

N° 3714.

**GRÈCE
ET YOUGOSLAVIE**

Convention relative à l'exploitation des
lignes de communication aérienne
régulière. Signée à Athènes, le
22 juillet 1933.

**GREECE
AND YUGOSLAVIA**

Convention relating to the Operation
of Regular Air Lines of Commu-
nication. Signed at Athens, July
22nd, 1933.

¹ TRADUCTION. — TRANSLATION.No. 3714. — CONVENTION ² BETWEEN THE HELLENIC REPUBLIC AND THE KINGDOM OF YUGOSLAVIA RELATING TO THE OPERATION OF REGULAR AIR LINES OF COMMUNICATION. SIGNED AT ATHENS, JULY 22ND, 1933.

French official text communicated by the Permanent Delegate of the Kingdom of Yugoslavia to the League of Nations. The registration of this Convention took place August 26th, 1935.

HIS MAJESTY THE KING OF YUGOSLAVIA
and

THE PRESIDENT OF THE HELLENIC REPUBLIC,

Equally desirous to regulate, facilitate, and promote the development of air communications in the two countries on the basis of the Convention³ relating to the regulation of aerial navigation dated October 13th, 1919, have resolved to conclude a Convention for this purpose and have appointed as their respective Plenipotentiaries:

HIS MAJESTY THE KING OF YUGOSLAVIA :

His Excellency Monsieur Bochko CHRISTITCH, Yugoslav Envoy Extraordinary and Minister Plenipotentiary at Athens ;

THE PRESIDENT OF THE HELLENIC REPUBLIC :

His Excellency Monsieur Jean RHALLIS, Air Minister ;

Who, having exchanged their full powers, found in good and due form, have agreed upon the following provisions :

§ I.

The Government of the Kingdom of Yugoslavia will grant to a Greek air navigation enterprise, to be designated by the Greek Government, the authorisations necessary for the operation, on Yugoslav territory, of the line of air communication :

Belgrade-Skoplje-Salonika-Athens and *vice-versa*.

The Government of the Hellenic Republic will grant to a Yugoslav air navigation enterprise, to be designated by the Yugoslav Government, the authorisations necessary for the operation, on Greek territory, of the line of air communication :

Athens-Salonika-Skoplje-Belgrade and *vice-versa*.

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.

² The exchange of ratifications took place at Athens, July 20th, 1935.

³ Vol. XI, page 173 ; Vol. XXIV, page 175 ; Vol. LIX, page 346 ; Vol. LXIII, page 389 ; Vol. LXVIII, page 438 ; Vol. CXVII, page 54 ; Vol. CXXXVIII, page 418 ; and Vol. CXLII, page 340, of this Series.

The Salonika-Athens section of the line in question may not be operated by a Yugoslav company as long as the Skoplje-Belgrade sector of the line is not operated by a Greek company, and *vice-versa*.

§ 2.

The conditions of operation of the line mentioned in the preceding Article shall be defined in an agreement to be concluded by the competent Air Administrations of the two High Contracting Parties.

§ 3.

The itineraries of the air lines, the points between which the frontiers may be crossed, and the Customs aerodromes, shall be fixed by each of the High Contracting Parties and communicated to the other Contracting Party within forty days from the date of the signature of the present Convention, and at least one month prior to any change.

§ 4.

The two High Contracting Parties will take the necessary measures in their respective territories with a view to ensuring to the concessionary enterprises the use of the aerodromes, installations, and technical services on the route of the line mentioned in Article 1.

For each of these aerodromes there shall be a single tariff for landing and hangarage, applicable equally to national and foreign aircraft, in conformity with the laws and regulations of the State on whose territory the aerodrome is situated.

§ 5.

The High Contracting Parties undertake to facilitate the operation of the contractual lines by simplifying all Customs and police formalities and reducing them to the minimum admissible under the laws and regulations in force in their respective countries.

§ 6.

Aeroplanes intended for the operation of the lines provided for in Article 1, as well as the engines mounted on such aeroplanes, spare parts (including spare engines), and all objects (except fuel) necessary for the equipment or maintenance of the aeroplanes, shall be exempt from Customs duties, on condition that all the objects and materials aforesaid are imported for temporary use and are re-exported within one year.

This time-limit for re-exportation may be extended by the competent authorities on the proposal of the concessionary enterprise.

The said objects shall remain under the supervision of the Customs Administration, and may be used only for the working requirements of the air lines provided for by the present Convention.

Objects and materials out of use, in respect of which, at the time of their importation, Customs duties were not collected, must be either re-exported, cleared through the Customs, or destroyed under official supervision.

In the Customs clearance of such objects and materials, all reductions and facilities admissible under the respective national laws shall be applied.

Passengers, baggage, and goods in transit shall be placed under Customs supervision. Such baggage and goods shall be exempt from Customs duties.

§ 7.

In the event of a forced landing or other accident to aeroplanes of the concessionary enterprises, the local authorities shall be required to afford to them, on payment of the actual expenses incurred, the same aid and assistance as are accorded to national aeroplanes.

§ 8.

The concessionary enterprises shall be required :

(a) To observe the provisions of the Convention relating to regulation of aerial navigation dated October 13th, 1919 ;

(b) To conform to the laws and regulations in force in the respective territories of the two High Contracting Parties.

§ 9.

The concessionary enterprise, designated by one of the High Contracting Parties, shall employ in its service in the territory of the other Contracting Party Yugoslav and Greek nationals only.

§ 10.

Each concessionary enterprise shall be required to transport air mails on conditions fixed by an agreement which will be concluded between it and the Postal Administration of the other Contracting Party on the basis of a previous arrangement between the Postal Administrations of the two High Contracting Parties.

§ 11.

The concessionary enterprises may not cede their concessions, either wholly or in part, to other enterprises of their States without the consent of the competent Air Authorities of their own States.

§ 12.

Each of the two High Contracting Parties reserves the right to substitute for the enterprise previously designated another national enterprise, to which the same concession will be granted by the other Contracting Party.

The enterprise dispossessed by its Government shall not on that account have any right to claim an indemnity from the other Contracting Party.

§ 13.

In case of an infringement of the provisions of the present Convention by employees of the concessionary enterprises, either High Contracting Party may demand the withdrawal of such employees from its territory.

In case of repeated infringements or a grave infringement, either High Contracting Party may cancel the concession of the enterprise involved, at the same time according the same concession to another enterprise designated by the other High Contracting Party.

§ 14.

In case one of the High Contracting Parties should cease to be party to the Convention relating to the regulation of aerial navigation dated October 13th, 1919, the present Convention shall remain in force, but shall be revised at the request of one of the High Contracting Parties.

§ 15.

The details of the application of the present Convention shall be settled by a special agreement to be concluded direct between the competent Air Administrations of the two High Contracting Parties.

§ 16.

Disputes relating to the application of the present Convention which cannot be settled through the diplomatic channel shall, at the request of one of the High Contracting Parties, be submitted to the decision of an Arbitral Tribunal.

Such Tribunal shall be constituted in the following manner :

Within one month of the date on which one of the High Contracting Parties has communicated to the other High Contracting Party the request for the constitution of an Arbitral Tribunal, each of the High Contracting Parties shall designate an arbitrator.

Within the month next following, the arbitrators shall meet to choose an umpire by joint agreement.

If the arbitrators cannot agree on the choice of the umpire, the High Contracting Parties shall each designate a third party State, and the third party States so designated shall proceed to nominate the umpire, either by common agreement or by each proposing a name and then determining the choice by lot.

The decisions of the Arbitral Tribunal shall be binding on the High Contracting Parties.

The costs of the arbitration shall be fixed by the Tribunal, and shall be borne by the High Contracting Parties in equal shares.

§ 17.

The present Convention shall be ratified and the instruments of ratification shall be exchanged at Athens as soon as possible.

It shall remain in force for an initial period of two years, dating from the exchange of ratifications. Unless it has been denounced in advance six months before the expiration of the said period, the Convention shall continue in force for successive periods of two years, with the option of determining it by giving notice six months before the end of the current two-year period.

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

Done at Athens, in duplicate, this 22nd day of July, one thousand nine hundred and thirty-three.

(L. S.) B. CHRISTITCH, *m. p.*

(L. S.) J. RHALLIS, *m. p.*
