

N° 162.

**ROYAUME-UNI
DE GRANDE-BRETAGNE ET
D'IRLANDE ET NORVÈGE**

Arrangement provisoire au sujet de
la navigation aérienne signé à
Christiania le 15 juillet 1921.

**UNITED KINGDOM
OF GREAT BRITAIN AND
IRELAND AND NORWAY**

Provisional Agreement relating to
Air Navigation, signed at Chris-
tiania, July 15, 1921.

No. 162. — PROVISIONAL AGREEMENT RELATING TO AIR NAVIGATION BETWEEN GREAT BRITAIN AND NORWAY, SIGNED AT CHRISTIANIA, JULY 15, 1921.

Textes officiels anglais et norvégien communiqués par les Ministères des Affaires Etrangères de Sa Majesté Britannique et de Sa Majesté le Roi de Norvège. L'enregistrement de cet Arrangement a eu lieu le 10 septembre 1921.

HIS BRITANNIC MAJESTY'S GOVERNMENT and the GOVERNMENT OF HIS MAJESTY THE KING OF NORWAY, being desirous of entering into a provisional agreement relating to air navigation between Great Britain and Norway :

The Undersigned, duly authorised thereto by their respective Governments, have agreed as follows :

Article 1.

This agreement applies only to private and commercial aircraft, duly registered as such by the British and Norwegian Governments respectively. Each of the two contracting States undertakes in time of peace to allow the private and commercial aircraft of the other State liberty of innocent passage above its territory and territorial waters provided that the conditions set forth in the present agreement are observed.

Each of the two contracting States shall have the right to reserve to its national aircraft the carriage of persons and goods for hire between two points within its own territory.

Article 2.

The British and Norwegian Governments shall have the right for military reasons or for the public security, to forbid flight over certain areas of their respective territory under the penalties provided by their legislation but subject to the reservation that no distinction shall be made in this respect between the private and commercial aircraft of the two States. The areas thus prohibited will be notified to the State interested.

Article 3.

Any aircraft which finds itself above a prohibited area shall immediately give the signal of distress provided in the regulations as to air navigation of the State flown over, and shall land as soon as possible on one of the aerodomes of that State and outside the prohibited area.

Article 4.

Every aircraft shall be provided with a certificate of registration and a certificate of airworthiness, issued by the competent authorities of either of the two States or under their sanction, and also with a logbook. It shall carry distinctive and visible marks allowing it to be identified while flying.

Article 5.

The pilots shall be provided with a certificate of competency issued by the competent authorities of either of the two States, or by an association recognized by them. Each pilot shall further carry documents establishing his nationality, his identity, his military rank (if any) and shall, if necessary, be provided with pass-ports. The passengers shall be provided with all the documents of identity and passports required by the laws and regulations in force.

Article 6.

No wireless apparatus shall be carried by an aircraft without a special licence issued by the State to which it belongs. Such apparatus shall only be used by such members of the crew as are provided with a special licence for the purpose.

Article 7.

An aircraft engaged in international navigation between the two States may carry passengers and goods, but shall be provided :

- for passengers, with a list of their names :
- for goods, with a manifest of the goods and supplies carried and with detailed declarations made out by the consignors.

The carriage of passengers and goods shall be in accordance with the laws and regulations in force for the time being. Mails may be carried, if an agreement to this effect has been concluded, and is for the time being in force, between the postal administrations of the two countries.

No goods or objects shall be loaded into or discharged from aircraft engaged in navigation between the two countries without the permission of the Customs Authorities with the exception of mail bags which are delivered to or received from the Postal Administration.

Article 8.

Upon the departure and upon the landing of aircraft the authorities of the two countries shall in all cases have the right to search them with a view to examining and verifying the documents with which they must be provided.

Article 9.

Aircraft of the two States shall have the right of landing, and in case of distress may claim the same assistance as aircraft of the country in which a landing is effected.

Article 10.

Every aerodrome in either of the two States which is open to public use by its national aircraft on payment of certain dues shall likewise be open under the same conditions to aircraft of the other State.

Article 11

Until otherwise provided, all aircraft entering Norway must land at, and any aircraft leaving Norway for England must depart from one of the following aerodromes namely :

Kjeller (Land machines),
Horten (Seaplanes).

All aircraft entering England must land at and any aircraft leaving England for Norway must depart from, one of the following aerodromes, namely :

Lympne in Kent,
Croydon in Surrey, or
Cricklewood in Middlesex.

Provided that seaplanes or flying boats entering or leaving England shall land at or depart from Felixtowe.

Article 12.

The Norwegian frontier can, until otherwise provided, be crossed at any point outside the prohibited areas.

The course of entry of aircraft into Norwegian territory and territorial waters shall as far as possible be laid as specified in Article 1 of the annex to this Agreement.

The British frontier shall only be crossed between the following points, namely :

In the case of aeroplanes between Folkestone and Dungeness.

In the case of seaplanes or flying boats, between Orfordness and the Naze.

Article 13.

Landing by aircraft before having landed at a Custom's aerodrome is prohibited. In case of a forced landing, before having reported at a Custom's aerodrome, the pilot shall immediately notify the nearest police or Custom's authority, and on behalf of and until the arrival of the competent authority, shall prevent the departure of the passengers or the unloading of the cargo.

Article 14.

The aircraft and its crew shall be subject to all the legal obligations which arise from general legislation, from Customs and Excise legislation, and import and export regulations, and any regulations which are laid down for public safety, as well as to the regulations as to air navigation in force in the State in which they may be, it being understood, however, that the licences and certificates issued to the aircraft and to the pilots of Great Britain shall have the same validity as the corresponding documents issued in Norway and vice versa.

Article 15.

The dropping of ballast other than fine sand or water from an aircraft in flight is prohibited.

Article 16.

All unloading or discharge in the course of flight of any article or substance, other than ballast, is prohibited. The only exceptions which will be made to this rule will be in the case of postal aircraft and in cases for which permission may be specifically granted.

Article 17.

The British Government and the Norwegian Government will communicate to one another reciprocally the regulations relative to air navigation in their respective countries.

Article 18.

The present agreement is not applicable to military aircraft. No flight of military aircraft from Norway to Great Britain or vice versa will be made without special authorisation.

Article 19.

The present agreement, which is of a provisional character, may be denounced by either of the contracting parties at any time by giving notice three months in advance.

Furthermore each of the contracting parties reserves to itself the right to denounce the present agreement, such denunciation to take immediate effect after the two contracting parties have ratified the international Air Convention signed at Paris, October 13, 1919.

In witness whereof the Undersigned have signed the present agreement, and have affixed thereto their seals.

Done at Christiania in duplicate, in the English and Norwegian languages, July 15, 1921.

(Signed) M. DE C. FINDLAY.

ANNEX

Article 1.

With reference to Article 12, aircraft shall as far as possible enter east of *Faerder Lighthouse* (N. 59° 1' 35"). (E. 10° 31' 35") or at *Fredrikshald*.

The further course over Norwegian territory and territorial waters shall, as far as possible, be laid in such a way that aircraft can also be observed from *Fulehuk Lighthouse* (N. 59° 10' 30") (E. 10° 36' 25") or from *Skiptvedt Church* (about 30 kilometers east of Moss) as well as from the above mentioned places.

Article 2.

For the purpose of flights within the limits of and above its own territory each of the contracting parties has the right to refuse to recognise certificates of competency and licences granted to one of its nationals by the other contracting State.

Article 3.

It is agreed that the establishment of a regular air service between the two contracting States may be made conditional on a special licence or concession being obtained from the authorities of the said contracting States.

Article 4.

With regard to article 14 it is agreed that the authorities of each contracting State shall issue instructions to the effect that owners of aircraft flying over the territory of the other contracting State shall insure against third party risks according to the rules and regulations of the country flown over.

Article 5.

The present annex shall be considered as an integral part of the above agreement.

CHRISTIANIA, *July* 15, 1921.

(Signed) M. DE C. FINDLAY
