



Treaty Series No. 13 (1940)

CONVENTION

between His Majesty in respect of the United Kingdom
and His Majesty the King of the Hellenes
regarding

AIR TRANSPORT SERVICES

[With Protocol of Signature and Exchange of Notes]

Athens, May 30, 1939

[Ratifications exchanged at London on May 27, 1940]

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

LONDON

PRINTED AND PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE

To be purchased directly from H.M. STATIONERY OFFICE at the following addresses:

York House, Kingsway, London, W.C.2; 125 George Street, Edinburgh 2;

26 York Street, Manchester 1; 1 St. Andrew's Crescent, Cardiff;

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1940

Price 6*d.* net

Cmd. 6207

CONVENTION BETWEEN HIS MAJESTY IN RESPECT OF THE
UNITED KINGDOM AND HIS MAJESTY THE KING OF THE
HELLENES REGARDING AIR TRANSPORT SERVICES, WITH
PROTOCOL OF SIGNATURE AND EXCHANGE OF NOTES.

Athens, May 30, 1939.

[Ratifications exchanged at London on May 27, 1940.]

CONVENTION.

His Majesty the King of Great Britain, Ireland and the British
Dominions beyond the Seas, Emperor of India; and

His Majesty the King of the Hellenes;

Desiring to replace by a new Convention the Convention signed
at Athens on the 17th April, 1931,⁽¹⁾ regarding the Operation of Air
Transport Services, which Convention was terminated on the
21st April, 1938;

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:

Sir Sydney Philip Perigal Waterlow, K.C.M.G., C.B.E.,
His Envoy Extraordinary and Minister Plenipotentiary
at Athens.

His Majesty the King of the Hellenes:

His Excellency Monsieur Nicolas Mavroudis, Permanent
Under-Secretary of State at the Ministry for Foreign
Affairs.

Who, having communicated to each other their full powers found
in good and due form; have agreed as follows:—

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

⁽¹⁾ “Treaty Series No. 15 (1932).” Cmd. 4085.

ΕΛΛΗΝΟ-ΑΓΓΛΙΚΗ ΣΥΜΒΑΣΙΣ
ΠΕΡΙ
ΥΠΗΡΕΣΙΩΝ ΕΝΑΕΡΙΩΝ ΜΕΤΑΦΟΡΩΝ

Ἡ Αὐτοῦ Μεγαλειότης ὁ Βασιλεὺς τῶν Ἑλλήνων καὶ
Ἡ Αὐτοῦ Μεγαλειότης ὁ Βασιλεὺς τῆς Μεγάλης Βρεττανίας, τῆς Ἰρλανδίας καὶ τῶν Βρεττανικῶν ὑπερποντίων Κτήσεων, Αὐτοκράτωρ τῶν Ἰνδιῶν,

Ἐπιθυμοῦντες ν' ἀντικαταστήσωσι διὰ νέας Συμβάσεως τὴν Σύμβασιν τὴν ὑπογραφεῖσαν ἐν Ἀθήναις τῇ 17 Ἀπριλίου 1931, περὶ ἐκμεταλλεύσεως Ὑπηρεσιῶν Ἐναερίων Μεταφορῶν, Σύμβασις ἣτις ἔληξε τὴν 21ην Ἀπριλίου 1938, ὥρισαν ὡς Πληρεξουσίουσ των :

— Ἡ Αὐτοῦ Μεγαλειότης ὁ Βασιλεὺς τῶν Ἑλλήνων :

Τὴν Αὐτοῦ Ἐξοχότητα τὸν κύριον Νικόλαον Μαυρουδῆν, Μόνιμον Ὑφυπουργὸν τῶν Ἐξωτερικῶν,

— Ἡ Αὐτοῦ Μεγαλειότης ὁ Βασιλεὺς τῆς Μεγάλης Βρεττανίας, τῆς Ἰρλανδίας καὶ τῶν Βρεττανικῶν ὑπερποντίων Κτήσεων, Αὐτοκράτωρ τῶν Ἰνδιῶν :

Διὰ τὴν Μεγάλην Βρεττανίαν καὶ τὴν Βόρειον Ἰρλανδίαν : τὴν Αὐτοῦ Ἐξοχότητα τὸν κύριον Σίδνεϋ Πέριγκαλ Οὐάτερλοου. K.C.M.G., C.B.E., Ἐκτακτον Αὐτοῦ Ἀπεσταλμένον καὶ Πληρεξούσιον Ὑπουργὸν ἐν Ἀθήναις,

ΟΙΤΙΝΕΣ ἀνακοινώσαντες ἀλλήλοις τὰ πληρεξούσια αὐτῶν εὐρεθέντα ἐν πλήρει τάξει συνεφώνησαν τὰ ἑξῆς :

Ἄρθρον 1.

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

(1) Ὁ ὅρος «Βρεττανικαὶ Ἐναεριοὶ Συγκοινωνίαι» θὰ ἐννοῇ τὰς ἐν τῷ ἄρθρῳ 3 τῆς παρούσης συμβάσεως καθοριζομένας ἐναερίουσ συγκοινωνίασ ἢ οἷας ἄλλασ Βρετ-

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 at which the Air Transport Companies shall have the right to land in pursuance of Articles 3 and 4 of the present Convention or which may be agreed upon under Article 5, together with any places at which Aircraft may land in accordance with the provisions of Article 6 (2).

- (vi) The term “ territory ” or “ territories ” in relation to one or the other High Contracting Party shall denote the territory

τανικάς έναερίους συγκοινωνίας ἐφ' ὧν ἤθελεν ἐπέλθει συμφωνία συμφώνως πρὸς τὸ ἄρθρον 5, ὁ δὲ ὅρος «Βρεττανικὴ Ἐταιρεία (ἢ Ἐταιρεῖαι) έναερίων μεταφορῶν», θὰ ἐννοῇ τὴν Ἐταιρείαν (ἢ τὰς Ἐταιρείας) τὴν ἐκμεταλλευστένην τὰς Βρεττανικάς έναερίους συγκοινωνίας.

- (2) Ὁ ὅρος «Ἑλληνικαὶ Ἐναεριοὶ Συγκοινωνίαι» θὰ ἐννοῇ τὰς ἐν ἄρθρῳ 4 τῆς παρούσης Συμβάσεως καθοριζόμενας έναερίους συγκοινωνίας ἢ οἷας ἄλλας ἑλληνικάς έναερίους συγκοινωνίας ἐφ' ὧν ἤθελεν ἐπέλθει συμφωνία, συμφώνως πρὸς τὸ ἄρθρον 5, ὁ δὲ ὅρος «Ἑλληνικὴ Ἐταιρεία (ἢ Ἐταιρεῖαι) Ἐναερίων Μεταφορῶν» θὰ ἐννοῇ τὴν Ἐταιρείαν (ἢ τὰς Ἐταιρείας) τὴν ἐκμεταλλευστένην τὰς Ἑλληνικάς Ἐναερίους Συγκοινωνίας.
- (3) Ὁ ὅρος «Ἐναεριοὶ Συγκοινωνίαι» θὰ ἐννοῇ τὰς Βρεττανικάς καὶ Ἑλληνικάς Ἐναερίους Συγκοινωνίας καὶ ὁ ὅρος «Ἐταιρεῖαι Ἐναερίων Μεταφορῶν» θὰ ἐννοῇ τὰς ἐκμεταλλευστένας τὰς έναερίους συγκοινωνίας Ἐταιρείας έναερίων μεταφορῶν.
- (4) Οἱ ὅροι «Βρεττανικὸν ἀεροσκάφος» καὶ «Ἑλληνικὸν ἀεροσκάφος» θὰ ἐννοῶσι τὰ ἐν τῇ ἀμοιβαίᾳ ἐκμεταλλεύσει τῶν Βρεττανικῶν καὶ Ἑλληνικῶν Ἐναερίων Συγκοινωνιῶν χρησιμοποιούμενα ἀεροσκάφη καὶ ὁ ὅρος «Ἀεροσκάφος» θὰ ἐννοῇ ἀεροσκάφος χρησιμοποιούμενον ἐν τῇ ἐκμεταλλεύσει τῶν Ἐναερίων Συγκοινωνιῶν.
- (5) Ὁ ὅρος «πεδίων (ἢ πεδία) προσγειώσεως» θὰ ἐννοῇ οἷονδήποτε ἢ ἅπαντα τὰ πεδία προσγειώσεως εἰς τὰ ὁποῖα αἱ Ἐταιρεῖαι Ἐναερίων Μεταφορῶν θὰ ἔχωσι τὸ δικαίωμα προσγειώσεως συμφώνως πρὸς τὰ ἄρθρα 3 καὶ 4 τῆς παρούσης Συμβάσεως ἢ ἐκεῖνα ἐφ' ὧν ἤθελεν ἐπέλθει συμφωνία συμφώνως πρὸς τὸ ἄρθρον 5 ὡς καὶ πᾶν ἄλλο πεδίων ἐφ' οὗ ἀεροσκάφος δύναται νὰ προσγειωθῇ συμφώνως πρὸς τὰς διατάξεις τοῦ ἄρθρου 6, ἐδάφιον 2.
- (6) Ὁ ὅρος «ἔδαφος» ἢ «ἐδάφη» ἐν σχέσει πρὸς ἐκάτερον τῶν Ὑψηλῶν Συμβαλλομένων Μερῶν θὰ ἐννοῇ τὸ ἔδαφος ἢ τὰ ἐδάφη τοῦ Ὑψηλοῦ τούτου Συμβαλλο-

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 and with Greek Laws.

2. The routes which the British Air Transport Company may use over Greek territory are the following :—

- (1) Great Britain—Italy—Greece and beyond.
- (2) Great Britain—Yugoslavia and/or Bulgaria—Greece and beyond.
- (3) Great Britain—Malta—Greece and beyond.

On routes (1) and (2) above a landing at Athens will be compulsory, except as provided in paragraphs 6 and 7 of the present article.

3. On each of the above-mentioned routes the land aircraft or marine aircraft of the British Air Transport Companies will have the right to alight at recognised airports, and to use in case of necessity

μένου Μέρους άνωθεν τοῦ ὁποίου πτηῆσις ἀεροσκαφῶν ἐπιτρέπεται ἢ δύναται νὰ ἐπιτραπῆ συμφώνως πρὸς τὰς διατάξεις τῆς παρούσης Συμβάσεως.

(7) Ὁ ὅρος «ἔδαφος» ἢ «ἔδαφη» περιλαμβάνει καὶ τὰ χωρικά ὕδατα

” Ἀρθρον 2.

Αἱ διατάξεις τῆς παρούσης Συμβάσεως θέλουσιν ἐφαρμόζεσθαι μόνον εἰς τὰς Ἐναερίουσ Συγκοινωνίας, τὰς Ἐταιρείας Ἐναερίων Μεταφορῶν καὶ τὰ ἀεροσκάφη, περὶ ὧν προβλέπει τὸ ἄρθρον 1ον τῆς Συμβάσεως, θέλουσι δὲ ἐφαρμόζεσθαι εἰς τὰς Ἐναερίουσ ταύτας Συγκοινωνίας, τὰς Ἐταιρείας Ἐναερίων Μεταφορῶν καὶ τὰ ἀεροσκάφη μόνον καθ’ ὅσον ἀφορᾷ τὴν χρησιμοποίησιν γραμμῶν, ὧν ἡ ἐκμετάλλευσις ἐπιτρέπεται ἢ δύναται νὰ ἐπιτραπῆ, συμφώνως πρὸς τὰς διατάξεις τῆς Συμβάσεως καὶ κατὰ τὰς περιόδους καθ’ ἃς αἱ γραμμαὶ αὗται θὰ εὐρίσκωνται ὑπὸ ἐκμετάλλευσιν.

” Ἀρθρον 3.

1. Αἱ Βρεττανικαὶ Ἐταιρεῖαι Ἐναερίων Μεταφορῶν, αἱ ἐκμεταλλεούμεναι τὰς μεταξὺ τοῦ Ἡνωμένου Βασιλείου καὶ τῆς Ἀφρικῆς καὶ τῆς Ἀσίας ἔναερίουσ συγκοινωνίας, θὰ ἔχωσι τὸ δικαίωμα νὰ ὑπερίπτανται τοῦ Ἑλληνικοῦ ἔδαφους συμφώνως πρὸς τὰς διατάξεις τῆς παρούσης Συμβάσεως καὶ τῶν Ἑλληνικῶν Νόμων.

2. Αἱ γραμμαὶ ἃς ἡ Βρεττανικὴ Ἐταιρεία Ἐναερίων Μεταφορῶν δύναται νὰ χρησιμοποιοῖ ὑπεράνω τοῦ Ἑλληνικοῦ ἔδαφους εἰσὶν αἱ κάτωθι :

(1) Μεγάλη Βρεττανία—Ἰταλία—Ἑλλάς καὶ περαιτέρω.

(2) Μεγάλη Βρεττανία—Γιουγκοσλαυία καὶ ἡ Βουλγαρία—Ἑλλάς καὶ περαιτέρω.

(3) Μεγάλη Βρεττανία—Μάλτα—Ἑλλάς καὶ περαιτέρω.

Ἐπὶ τῶν ὡς ἄνω γραμμῶν 1) καὶ 2) ἡ προσγείωσις εἰς Ἀθήνας θὰ εἶναι ὑποχρεωτικὴ, πλὴν τῶν περιπτώσεων τῶν παραγράφων 6 καὶ 7 τοῦ παρόντος Ἀρθρου.

3. Δι’ ἐκάστην τῶν ὡς ἄνω γραμμῶν τὰ ἀεροπλάνα ἢ ὑδροπλάνα τῆς Βρεττανικῆς Ἐταιρείας Ἐναερίων Μεταφορῶν θὰ ἔχωσι τὸ δικαίωμα νὰ προσγειῶνται εἰς ἀνεγνωρισμένους

all emergency landing places along the routes. The previous consent of the Greek Air Ministry will be necessary for any eventual regular use by British land or marine aircraft of other airports in the country as regular places of call.

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 one month before commencing the operation of that route.

5. In order to avoid competition disadvantageous to air navigation in general, the following provision shall apply if and when air services are established by the Greek national company and/or by a national company or companies of Bulgaria, Yugoslavia, Turkey, Italy and Egypt working in collaboration with the Greek national company, which carry local traffic between Greece on the one hand and on the other hand any of the above-mentioned countries. During the period of six months commencing from the date on which the Greek Government give notice to the Government of the United Kingdom and to the British air transport company of the establishment of any such air service, the British air transport company and the Greek national company shall endeavour to conclude an agreement, approved by the competent Departments of the Government of the United Kingdom and the Greek Government, with regard to local traffic between Greece and the country with which the air service is established. If such an agreement is not concluded, the British air transport company shall not, after the expiration of the said period of six months, embark in Greece passengers or goods beginning their journey in Greece whose destination is a place in the country with which such an air service has been established. The company also shall not embark in the latter country passengers or goods beginning their journey in that country whose destination is a place in Greece.

αερολιμένας καὶ νὰ χρησιμοποιήσωσιν, ἐν περιπτώσει ἀνάγκης, ἅπαντα τὰ πεδία προσγειώσεων κατὰ μῆκος τῶν γραμμῶν. Ἡ προηγουμένη ἔγκρισις τοῦ Ἑλληνικοῦ Ὑπουργείου Ἀεροπορίας θὰ εἶναι ἀναγκαία δι' οἵανδήποτε τυχὸν τακτικὴν χρησιμοποίησιν ὑπὸ Βρεττανικῶν αεροπλάνων ἢ ὑδροπλάνων ἐτέρων Ἀερολιμένων ἐν τῇ Χώρα ὡς τακτικῶν πεδίων προσγειώσεως.

4. Ἐν ἡ περιπτώσει Βρεττανικῆ Ἑταιρεία Ἐναερίων Μεταφορῶν θελήσῃ νὰ ἐκμεταλλεῦθῃ μίαν ἐκ τῶν ἐν παραγράφῳ 2 τοῦ ἄρθρου τούτου καθοριζομένων γραμμῶν ἀντὶ ἢ ἐπὶ πλέον μιᾶς ἐκ τῶν λοιπῶν, ἡ Ἑταιρεία αὕτη ὀφείλει νὰ εἰδοποιήσῃ πρὸς τοῦτο τὴν Ἑλληνικὴν Κυβέρνησιν τοῦλάχιστον ἓνα μῆνα πρὶν ἢ ἀρξῆται τῆς ἐκμεταλλεύσεως τῆς γραμμῆς ταύτης.

5. Πρὸς ἀποφυγὴν τοῦ εἰς τὴν ἐν γένει αεροναυτιλίαν ἐπιβλαβοῦς ἀνταγωνισμοῦ θέλουσιν ἐφαρμοσθῆ αἱ κάτωθι διατάξεις ἐφ' ὅσον καὶ ὅποτε ἤθελον ἐγκατασταθῆ ἑναέριοι συγκοινωνίαι ὑπὸ τῆς Ἐθνικῆς Ἑλληνικῆς Ἑταιρείας ἢ Ἐθνικῆς Ἑταιρείας ἢ Ἑταιρειῶν Βουλγαρίας, Γιουγκοσλαβίας, Τουρκίας, Ἰταλίας καὶ Αἰγύπτου, συνεργαζομένων μετὰ τῆς Ἐθνικῆς Ἑλληνικῆς Ἑταιρείας αἵτινες ἐκτελῶσι τοπικὴν συγκοινωνίαν μεταξὺ Ἑλλάδος ἀφ' ἑνὸς καὶ ἀφ' ἑτέρου οἵασδήποτε τῶν ὡς ἄνω ἀναφερομένων χωρῶν. Διαρκούσης περιόδου ἕξ μηνῶν ἀρχομένης ἀπὸ τῆς ἡμερομηνίας καθ' ἣν ἡ Ἑλληνικὴ Κυβέρνησις ἤθελε γνωρίσει εἰς τὴν Κυβέρνησιν τοῦ Ἠνωμένου Βασιλείου καὶ εἰς τὴν Βρεττανικὴν Ἑταιρείαν Ἐναερίων Μεταφορῶν τὴν ἐγκατάστασιν οἵασδήποτε τοιαύτης ἐνκερίου Συγκοινωνίας. Ἡ Βρεττανικὴ Ἑταιρεία Ἐναερίων Μεταφορῶν καὶ ἡ Ἐθνικὴ Ἑλληνικὴ Ἑταιρεία θέλουσι προσπαθήσει νὰ συνάψωσι Συμφωνίαν, ἐγκρινομένην ὑπὸ τῶν Ἀρμοδίων Ὑπηρεσιῶν τῶν Κυβερνήσεων τοῦ Ἠνωμένου Βασιλείου καὶ τῆς Ἑλλάδος, ἐν σχέσει πρὸς τὴν τοπικὴν συγκοινωνίαν μεταξὺ Ἑλλάδος καὶ τῆς Χώρας μετὰ τῆς ὁποίας ἔχει ἐγκατασταθῆ ἢ ἑναέριος συγκοινωνία. Ἐν περιπτώσει μὴ ἐπιτεύξεως τοιαύτης συμφωνίας, ἡ Βρεττανικὴ Ἑταιρεία Ἐναερίων Μεταφορῶν δὲν θὰ ἐπιβιβάσῃ ἐν Ἑλλάδι, μετὰ τὴν ἐκπνοὴν τῆς ἐν λόγῳ περιόδου ἕξ μηνῶν, ἐπιβάτας καὶ ἐμπορεύματα ἔχοντα ἀφετηρίαν τὴν Ἑλλάδα καὶ προορισμὸν τόπον ἐν τῇ χώρᾳ μετὰ τῆς ὁποίας ἔχει ἐγκατασταθῆ τοιαύτη ἑναέριος συγκοινωνία. Ἐπίσης ἡ Ἑταιρεία δὲν θὰ

6. On days, when according to their respective established time tables, a flight Athens–Egypt or *vice versa* is carried out by the Greek Company or by a company working in collaboration with the latter in the operation of the local air services referred to in paragraph 5 above, the British air transport company shall have the right to fly over Greek territory to or from Egypt via Crete without stopping at Athens. The British air transport company shall have the same right in respect of additional flights to or from Egypt on days when one of their aircraft stops at Athens on the journey to or from Egypt.

7. 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 company has the right to establish and to operate regular air services between Greece on the one hand and Malta and/or Cyprus on the other and to make use of the airports in Malta and Cyprus open to Civil Aviation.

ARTICLE 5.

The Air Transport Companies shall have the right to operate such other routes and to utilise such other landing places as may

ἐπιβιβάζῃ εἰς τὴν τελευταίαν ταύτην χώραν ἐπιβάτας καὶ ἐμπορεύματα ἔχοντα ἀφετηρίαν τὴν χώραν ταύτην καὶ προορισμὸν τόπον ἐν Ἑλλάδι.

6. Κατὰ τὰς ἡμέρας καθ' ἃς, συμφώνως πρὸς τὰ καθωρισμένα σχετικὰ τῶν ὠραρίων, ἤθελεν ἐκτελεσθῆ πτήσις Ἀθηνῶν—Αἰγύπτου ἢ ἀντιστρόφως ὑπὸ τῆς Ἑλληνικῆς Ἑταιρείας ἢ Ἑταιρείας συνεργαζομένης μετὰ τῆς τελευταίας ταύτης εἰς τὴν ἐκμετάλλευσιν τῶν τοπικῶν ἑναερίων συγκοινωνιῶν τῶν ἀναφερομένων ἐν τῇ ὡς ἄνω παραγράφῳ 5, ἢ Βρεττανικῆ Ἑταιρείᾳ Ἑναερίων Μεταφορῶν θὰ ἔχῃ τὸ δικαίωμα νὰ ὑπερίπταται τοῦ Ἑλληνικοῦ ἐδάφους πρὸς ἢ ἐξ Αἰγύπτου διὰ Κρήτης ἄνευ σταθμεύσεως εἰς Ἀθήνας. Ἡ Βρεττανικῆ Ἑταιρεία Ἑναερίων Μεταφορῶν θὰ ἔχῃ τὸ αὐτὸ δικαίωμα ἀναφορικῶς μὲ προσθέτους πτήσεις πρὸς ἢ ἐξ Αἰγύπτου κατὰ τὰς ἡμέρας καθ' ἃς ἐν τῶν ἀεροσκαφῶν της ἐπὶ τῆς διαδρομῆς πρὸς ἢ ἐξ Αἰγύπτου ἤθελε σταθμεύσει εἰς Ἀθήνας.

7. Ἐν ἡ περιπτώσει μετεωρολογικὸς τις σταθμὸς ἤθελε ἀνακοινώσῃ, ἢ ὁ Κυβερνήτης ἤθελε κρίνει, ὅτι τυγχάνει ἀδύνατος ἢ πτήσις δι' οἰανδήποτε ἐκ τῶν γραμμῶν ὧν ἐπιτρέπεται ἢ θὰ ἠδύνατο νὰ ἐπιτραπῇ ἢ ἐκμετάλλευσίς ὑπὸ τῶν Βρεττανικῶν Ἑταιρειῶν Ἑναερίων Μεταφορῶν, τὰ Βρεττανικὰ ἀεροσκάφη θὰ δύνανται νὰ ἀκολουθήσωσι τὴν γραμμὴν Ναυαρίνου—Ὀρμου Σούδας ἢ τὴν γραμμὴν Σόφιας—Κων)πόλεως—Θεσσαλονίκης— Ἀθηνῶν ἀναλόγως τῶν περιστάσεων.

Ἄρθρον 4.

Ἡ Ἑλληνικῆ Ἑταιρεία Ἑναερίων Μεταφορῶν ἔχει τὸ δικαίωμα νὰ ἐγκαταστήσῃ καὶ νὰ ἐκμεταλλευθῇ τακτικὰς ἑναερίους συγκοινωνίας μεταξὺ Ἑλλάδος καὶ Μάλτας ἀφ' ἑνὸς καὶ ἢ Κύπρου ἀφ' ἑτέρου, καὶ νὰ χρησιμοποιοῖ τοὺς ἐν Μάλτᾳ καὶ Κύπρῳ διὰ τὴν Πολιτικὴν Αεροπορίαν ἐλευθέρους Αερολιμένας.

Ἄρθρον 5.

Αἱ Ἑταιρεῖαι Ἑναερίων Μεταφορῶν θὰ ἔχωσι τὸ δικαίωμα νὰ ἐκμεταλλεύωνται πᾶσαν ἄλλην γραμμὴν καὶ νὰ χρη-

from time 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 Articles 3 (5) and 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.⁽²⁾

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

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

σιμοποιῶσιν ἄλλα πεδία προσγειώσεως, ἐφ' ὧν ἤθελεν ἐπέλθει συμφωνία κατὰ καιροῦς, ἀντὶ ἢ ἐπὶ πλέον τῶν ἐν τοῖς προηγούμενοις ἄρθροις καθοριζομένων.

Ἔαρθρον 6.

1. Ἡ παροῦσα Σύμβασις οὐδαμῶς δίδει εἰς τοὺς Συμβαλλομένους τὸ δικαίωμα τῆς χρησιμοποίησεως Στρατιωτικῶν Ἀερολιμένων, Ἀεροδρομίων ἢ Ναυτικῶν Ἀερολιμένων μὴ κανονικῶς ἀνοικτῶν εἰς πολιτικὴν ἐναέριον συγκοινωνίαν.

2. Οὐχ ἤττον δύναται ἀερόσκαφόν τι ἐν περιπτώσει ἀνωτέρας βίας εἰς πᾶσαν στιγμὴν νὰ χρησιμοποίησῃ οἷονδῆποτε 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 γραμμὰς τὰς ἀναφερομένας ἢ συμφωνηθησομένας ἐπὶ τῇ βάσει τῶν προηγούμενων ἄρθρων ἢ τέλος νὰ διακόψῃ πλήρως, ἐν περιπτώσει πολέμου, τὴν ἐκμετάλλευσιν τῶν γραμμῶν τούτων.

Ἔαρθρον 7.

1. Ἐκτὸς τῶν περιπτώσεων τῶν ἀναφερομένων ἐν τοῖς ἄρθροις 3, ἐδαφ. 5 καὶ 6, ἐδαφ. 1 τῆς παρούσης Συμβάσεως πᾶν ἀεροσκάφος δύναται νὰ ἐπιβιβάζῃ καὶ ν' ἀποβιβάζῃ ταχυδρομεῖον, ἐπιβάτας καὶ ἐμπορεύματα εἰς οἷονδῆποτε πεδῖον προσγειώσεως.

2. Οὐδεμίᾳ διάταξις τῆς παρούσης Συμβάσεως δύναται νὰ θίξῃ τὰ ἐκ τῶν ἄρθρων 16 καὶ 17 τῆς Συμβάσεως περὶ Κανονισμοῦ τῆς Ἀεροναυτιλίας τῆς 13ης Ὀκτωβρίου 1919 πηγάζοντα δικαιώματα ἐκατέρου τῶν Ὑψηλῶν Συμβαλλομένων Μερῶν.

Ἔαρθρον 8.

1. Συμμορφούμενοι πρὸς οἷουσδῆποτε ὄρους ἢ διατυπώσεις ἐπιβαλλομένους ὑπὸ τῶν ἐν τῇ Χώρα τῆς προσγειώσεως

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.

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

3. Εταιρεία από της οποίας ἀφηρέθη ἡ ἀδεια τῆς ἐκ-
μεταλλεύσεως παρὰ τοῦ Ὑψηλοῦ Συμβαλλομένου Μέρους,

ἔνδεξας οἰοδῆποτε νέας γραμμῆς.
τῆς ὡς ἄνω ἀντικαταστάσεως ἢ προσθήκης ἕνα μῆνα πρὸ τῆς
ἕτερον τῶν Ὑψηλῶν Συμβαλλομένων Μέρων ἀναγγελίας
τὴν ἢ τὰς ἀρχικῶς διορισθείσας, ὑπὸ τὸν ὅρον τῆς εἰς τὸ
ἢ Ἐλατηνικῆς Εταιρείας, ἢ νὰ προσθέσῃ νῆαν τοιαύτην εἰς
τὰς ἀρχικῶς διορισθείσας Εταιρείας διὰ νέας Βρετανικῆς
ἐν οἰοδῆποτε στιγμή τὸ δικαίωμα ν' ἀντικαταστήσῃ τὴν ἢ
2. Ἐκαστον Ὑψηλὸν Συμβαλλόμενον Μῆρος θὰ ἔχῃ
οἰοδῆποτε νέας γραμμῆς.

1. Ἐκαστον Ὑψηλὸν Συμβαλλόμενον Μῆρος θὰ ἔχῃ
τὸ δικαίωμα νὰ διορίσῃ τὴν ἑαυτοῦ Εταιρείαν(ἢ Εταιρείας)
Ἐνεργίαν Μεταφορῶν, ὑπὸ τὸν ὅρον τῆς ἀναγγελίας εἰς τὸ
ἕτερον Ὑψηλὸν Συμβαλλόμενον Μῆρος τοῦ γενομένου διο-
ρισμοῦ, εἴτε ἐντὸς μῆνός ἀπὸ τῆς ἐνδεξας τῆς ἰσχύος τῆς
παρούσης Συμβάσεως, εἴτε ἕνα μῆνα πρὸ τῆς ἐνδεξας

Ἄρθρον 10.

Αἱ Εταιρείαι Ἐνεργίαν Μεταφορῶν δεῖν νὰ ἐκπληρῶσι
τοὺς ἀναγκαίους ὅρους ὅπως ἀποκτήσῃσι τὸ δικαίωμα νὰ
καταργαφῶσιν ὡς ἰδιουκτητῆται ἀεροσκαφῶν, συμφῶνως πρὸς
τὰς διατάξεις τοῦ ἄρθρου 7 τῆς Συμβάσεως περὶ κανονισμοῦ
τῆς Ἀεροναυτικῆς τῆς 13ης Ὀκτωβρίου 1919.

Ἄρθρον 9.

2. Ἐν περιπτώσει διακοπῆς τῆς πτήσεως ἕνεκα βλάβης
ἢ ἀναγκαστικῆς προσελεύσεως ἢ ἄλλου τινός, πᾶσα ἀναγκασία
εὐκολία δεῖν νὰ παρασχεθῇ εἰς τὴν ἐνδιαφερομένην Ἐται-
ρείαν Ἐνεργίαν Μεταφορῶν ὅπως δυνηθῶσιν οἱ ἐπιβάται, τὰ
ἐπιπορεύματα καὶ τὸ ταχυδρομείον νὰ φθάσῃσι, ὡς οἷόν τε
τάχιστα, εἰς τὸν πρὸς ὃν ὅρον.

Ἐν ἰσχύι νόμων, οἱ ἐπιβάται καὶ τὰ πηλοῦματα τὰ μεταφο-
ρεύματα δι' ἀεροσκαφῶν δύνανται νὰ παραμείνῃσι, καὶ τὰ ἐπι-
πορεύματα καὶ τὸ ταχυδρομείον ἐπὶ ἀεροσκαφῶν νὰ ἔναπτο-
θηκευθῶσιν, εἰς οἰοδῆποτε πεδίων προσελεύσεως.

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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. 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.

πὰρὰ τοῦ ὁποίου ἔχει διορισθῆ αὕτη, δὲν θὰ ἔχη τὸ δικαίωμα ἐκ τοῦ γεγονότος τούτου μόνον νὰ προβάλη οἰανδήποτε ἀπαίτησιν ἐναντίον τοῦ ἑτέρου Ὑψηλοῦ Συμβαλλομένου Μέρους.

” Ἀρθρον 11.

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

” Ἀρθρον 12.

1. Συμφώνως πρὸς τὰς διατάξεις τοῦ ἀρθρου 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 πολιτικῆς ἀεροπορίας τοῦ πρώτου τῶν Ὑψηλῶν Συμβαλλομένων Μερῶν, πᾶσαν δυνατὴν εὐκολίαν, ὅσον ἀφορᾷ τὰ πρὸς στέγασιν τῶν ἀεροσκαφῶν ὑπόστεγα, τὰς ἐγκαταστάσεις ἀνεγκύσεως (γερανῶν ἢ ἐξεδρῶν), τὸν χῶρον ἢ τὰ κτίρια πρὸς χρῆσιν ὡς συνεργείων ἐπισκευῆς, ἀποθηκῶν καὶ γραφείων ὡς καὶ πᾶσαν εὐκολίαν, ὅσον ἀφορᾷ τὸν ἀνεφοδιασμὸν εἰς λιπαντικὰς καὶ καυσίμους ὕλας.

2. Ἐν ἣ περιπτώσει αἱ ἐγκαταστάσεις ἔναερίων μεταφορῶν ἀερολιμένος τινὸς 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 ξένης Ἐταιρείας (ἀποκλειομένης δὲ πάσης ἐπιφυλάξεως, ὅσον ἀφορᾷ τὸ ἐλάχιστον κόστος τοιούτων ἐγκαταστάσεων), πᾶσαν δυνατὴν εὐκολίαν διὰ τὴν ἀνέγερσιν ἢ ἐπέκτασιν τῶν ἀναγκαίων ἐγκαταστάσεων.

ARTICLE 13.

1. 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.

2. The British Air Transport Company has the right to be provided free of charge with the reports of Greek official meteorological stations as well as to make use of telephone, telegraph and wireless services in existence at the aerodromes and exclusively concerned with air navigation and safety of flying.

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 referred to in Article 3 (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 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

Άρθρον 13.

1. Αί 'Εταιρείαι 'Εναερίων Μεταφορῶν ἐν σχέσει πρὸς τὰ ἀεροσκάφη αὐτῶν θέλουσιν ἀπολαύει εἰς ἅπαντα τὰ πεδία προσγειώσεως, ὅσον ἀφορᾷ τὰ τέλη προσγειώσεως καὶ στεγάσεως, τῶν αὐτῶν πλεονεκτημάτων, ὧν ἀπολαύουσι καὶ τὰ ἔθνικὰ ἀεροσκάφη.

2. Ἡ Βρεττανικὴ 'Εταιρεία 'Εναερίων Μεταφορῶν δικαιούται νὰ ἐφοδιάζηται δωρεάν διὰ τῶν πληροφοριῶν τῶν ἐπισήμων 'Ελληνικῶν Μετεωρολογικῶν Σταθμῶν ὡς καὶ νὰ χρησιμοποιοῖ τὰς τηλεφωνικάς, τηλεγραφικάς καὶ ραδιοτηλεγραφικάς ἐγκαταστάσεις τὰς ὑπαρχούσας ἐπὶ τῶν ἀεροδρομίων καὶ προοριζομένας ἀποκλειστικῶς διὰ τὴν ὑπηρεσίαν τῆς ἀεροναυτιλίας καὶ ἀσφαλείας πτήσεων.

* Άρθρον 14.

Τὰ Ὑψηλὰ Συμβαλλόμενα Μέρη συμφωνοῦσι νὰ συνεργασθῶσι διὰ τὴν προστασίαν καὶ ἀσφάλειαν τῶν 'Εναερίων Συγκοινωνιῶν καὶ πρὸς τὸν σκοπὸν τοῦτον θέλουσι ἐπιδιώξει τὴν μεγίστην δυνατὴν ἀνάπτυξιν τῶν μετεωρολογικῶν αὐτῶν ὑπηρεσιῶν καὶ τῶν ὑπηρεσιῶν ἀσυρμάτου, ὡς καὶ παντὸς ἄλλου μέσου συντελοῦντος εἰς τὴν ἀσφάλειαν τῆς 'Αεροναυτιλίας. Αἱ ἀρμόδιαι Κρατικαὶ ὑπηρεσίαι τῶν Ὑψηλῶν Συμβαλλομένων Μερῶν θέλουσιν ἀπὸ κοινοῦ συμφωνήσει ὡς πρὸς τὸν συντονισμὸν τῶν ἀναγκαίων τούτων μέτρων.

" Άρθρον 15.

1. Μέχρι τῆς ὑπὸ τῆς 'Ελληνικῆς Κυβερνήσεως ἐγκαταστάσεως ἱκανοποιητικῶν ὑπηρεσιῶν ἀσυρμάτου τηλεγράφου εἰς τὰ ἐν ἄρθρῳ 3 (ἐδάφ. 3) τῆς παρούσης Συμβάσεως ἀναφερόμενα πεδία προσγειώσεως ὡς καὶ μεταξὺ αὐτῶν, ἢ εἰς ἐκεῖνα ὧν ἤθελε συμφωνηθῆ ἢ ἐγκαθίδρυσις, συμφῶνως πρὸς τὸ ἄρθρον 5, αἱ Βρεττανικαὶ 'Εταιρείαι 'Εναερίων Μεταφορῶν θὰ δικαιῶνται νὰ ἐκαταστήσωσι σταθμοὺς ἀσυρμάτου ἐπὶ 'Ελληνικοῦ ἐδάφους κατόπιν εἰδικῆς μετὰ τῆς 'Ελληνικῆς Κυβερνήσεως συμφωνίας, ἣτις θὰ ὑπόκειται εἰς καταγγελίαν ἐν οἰαδῆποτε στιγμῇ μετὰ προειδοποίησιν ἑνὸς

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 required for the operation of the routes mentioned in articles 3 and 4, as well as engines installed in such aircraft, the marine equipment necessary for the services and safety of the routes, spare parts (including spare engines) and fuel and oil on board at the time of entry of the aircraft of the company into the territory of the other High Contracting Party, shall be exempt from all duties and taxes. Fuel and lubricating oil taken on board at one of the airports of either of the High Contracting Parties shall be subject to payment of whatever duties and taxes are chargeable, and entitled to any exemptions which can be claimed, under the legislation of the High Contracting Party in force in the territory in which the airport is situated, with the proviso that the quantities taxable under this heading should not in any case exceed those consumed in flying over the territory of that High Contracting Party and shall be defined in each instance from time to time according to the type of aircraft in use by a decision of the Air Ministry of that High Contracting Party. All articles necessary for the handling and safeguarding of

μηνός. Οί σταθμοί οὔτοι θ' ἀνεγερθῶσι δαπάναις τῆς ἐγκαθι-
στάσεως αὐτοῦς Ἑταιρείας καὶ θὰ λειτουργῶσιν ὑπ' εὐθύνην
τῆς Ἑταιρείας ταύτης οὕτως ὥστε νὰ τηρῶνται τόσον αἱ
διατάξεις τῶν διεθνῶν ἐν ἰσχύϊ μεταξὺ 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 δύναν-
ται νὰ ἐγκαταστήσωσι καὶ νὰ χρησιμοποιήσωσι 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 οἱαδήποτε στιγμῇ
μετὰ προειδοποίησιν ἑνὸς μηνός. Τὸ προσωπικὸν τῶν
τοιούτων σταθμῶν δύναται ν' ἀποτελεῖται ἀπὸ Ἀγγλοῦς ἢ
Ἑλλήνων κατ' ἐκλογὴν τῆς Ἑταιρείας

Ἄρθρον 16.

1. Τὰ διὰ τὴν ἐκμετάλλευσιν τῶν ἐν ἄρθροις 3 καὶ 4
ἀναφερομένων γραμμῶν ἀεροσκάφη ὡς καὶ οἱ ἐπ' αὐτῶν
ἐφαρμοζόμενοι κινητήρες, τὰ ἀπαραίτητα πλωτὰ μέσα διὰ τὴν
ἐξυπηρέτησιν καὶ ἀσφάλειαν τῶν γραμμῶν, τὰ ἀνταλλακτικὰ
(περιλαμβανομένων καὶ τῶν ἀνταλλακτικῶν κινητήρων) ἐπίσης
δὲ αἱ καύσιμοι καὶ λιπαντικαὶ ὕλαι αἱ εὐρισκόμεναι ἐπὶ
τῶν ἀεροσκαφῶν κατὰ τὴν εἴσοδον τῶν ἀεροσκαφῶν τῆς
Ἑταιρείας εἰς τὸ ἔδαφος τοῦ Ἐτέρου Ὑψηλοῦ Συμβαλλομένου
Μέρους ἀπαλλάσσονται παντὸς δασμοῦ καὶ φόρου.

Αἱ καύσιμοι καὶ λιπαντικαὶ ὕλαι αἱ παραλαμβανόμεναι
ἐπὶ τοῦ ἀεροσκάφους εἰς ἓνα τῶν ἀερολιμένων ἐκατέρων τῶν
Ὑψηλῶν Συμβαλλομένων Μερῶν θὰ ὑπόκηνται εἰς τὴν
πληρωμὴν οἱουδήποτε χρεωσίμου δασμοῦ καὶ τέλους καὶ θ'
ἀπολαμβάνωσι πάσης ἀπαλλαγῆς δυναμένης νὰ ἀπαιτηθῇ
συμφώνως πρὸς τὴν ἐν ἰσχύϊ νομοθεσίαν τοῦ Ὑψηλοῦ
Συμβαλλομένου Μέρους εἰς τὸ ἔδαφος τοῦ ὁποίου εὐρίσκεται
ὁ Ἀερολιμὴν, ὑπὸ τὸν ὅρον ὅτι αἱ φορολογητέαι ποσότητες,

aircraft and printed matter strictly necessary for the services shall in each country be exempt from customs duties on condition that all these articles and materials are imported for temporary use, and re-exported or cleared from customs or destroyed under official supervision before the expiry of one year. This period may be extended by the competent authorities at the request of the operating company. The above-mentioned articles will remain under the control of the Customs administration and can only be used for the operating requirements of the air services. Further as regards clearance of these articles and materials from customs, all reductions and facilities permitted by national legislation will be granted.

2. Passengers, baggage and freight in transit will be placed under Customs control. This baggage and freight shall be exempt from all customs duty.

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

περὶ ὧν τὸ παρὸν ἄρθρον, εἰς οὐδεμίαν περίπτωσιν θέλουσιν ὑπερβῆ τὰς καταναλισκόμενας κατὰ τὴν πτῆσιν ὑπεράνω τοῦ ἐδάφους τοῦ Ὑψηλοῦ Συμβαλλομένου Μέρους τούτου καὶ θέλουσι καθορισθῆ εἰς ἐκάστην περίπτωσιν ἀπὸ καιροῦ εἰς καιρόν, συμφώνως πρὸς τὸν τύπον τοῦ ἐν χρήσει ἀεροσκάφους δι' ἀποφάσεως τοῦ Ὑπουργείου Ἀεροπορίας τοῦ ἐν λόγῳ Ὑψηλοῦ Συμβαλλομένου Μέρους.

Πᾶν ἀντικείμενον ἀναγκαῖον διὰ τὴν διευθέτησιν καὶ συντήρησιν τῶν ἀεροσκαφῶν καὶ τὰ αὐστηρῶς διὰ τὴν ὑπηρεσίαν ἀναγκαῖα ἔντυπα ἀπαλλάσσονται εἰς ἐκάστην Χώραν τελωνειακῶν δασμῶν ὑπὸ τὸν ὅρον ὅτι πάντα τὰ ἀντικείμενα καὶ ὑλικά ταῦτα θὰ εἰσάγονται διὰ προσωρινὴν χρῆσιν καὶ ὅτι θὰ ἐπανεξαχθῶσιν ἢ ἐκτελωνισθῶσιν ἢ καταστραφῶσιν ὑπὸ ἐπίσημον ἔλεγχον πρὸ τῆς λήξεως ἐνὸς ἔτους. Ἡ προθεσμία αὕτη δύναται νὰ παραταθῆ ὑπὸ τῶν ἀρμοδίων Ἀρχῶν κατόπιν αἰτήσεως τῆς ἐκμεταλλευομένης Ἐταιρείας. Τὰ ἀνωτέρω ἀναφερόμενα ἀντικείμενα παραμένουσιν ὑπὸ τὸν ἔλεγχον τῶν Τελωνείων καὶ δύναται νὰ χρησιμοποιηθῶσι μόνον διὰ τὰς ἀνάγκας τῆς ἐκμεταλλεύσεως τῶν ἐνκερίων συγκοινωνιῶν. Ἐπίσης, ὅσον ἀφορᾷ τὸν ἐκτελωνισμόν τῶν ἀντικειμένων καὶ ὑλικῶν τούτων, θέλουσι χορηγηθῆ πᾶσαι αἱ ὑπὸ τῶν ἐθνικῶν νομοθεσιῶν ἐπιτρεπόμεναι ἐκπτώσεις καὶ εὐκολίαι.

2. Οἱ ἐπιβάται, ἀποσκευαὶ καὶ ἐμπορεύματα ὑπὸ διαμετακόμισιν θὰ τίθενται ὑπὸ τὸν τελωνειακὸν ἔλεγχον. Αἱ ἀποσκευαὶ αὗται ὡς καὶ τὰ ἐμπορεύματα ἀπαλλάσσονται παντὸς τελωνειακοῦ δασμοῦ.

Ἄρθρον 17.

1. Ἐν ἐλλείψει συμφωνίας περὶ τοῦ ἐναντίου, αἱ Ἐταιρεῖαι Ἐναερίων Μεταφορῶν ἐκάστου 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 ἐκάστου Ὑψηλοῦ Συμβαλλομένου Μέρους θὰ

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 territories of the other, employ nationals of that High Contracting Party for all purposes which require no special training.

3. The Air Transport Company of the one High Contracting Party will be obliged, for purposes of liaison with the competent Authorities of the other High Contracting Party and for the purposes of the general application of the present Convention, to nominate in the capital or chief town of the territory or territories of the other High Contracting Party a General Representative who shall be a national or a company of the other High Contracting Party. For liaison between the technical service of the Air Transport Companies and the Airport Authorities of the other High Contracting Party at each airport, each Company shall nominate as its representative a person holding suitable technical qualifications of the nationality of the other High Contracting Party, preferably a reserve or retired pilot.

ARTICLE 18.

1. The conveyance of air mails shall be regulated by direct agreement between the competent postal services of the two High Contracting Parties within three months from the date of the ratification of the present Convention.

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.

προτιμῶσι τοὺς μηχανικοὺς καὶ τεχνίτας τοῦ ἑτέρου δι' ὑπηρεσίας τοῦ πρῶτου ἐδάφους, ἐπὶ τῶν ἐδαφῶν τοῦ τελευταίου, ἐφ' ὅσον οὗτοι ἤθελον θεωρηθῆναι ἀρκούντως ἱκανοὶ πρὸς τοῦτο ὑπὸ τῆς Ἑταιρείας.

2. Ἐν ἐλλείψει συμφωνίας περὶ τοῦ ἐναντίου αἱ Ἑταιρεῖαι Ἐναερίων Μεταφορῶν ἐκάστου Ὑψηλοῦ Συμβαλλομένου Μέρους θὰ χρησιμαποιῶσιν ἐπὶ τῶν ἐδαφῶν τοῦ ἑτέρου ὑπηκόους τοῦ Ὑψηλοῦ τούτου Συμβαλλομένου Μέρους διὰ πᾶσαν ἐργασίαν μὴ ἀπαιτούσαν εἰδικὴν ἐξάσκησιν.

3. Ἡ Ἑταιρεία Ἐναερίων Μεταφορῶν τοῦ ἐνὸς Ὑψηλοῦ Συμβαλλομένου Μέρους θέλει ὑποχρεωθῆναι ὅπως, διὰ τὸν σκοπὸν τῆς ἐπαφῆς μετὰ τῶν ἀρμοδίων Ἀρχῶν τοῦ ἑτέρου Ὑψηλοῦ Συμβαλλομένου Μέρους ὡς καὶ διὰ τὸν σκοπὸν τῆς ἐν γένει ἐφαρμογῆς τῆς παρούσης Συμβάσεως, διορίσῃ εἰς τὴν πρωτεύουσαν ἢ κυρίαν πόλιν τοῦ ἐδάφους ἢ τῶν ἐδαφῶν τοῦ ἑτέρου Ὑψηλοῦ Συμβαλλομένου Μέρους Γενικὸν Ἀντιπρόσωπον, ὅστις θὰ εἶναι ὑπὸ ἡγεμονίας τῆς Ἑταιρείας τοῦ ἑτέρου Ὑψηλοῦ Συμβαλλομένου Μέρους. Διὰ τὴν ἐπαφὴν τῆς τεχνικῆς ὑπηρεσίας τῶν Ἑταιρειῶν Ἐναερίων Μεταφορῶν μετὰ τῶν Ἀρχῶν τῶν Ἀερολιμένων τοῦ ἑτέρου Ὑψηλοῦ Συμβαλλομένου Μέρους εἰς ἕκαστον Ἀερολιμένα, ἐκάστη Ἑταιρεία θέλει διορίσῃ ὡς ἀντιπρόσωπόν της πρόσωπον κατέχον κατάλληλα τεχνικὰ προσόντα τῆς ἐθνικότητος τοῦ ἑτέρου Ὑψηλοῦ Συμβαλλομένου Μέρους κατὰ προτίμησιν ἀεροπόρον ἐν ἐφεδρείᾳ ἢ ἀποστρατεία.

Ἄρθρον 18.

1. Ἡ μεταφορὰ τοῦ ἐναερίου ταχυδρομείου θέλει ρυθμισθῆναι δι' ἀπ' εὐθείας Συμφωνίας μετὰ τῶν ἀρμοδίων Ταχυδρομικῶν Ὑπηρεσιῶν τῶν δύο Ὑψηλῶν Συμβαλλομένων Μερῶν ἐντός τριμήνου ἀπὸ τῆς ἡμερομηνίας τῆς ἐπικυρώσεως τῆς παρούσης Συμβάσεως.

2. Οὐχ' ἦττον αἱ Ἑταιρεῖαι Ἐναερίων Μεταφορῶν ἐκάστου Ὑψηλοῦ Συμβαλλομένου Μέρους θὰ διαθέτουν χῶρον ἐπὶ τῶν ἀεροσταθμῶν αὐτῶν διὰ τὸ κανονικὸν βάρος τοῦ ταχυδρομείου τοῦ προερχομένου ἐκ τῶν ἐδαφῶν τοῦ ἑτέρου ἢ προοριζομένου δι' αὐτὰ ἢ τοῦ διαμετακομιζομένου δι' αὐτῶν.

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 airworthy in accordance with the regulations of the other High Contracting Party.

3. The Air Transport Companies of each of the High Contracting Parties will grant to the competent authorities of the other High Contracting Party six free return tickets each year available for journeys by their respective services between Athens and any first port of call outside Greece.

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

"Αρθρον 19.

1. Αἱ ἀρμόδια Ἄρχαὶ τῶν Ὑψηλῶν Συμβαλλομένων Μερῶν εἰς τὰ πεδία προσγειώσεως θὰ δικαιῶνται νὰ ἐξελέγχωσι τὸν ἀριθμὸν τῶν ἐπιβατῶν καὶ τὸ βάρος τοῦ ταχυδρομείου καὶ τῶν ἐμπορευμάτων καὶ νὰ ἐξετάζωσιν ἐπίσης τὰ ἔγγραφα δι' ὧν εἶναι ἐφωδιασμένα τὰ ἀεροσκάφη.

2 Αἱ ἀρμόδια Ἄρχαὶ ἐκάστου Ὑψηλοῦ Συμβαλλομένου Μέρους θὰ δικαιῶνται ἐπίσης νὰ ἐξετάζωσι τὴν κατάστασιν τοῦ ἀνήκοντος εἰς Ἑταιρείαν Ἐναερίων Μεταφορῶν κτητικῆς οὐλοῦ καὶ νὰ ἀπαγορεύωσι τὴν πτήσιν οἰοῦδήποτε ἀεροσκάφους μὴ εὐρεθέντος ὑπ' αὐτῶν ἱκανοῦ πρὸς ἀεροναυτιλίαν, συμφώνως πρὸς τοὺς κανονισμοὺς τοῦ ἑτέρου Ὑψηλοῦ Συμβαλλομένου Μέρους.

3. Αἱ Ἑταιρεῖαι Ἐναερίων Μεταφορῶν ἐκάστου Ὑψηλοῦ Συμβαλλομένου Μέρους θὰ χορηγῶσιν εἰς τὰς ἀρμοδίας Ἄρχας τοῦ ἑτέρου Ὑψηλοῦ Συμβαλλομένου Μέρους κατ' ἔτος ἕξ δωρεὰν εἰσιτήρια μετ' ἐπιστροφῆς ἰσχύοντα διὰ διαδρομὰς τῶν σχετικῶν αὐτῶν συγκοινωνιῶν μεταξύ Ἀθηνῶν καὶ τοῦ πρώτου λιμένος προσεγγίσεως ἐκτὸς Ἑλλάδος.

"Αρθρον 20.

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

2. Εἰς περίπτωσιν ἐπανειλημμένων παραβάσεων, τὸ θιγόμενον Ὑψηλὸν Συμβαλλόμενον Μέρος θὰ δικαιουῖται ν' ἀξιοῖ τὴν ἀπόλυσιν παντὸς ἐνόχου ὑπαλλήλου.

3. Ἐν περιπτώσει ἀνάγκης, τὸ Ὑψηλὸν τοῦτο Συμβαλλόμενον Μέρος δύναται νὰ ζητήσῃ παρὰ τοῦ ἑτέρου τὴν ἀκύ-

answerable, without thereby becoming liable to 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 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.

The present convention shall be ratified and the instruments of ratification shall be exchanged in London as soon as possible. Upon the exchange of ratifications the convention shall be deemed to have entered into force as from the 21st April, 1938. It shall remain in force for a period of five years from that date and thereafter for successive periods of two years; provided that if notice of termination is given in writing by one High Contracting Party to the other at least twelve months before the expiration of any of the said periods

ρωσιν τοῦ διορισμοῦ τῆς ὑπευθύνου Ἑταιρείας Ἐναερίων Μεταφορῶν χωρὶς διὰ τοῦτο νὰ ὑπέχη ὑποχρέωσιν δι' ἀξίωσιν τῆς Ἑταιρείας.

4. Ἐκαστον Ὑψηλὸν Συμβαλλόμενον Μέρος θὰ δικαιούται νὰ ἀξιώσῃ τὴν ἀνάκλησιν οἰουδήποτε ὑπαλλήλου Ἑταιρείας Ἐναερίων Μεταφορῶν οὔτινος ἢ παρουσία ἐπὶ τῶν ἐδαφῶν τοῦ Ὑψηλοῦ τούτου Συμβαλλομένου Μέρους ἀπηγορεύθη διὰ λόγους δημοσίας ἀσφαλείας.

Ἄρθρον 21.

Αἱ λεπτομέρειαι τῆς ἐφαρμογῆς τῆς παρούσης Συμβάσεως θέλουσι ρυθμισθῆ, κατὰ τὸ δυνατόν, δι' ἀπ' εὐθείας συνεννοήσεως μεταξὺ τῶν ἀρμοδίων κρατικῶν ὑπηρεσιῶν τῶν Ὑψηλῶν Συμβαλλομένων Μερῶν ἢ μεταξὺ τῆς Ἑταιρείας Ἐναερίων Μεταφορῶν καὶ τοῦ ἐνδιαφερομένου Ὑψηλοῦ Συμβαλλομένου Μέρους.

Ἄρθρον 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.

Ἄρθρον 23.

Ἡ παροῦσα Σύμβασις θέλει κυρωθῆ καὶ αἱ ἐπικυρώσεις θ' ἀνταλλαγῶσιν εἰς Λονδῖνον ὅσον τὸ δυνατόν ταχύτερον. Ἄμα τῇ ἀνταλλαγῇ τῶν ἐπικυρώσεων ἢ Σύμβασις θέλει θεωρηθῆ ὡς τεθεῖσα ἐν ἰσχύϊ ἀπὸ τῆς 21ης Ἀπριλίου 1938. Θὰ παραμείνῃ ἐν ἰσχύϊ διὰ περίοδον πέντε ἐτῶν ἀπὸ τῆς ἡμερομηνίας ταύτης καὶ ἀκολούθως διὰ διαδοχικὰς περιόδους δύο ἐτῶν, ἐφ' ὅσον ἐν Ὑψηλὸν Συμβαλλόμενον Μέρος ἔχει γνωστοποιήσῃ δι' ἐγγράφου εἰς τὸ ἕτερον Ὑψηλὸν Συμβαλ-

of five years or two years the convention shall terminate at the end of such period.

In faith whereof the above-mentioned plenipotentiaries have signed the present convention and affixed thereto their seals.

Done at Athens in duplicate in the English and Greek languages, both texts being equally authentic, the 30th of May, 1939.

SYDNEY WATERLOW.

N. MAVROUDIS.

PROTOCOL OF SIGNATURE.

At the moment of signing the convention of this day's date relating to the operation of air services, the undersigned plenipotentiaries declare that, pending the exchange of ratifications, provisional effect shall be given to the terms of the convention as from the 21st April, 1938, subject to the right of either High Contracting Party to terminate the provisional operation of the convention at any time before the exchange of ratifications by giving three months' notice to that effect.

Done at Athens in duplicate in the English and Greek languages, both texts being equally authentic, the 30th of May, 1939.

SYDNEY WATERLOW.

N. MAVROUDIS.

λόμενον Μέρος τὴν λήξιν τὸ ἀργότερον 12 μῆνας πρὸ τῆς ἐκπνοῆς οἰασδῆποτε τῶν ἐν λόγῳ περιόδων ἐκ πέντε ἢ δύο ἐτῶν, ἡ Σύμβασις θέλει λήξει εἰς τὸ τέλος τοιαύτης περιόδου.

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

Ἐγένετο ἐν Ἀθήναις εἰς διπλοῦν εἰς Ἑλληνικὴν καὶ Ἀγγλικὴν γλῶσσαν, ἀμφοτέρων τῶν κειμένων θεωρουμένων ἐξ ἴσου αὐθεντικῶν, τὴν τριακοστὴν Μαΐου χίλια ἑνεακόσια τριάκοντα ἑννέα.

(Τ. Σ.) SYDNEY WATERLOW

(Τ. Σ.) Ν. ΜΑΥΡΟΥΔΗΣ

ΠΡΩΤΟΚΟΛΛΟΝ ΥΠΟΓΡΑΦΗΣ

Κατὰ τὴν στιγμὴν τῆς ὑπογραφῆς τῆς Συμβάσεως ὑπὸ σημερινὴν ἡμερομηνίαν, περὶ ἐκμεταλλεύσεως ἑναερίων συγκοινωνιῶν, οἱ ὑπογεγραμμένοι Πληρεξούσιοι δηλοῦσι ὅτι μέχρι τῆς ἀνταλλαγῆς τῶν ἐπικυρώσεων οἱ ὅροι τῆς Συμβάσεως θὰ ἔχῳσι προσωρινὴν ἰσχὺν ἀπὸ τῆς 21ης Ἀπριλίου 1938, ἐπιφυλασσομένου τοῦ δικαιώματος εἰς ἀμφοτέρα τὰ Ὑψηλὰ Συμβαλλόμενα Μέρη νὰ τερματίζῳσι τὴν προσωρινὴν ἰσχὺν τῆς Συμβάσεως ὅποτεδῆποτε πρὸ τῆς ἀνταλλαγῆς τῶν ἐπικυρώσεων διὰ τριμηνιαίας προειδοποιήσεως πρὸς τὸν σκοπὸν τοῦτον.

Ἐγένετο ἐν Ἀθήναις εἰς διπλοῦν εἰς Ἑλληνικὴν καὶ Ἀγγλικὴν γλῶσσαν, ἀμφοτέρων τῶν κειμένων θεωρουμένων ἐξ ἴσου αὐθεντικῶν. τὴν τριακοστὴν Μαΐου χίλια ἑνεακόσια τριάκοντα ἑννέα.

(Τ. Σ.) SYDNEY WATERLOW

(Τ. Σ.) Ν. ΜΑΥΡΟΥΔΗΣ

EXCHANGE OF NOTES

No. 1.

M. Mavroudis to Sir S. Waterlow.

Ministère Royal des Affaires Étrangères,

M. le Ministre,

Athènes, le 30 mai 1939.

EN vue de préciser le sens de l'article 3 de la Convention, signée ce jour, concernant l'établissement de services de transports aériens, j'ai l'honneur de vous déclarer que les lois helléniques en vigueur, au moment de la mise en application de cette Convention, seront appliquées pour autant qu'elles ne se trouvent pas en opposition aux clauses de celle-ci, étant donné que la Convention ratifiée législativement prend force de loi et prévaut par conséquent des lois antérieures.

Veillez agréer, &c.

N. MAVROUDIS.

(Translation.)

Royal Ministry of Foreign Affairs,

Sir,

Athens, May 30, 1939.

With the object of defining more closely the meaning of Article 3 of the Convention, signed this day, regarding the establishment of air transport services, I have the honour to declare to you that, in view of the fact that the Convention, once legally ratified, possesses the force of law and, consequently, takes precedence over previous laws, the Greek laws in force at the moment of bringing into force of the Convention, will be applied in so far as they do not conflict with its provisions.

N. MAVROUDIS.

No. 2.

Sir S. Waterlow to M. Mavroudis.

British Legation,

M. le Sous-Secrétaire d'État,

Athens, le 30 mai 1939.

J'AI l'honneur de vous déclarer qu'en application de l'article 17 (3) de la Convention sur l'établissement de services de transports aériens, signée ce jour, je me charge de recommander aux Compagnies britanniques de transports aériens de préférer dans la nomination dans chaque aéroport de la Grèce de leurs représentants, prévus par ledit article, des aviateurs de réserve ou en retraite de nationalité hellénique.

Veillez agréer, &c.

SYDNEY WATERLOW.

(Translation.)

British Legation,

Your Excellency,

Athens, May 30, 1939.

I have the honour to declare that, in carrying out the terms of Article 17 (3) of the Convention, signed this day, regarding the establishment of air transport services, I undertake to advise British air transport companies that they should, when nominating their representatives for each air port in Greece, as provided by the said article, give preference to pilots of Greek nationality on the reserve list or in retirement.

SYDNEY WATERLOW.

No. 3.

M. Mavroudis to Sir S. Waterlow.

Ministère Royal des Affaires Étrangères,

M. le Ministre,

Athènes, le 30 mai 1939.

Au sujet de l'article 16 de la Convention sur l'établissement de services de transports aériens, signée ce jour, j'ai l'honneur de vous déclarer que les Compagnies britanniques de transports aériens ne seront pas tenues de payer des taxes ou impôts supérieurs à ceux dont est ou sera grevée toute autre Compagnie aérienne étrangère effectuant des vols réguliers en Grèce, à l'exception de la société anonyme italienne "Ala Littoria," ni à ceux que sera obligée de payer cette dernière société italienne après l'expiration de la Convention actuellement en vigueur entre cette société et le Gouvernement hellénique, voire le 13 septembre 1941.

Veillez agréer, &c.

N. MAVROUDIS.

(Translation.)

Royal Ministry of Foreign Affairs,

Sir,

Athens, May 30, 1939.

With reference to article 16 of the Convention, signed this day, regarding the establishment of air transport services, I have the honour to declare to you that British air transport companies will not be required to pay taxes or duties greater than those to which all other foreign air companies making regular flights in Greece (with the exception of the Italian company, "Ala Littoria") are liable, or shall be liable in the future, or greater than those which the said Italian company shall be required to pay after the expiry of the Convention at present in force between that company and the Greek Government, that is to say after 13th September, 1941.

N. MAVROUDIS.

No. 4.

*Sir S. Waterlow to M. Mavroudis.**British Legation,*

M. le Sous-Secrétaire d'État,

Athens, le 30 mai 1939.

Vous avez bien voulu m'adresser en date de ce jour une lettre conçue en ces termes-ci :

[As in No. 3.]

Par la présente j'ai l'honneur de vous déclarer que je suis parfaitement d'accord avec les termes de la lettre suscitée.

Veuillez agréer, &c.

SYDNEY WATERLOW.

(Translation.)

British Legation,

Your Excellency,

Athens, May 30, 1939.

You were good enough to address to me this day a note in the following terms:—

[As in No. 3.]

I have now the honour to declare to you that I fully concur in the terms of the above-mentioned note.

SYDNEY WATERLOW.