

¹ TRADUCTION. — TRANSLATION.

No. 3011. — CONVENTION BETWEEN THE FRENCH AND GREEK GOVERNMENTS FOR THE ESTABLISHMENT OF LINES OF AERIAL NAVIGATION. SIGNED AT ATHENS, JUNE 5, 1931.

THE PRESIDENT OF THE FRENCH REPUBLIC and THE PRESIDENT OF THE GREEK REPUBLIC, being equally convinced of the mutual interest of France and Greece to facilitate the establishment of lines of commercial air navigation, have resolved to conclude a Convention for this purpose and have appointed as their respective Plenipotentiaries :

THE PRESIDENT OF THE FRENCH REPUBLIC :

M. F. CLEMENT-SIMON, Envoy Extraordinary and Minister Plenipotentiary of the French Republic in Greece ,

THE PRESIDENT OF THE GREEK REPUBLIC :

M. N. MAVROUDIS, Director General and Minister Plenipotentiary, and
M. A. LEVIDËS, Director of Civil Aviation at the Ministry of Air ;

Who, having communicated to each other their full powers, found in good and due form, have agreed to the following provisions :

Article 1.

The Government of the Greek Republic accords to the Government of the French Republic the authorisation to have operated, over Greek territory by French Air Companies which will be designated later, the following commercial lines :

(a) France-Syria, via Naples, Corfu, Athens and Castellrosso with the right to make stoppages at Corfu and Athens.

(b) France-Greece, via Vienna, Belgrade, Sofia, Salonica and Athens.

The details of the establishment of this last mentioned line or of a part thereof will form the subject of a subsequent Protocol between the two Governments.

Article 2.

1. In exchange for the above-mentioned facilities, the Government of the French Republic undertakes to accord to the Government of the Greek Republic for the benefit of Greek Companies to be designated, equivalent facilities.

2. In case the reciprocity provided for in the present Article should not be accorded by the French Government, the Greek Government shall have the right to denounce the present Convention, such denunciation to take effect six months after the Greek Government has made known its intention to avail itself of such right.

¹ Traduit par le Secrétariat de la Société des Nations, à titre d'information.

¹ Translated by the Secretariat of the League of Nations, for information.

Article 3.

As far as may be possible, the two High Contracting Parties shall place at the disposal of the Companies concerned, in their respective territories, for day and night air services, on the same conditions as for their nationals, hangars for housing aircraft, hoisting installations (cranes or slipways), ground or premises for repair shops, aerodrome storages and offices, together with petrol refuelling facilities.

In case the installations existing at air bases are inadequate or not established, the two High contracting Parties undertake to afford, on the same conditions as to their nationals, all facilities to the companies concerned to create for themselves the necessary installations without any stipulations as to the minimum development to be given to such installations. Installations already created by the companies of either of the two States shall be maintained on the same conditions.

Nevertheless, French and Greek aircraft engaged in regular services may also use, in case of need and without performing therein any acts of commerce, the airports open to public air navigation lying along their route.

Article 4.

At the landing places designated by application of Articles 1 and 2, the enterprises may effect all commercial operations, embark and disembark mail, goods and passengers. At all landings made, whether regular or incidental, the crews and passengers in transit (on condition that they are provided with the documents and papers required for international traffic) may remain, and goods and mail in transit may be stored.

If air journeys are interrupted owing to *force majeure*, all facilities shall be accorded for enabling the enterprise concerned to despatch the passengers, goods and mail by the most rapid means to their destination.

Article 5.

The Governments of each of the High contracting Parties retain the right to reserve interior and exterior mail to their national companies.

Article 6.

For the duration of the application of the present Convention, the operating companies are required to conform to the prescriptions of the laws and regulations in the territory of each High Contracting Party as well as to the provisions of the international conventions governing transport by air and in particular the International Air Navigation Convention of 1919.

Article 7.

Aircraft intended for the operation of air lines under the present Convention as well as the engines mounted on such aircraft, including spare parts, shall be admitted with temporary exemption from Customs duties in the two States, on condition that, whether used or not, such machines and spare parts do not remain longer than one consecutive year in the country into which they are imported ; in the contrary event they shall be re-exported or liable to duty.

Objects and supplies, (save fuel—oil and petrol — to which the French and Greek laws are applicable), required for the equipment of aircraft or their conservation, which are consumed on the spot, shall be exempt from Customs and other duties in the two countries, on condition that they remain under the supervision of the Customs administration and are used only for the operational needs of air lines established under the present Convention.

In case of Customs clearance of these objects and supplies, all reductions and facilities admitted by the national legislation for nationals shall be applied.

Passengers, luggage and goods in transit shall be placed under Customs supervision. Such luggage and goods shall be exempt from Customs duties of any kind.

Article 8.

The two High Contracting Parties undertake to accord to the operating enterprises, within the framework of the laws and regulations in force, all facilities for the rapid accomplishment of Customs and administrative formalities concerning the air transport of persons, luggage and goods.

Article 9.

The concessionary enterprises shall be required to convey air mail on conditions fixed in the contracts which will be concluded between these enterprises and the postal administrations of the two High Contracting Parties on the basis of a previous arrangement between the two Administrations.

Article 10.

The enterprises operating regular connections in application of Articles 1 and 2 may only be French or Greek companies within the terms of the respective laws and regulations of each of the High Contracting Parties. They shall be freely designated by their Government, either within thirty days from the date of the signature of the present Convention or one month before the opening of the Service.

Each of the two High Contracting Parties shall at all times have the absolute right to substitute for the old organisation a new operating organisation, subject to notice given to the other High Contracting Party one month before the entry in operation.

Article 11.

In respect of all the air connections hereinbefore referred to, the frequency of the services, their time-tables, their rates, their connections with other lines at the different landing places and the type of material used shall be freely chosen by the operating enterprises, which shall be required to communicate the same to the competent Administrations of the two States two weeks prior to their being put into application or, in the case of material, prior to its being put into use.

Article 12.

In the event of any dispute arising concerning the interpretation or application of the present Convention, the two High Contracting Parties agree to submit the matter to arbitration, or in default of agreement on the choice of an arbitrator, to the Permanent Court of International Justice.

Article 13.

The period of duration of the present Convention is seven years. It shall be automatically renewed unless notice of denunciation is given two years in advance by one of the High Contracting Parties.

Article 14.

The present Convention has been drawn up in French and in Greek.
In case of dispute as to the meaning of the present Convention, the French text shall prevail.

Article 15.

The details of application of the present Convention will be settled whenever possible by direct agreement between the competent Administrations of the two High Contracting Parties.

Article 16.

The present Convention shall be ratified. The instruments of ratification shall be exchanged in Paris as soon as possible.

In faith whereof the above-named Plenipotentiaries have signed the present Convention and have thereto affixed their seals.

Done at Athens, in duplicate, the fifth day of June one thousand nine hundred and thirty-one.

F. CLEMENT SIMON.
N. MAVROUDIS.
A. LEVIDIS.

PROTOCOL

CONCERNING THE METHODS OF APPLICATION OF THE AIR CONVENTION OF 5 JUNE 1931,
BETWEEN FRANCE AND GREECE.

In application of Article 1 of the Air Convention of 5 June 1931, between France and Greece, the following provisions are agreed upon :

Sole Article.

The Air Orient Company situated in Paris, 2 rue Marbeuf, is designated by the French Government as the company to carry out, without prejudice to subsequent modifications of such designation, the service France-Greece-Syria and beyond.

Done in duplicate at Athens, the fifth day of June one thousand nine hundred and thirty-one.

F. CLEMENT SIMON.
N. MAVROUDIS.
A. LEVIDIS.