν καθ' ἣν ἡ Σύμβασις περὶ Κανονισμοῦ τῆς Ἀεροπλοΐας τῆς 13ης Ὀκτωβρίου 1919 ἤθελε καταγγελθῆ, ὅσον ἀφορᾷ τὸ Ἠνωμένον Βασίλειον ἢ τὴν Ἑλλάδα, συμφώνως πρὸς τὰ ἐν τῷ ἄρθρῳ 43 τῆς ἐν λόγῳ Συμβάσεως ὀριζόμενα, ἡ ἰσχὺς τῆς παρούσης Συμβάσεως θέλει λήξῃ ἀπὸ τῆς χρονολογίας τῆς ἐναρξέως τῶν ἀποτελεσμάτων τῆς καταγγελίας τῆς προρρηθείσης Συμβάσεως.

24.

Ἡ παροῦσα Σύμβασις θέλει κυρωθεῖ καὶ θὰ τεθῆ ἐν ἰσχύϊ ἅμα τῇ ἀνταλλαγῇ τῆς ἐπικυρώσεως, ἥτις θέλει λάβει χώραν εἰς Ἀθήνας, ὅσον τὸ δυνατόν ταχύτερον.

Εἰς πίστωσιν τῶν ἀνωτέρω οἱ ἄνω μνημονευόμενοι Πληρεξούσιοι ὑπέγραψαν τὴν παροῦσαν Σύμβασιν καὶ ἐπέθεσαν τὰς ἑαυτῶν σφραγίδας.

Ἐγένετο ἐν Ἀθήναις, εἰς διπλοῦν εἰς τὴν Ἑλληνικὴν καὶ Ἀγγλικὴν γλῶσσαν, ἑκάτερον τῶν ὁποίων θὰ ἔχῃ τὴν αὐτὴν ἰσχύν, τῇ δεκάτῃ ἐβδόμῃ Α Π Ρ Ι Λ Ι Ο Υ 1931.

A. ΜΙΧΑΛΑΚΟΠΟΥΛΟΣ.
PATRICK RAMSAY.

ΠΡΩΤΟΚΟΛΛΟΝ ΥΠΟΓΡΑΦΗΣ.

Κατὰ τὴν στιγμὴν τῆς ὑπογραφῆς τῆς ὑπὸ σημερινὴν ἡμερομηνίαν Συμβάσεως περὶ ἐγκαταστάσεως Συγκοινωνιῶν Ἐναερίων Μεταφορῶν, οἱ ὑπογεγραμμένοι Πληρεξούσιοι δηλοῦσιν ἐν ὀνόματι τῶν Κυβερνήσεων των ὅτι συνεφώνησαν ἐπὶ τῶν κάτωθι :

1) Ἡ Σύμβασις θέλει κυρωθῆ ἐντὸς τοῦ ἐλαχίστου δυνατοῦ χρονικοῦ διαστήματος.

2) Μέχρι τῆς κυρώσεως δύναται νὰ γίνῃ ἐναρξίς ἐκμεταλλεύσεως τῶν Ἐναερίων Συγκοινωνιῶν τῶν κατονομαζομένων ἐν τῇ Συμβάσει δι' ἀνεπισήμου συμφωνίας μεταξύ τῶν ὡς ἄνω μνημονευομένων Κυβερνήσεων.

A. ΜΙΧΑΛΑΚΟΠΟΥΛΟΣ.
PATRICK RAMSAY.