

CANADA

TREATY SERIES, 1948

No. 17

FINAL ACT

OF THE

INTERNATIONAL CIVIL AVIATION ORGANIZATION CONFERENCE ON AIR NAVIGATION SERVICES IN ICELAND

Held at Geneva from June 8 to 25, 1948



OTTAWA
EDMOND CLOUTIER, C.M.G., B.A., L.Ph.,
KING'S PRINTER AND CONTROLLER OF STATIONERY

1949

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FINAL ACT OF THE INTERNATIONAL CIVIL AVIATION ORGANIZATION CONFERENCE ON AIR NAVIGATION SERVICES IN ICELAND HELD AT GENEVA FROM JUNE 8 TO 25, 1948.

The Governments of BELGIUM, CANADA, DENMARK, FRANCE, ICELAND, the NETHERLANDS, NORWAY, SWEDEN, the UNITED KINGDOM, and the UNITED STATES OF AMERICA,

Having accepted as interested States of the North Atlantic Region the invitation extended to them by the International Civil Aviation Organization to be represented at a Conference, initiated by the Council of the Organization under Chapter XV of the Convention on International Civil Aviation, to agree upon financial aid requested by the Government of Iceland for its Air Traffic Control, Communications and Meteorological Services.

Appointed their respective Delegates hereinafter mentioned:

(Here follow the names of the Delegates)

Who met at Geneva, in the Palais des Nations, on June 8, 1948, under the temporary presidency of Dr. Edward Warner, President of the Council of the International Civil Aviation Organization.

The following representatives of the International Meteorological Organization:

(Here follow the names of the representatives)

attended the Conference in response to an invitation extended by the International Civil Aviation Organization.

Dr. Warner attended the Conference throughout, as did Dr. K. N. E. Bradfield, Council Representative for Australia and Acting Chairman of the Council's Committee on Joint Support of Air Navigation Services. In addition to Dr. Albert Roper, Secretary General of the Organization, the following members of the Secretariat assisted in the work:

(Here follow the names of the members of the Secretariat)

Sir Frederick Tymms, head of the United Kingdom Delegation, was elected Chairman of the Conference, and Mr. Carl Ljungberg, head of the Swedish Delegation, Vice-Chairman.

Dr. Dubsy, member of the Secretariat of the International Civil Aviation Organization, acted as Secretary; Dr. Pépin was designated as Legal Adviser to the Conference; Dr. Bradfield gave valuable assistance on civil engineering matters.

The Conference set up:

a Technical Working Group with Mr. Stuart Graham (Canada) as Chairman and Dr. Dubsy as Secretary;

a Financial Working Group with Mr. Edward S. Prentice (United States) as Chairman and Mr. Weld, member of the Secretariat of the Organization, as Secretary; and

a Legal (Drafting) Working Group with Brig. R. O. Wilberforce (United Kingdom) replaced by Brig. C. S. Booth (Canada) as Chairman and Dr. J. A. Fruin, member of the Secretariat of the Organization, as Secretary.

The Final Plenary Meeting of the Conference was held on June 25, 1948.

As a result of the deliberations of the Conference, the following Reports were adopted and will be set forth in the published proceedings of the Conference:

The Final Report of the Technical Working Group, together with the Recommendations contained therein (DOC JSI-23).

Tech-3

The Final Report of the Financial Working Group, together with the Recommendations contained therein (DOC JSI-32).

Fi-8

II

The Conference agreed that financial aid should be rendered to the Government of Iceland pursuant to Chapter XV of the Convention on International Civil Aviation under conditions and with recommendations to the Governments of Iceland and of the participating States, and to the Council of the Organization, as set forth in the following Resolution:

WHEREAS the Council of the International Civil Aviation Organization (hereinafter called respectively "the Council" and "the Organization") on April 17, 1946, and May 9, 1946, adopted the recommendations of the North Atlantic Route Service Conference held in Dublin in March, 1946, in regard to Air Traffic Control, Communications and Meteorological Services in Iceland (hereinafter called the "Services");

WHEREAS the Government of Iceland (hereinafter called "Iceland") gave notice at the North Atlantic Route Service Conference that it would be unable in the future to maintain the Services without financial aid and, in accordance with Chapter XV of the Convention on International Civil Aviation (hereinafter called "the Convention"), has made a request to the Council for such financial aid;

WHEREAS with a view to providing such aid, the Council has consulted with Iceland and with the other States (hereinafter called the "States") whose airlines operate international air services across the North Atlantic;

WHEREAS the States are of the opinion that the aforesaid request by Iceland is justified and that the Council should conclude with Iceland an appropriate agreement pursuant to Chapter XV of the Convention for the purpose of providing such financial aid; and

WHEREAS Iceland has agreed to contribute, for the period after 1948, 17.5 per cent of the total cost of the Services in consideration of the aeronautical and indirect benefits to Iceland arising from the proposed arrangement,

NOW THEREFORE, THE CONFERENCE RECOMMENDS that, for the aforesaid purposes, the Council should assess to each State the requisite amounts, and that each State should consent to such assessment, upon the following terms and conditions (which together are hereinafter called the "Arrangement"):

1. (a) The Council should forthwith enter into an agreement with Iceland* (hereinafter called "the Agreement") to give effect to this Arrangement and in particular for the purposes of ensuring the operation and maintenance of the Services substantially as set forth in Schedule A of Annex I hereto; the provision, operation and maintenance of

*The Agreement between the Council of the International Civil Aviation Organization and the Government of Iceland was concluded in Montreal on September 16, 1948.

the new Services substantially as set forth in Schedule B of Annex I hereto; and the provision, operation and maintenance of such additional Services as may be mutually agreed upon by Iceland and the Council, subject to the consent of the States in any case where the addition is of a substantial nature.

- (b) The Agreement should provide that Iceland should not incur any capital expenditures in respect of the Services without the prior approval of the Council, except for renewal of equipment from the provision for depreciation.
- 2. (a) The Council should assess each State, in accordance with Article 73 of the Convention, and each State should consent to be assessed, in the amounts specified in the last column of the following table with respect to the provision of the Services during the period ending December 31, 1948,* it being understood that the amounts paid by the United States should be allocated to that portion of the total amount to be paid for the years 1947 and 1948.

	Per-centage	Amount Payable to Iceland	Amount of Assessment Icelandic Kronur
Belgium	1.2	90,000	92,400
Canada	9.3	697,500	716,100
Denmark	1.85	139,300	143,000
France	4.6	345,000	354,200
Netherlands	5.6	420,000	431,200
Norway	1.85	139,300	143,000
Sweden	2.8	208,900	214,500
United Kingdom	11.1	832,500	854,700
United States	61.7	4,627,500	4,750,900
Total	100.0	7,500,000	7,700,000

- (b) The total assessment includes:
 - (i) a sum of 7,500,000 kronur for partial reimbursement to Iceland of expenses incurred during the period ending December 31, 1948; and
 - (ii) an additional sum of 200,000 kronur to be used for the following purposes; to reimburse the Organization for its extraordinary expenses as specified in paragraph 2(d), incurred during the same period, and to provide funds from which the Council may meet deficiencies in payment of assessments.
- (c) The amount assessed to each State hereunder should, subject to paragraph 11, become due forthwith upon receipt by the Council of the consent to assessment and should be paid if possible not later than December 31, 1948.
- (d) Out of the amount of the assessment provided for in this paragraph, the Organization should be entitled to receive a payment not exceeding \$8,000 on account of its extraordinary expenses incidental to this Arrangement incurred during the period ending December 31, 1948.

3. In respect of each calendar year, commencing with the year 1949, the Council should assess to each State, in accordance with Article 73 of the Convention, and each State should consent to be assessed,† amounts determined by the Council in accordance with the following provisions:

- (a) The Council should determine the total amount of assessment for each calendar year subsequent to 1949:

* On October 12, 1948, Canada consented to its assessment for the period ending December 31, 1948.
 † On October 12, 1948. Canada consented to its assessment for the calendar year 1949.

- (i) by taking the estimated total cost of the Services for that year computed in accordance with the provisions of Annexes II and III hereto,
- (ii) by deducting from such cost the portion thereof to be borne by Iceland, namely 17.5 per cent, and
- (iii) by adding to the balance an amount not in excess of 10 per cent of such balance.
- (b) The purpose of the additional assessment provided for in paragraph 3(a) (iii) should be to meet
- (i) payments to the Organization for its extraordinary expenses in accordance with paragraph 7,
- (ii) payments actually due to Iceland for approved expenditure in excess of the estimated amount on which the original assessments for the year were based; or
- (iii) deficiencies in payment of assessments.
- (c) The assessments for 1949, computed in accordance with the provisions of paragraph 3(a) and based on a total estimated expenditure of 3,977,741 kronur in respect of that year, should be as follows:

	Per-centage	Amount Payable to Iceland Icelandic Kronur	Amount of Assessment
Belgium	1.8	71,599	78,758
Canada	7.1	282,419	310,661
Denmark	1.7	67,622	74,385
France	4.1	163,087	179,396
Netherlands	4.9	194,909	214,400
Norway	1.7	67,622	74,385
Sweden	2.6	103,421	113,763
United Kingdom	9.9	393,796	433,176
United States	48.7	1,937,161	2,130,876
Total	82.5	3,281,636	3,609,800

- (d) Any assessment made to a State under this paragraph 3 should not in any case exceed the maximum assessment to that State specified in the following table, except with the consent of the State given in accordance with paragraph 4(c). The total of the maximum assessments set out herein is based on an estimated maximum expenditure on the Services for any future year of 4,225,000 kronur.

	Per-centage	Maximum Assessment Icelandic Kronur
Belgium	1.8	83,655
Canada	7.1	329,973
Denmark	1.7	79,672
France	4.1	190,547
Netherlands	4.9	227,728
Norway	1.7	79,672
Sweden	2.6	119,508
United Kingdom	9.9	460,102
United States	48.7	2,263,333
Total	82.5	3,834,190

- (e) The amount assessed to each State hereunder should become due and payable on the first day of each year; provided that at the discretion of any State, its assessment might be paid in quarterly instalments in which case payments should be made not later than the first day of each quarter.

4. (a) (i) On or before September 1 in each year commencing with 1949, each State should furnish to the Council, in such form as the Council may prescribe full particulars of actual flights by its scheduled air services using the Services during the twelve

months' period ending June 30 in such year, together with such additional information concerning other aircraft movements as the Council may require for the purpose of determining the proportional use of the Services by its aircraft.

(ii) Upon receipt of the said information, the Council should review the percentages of assessment set forth in paragraph 3 and if necessary should establish different percentages to take effect in substitution for the percentages therein set forth.

(iii) In carrying out such review, the Council should be governed by the principle that the cost of operation, maintenance and development of the Services should be borne in proportion to the aeronautical benefits, and so far as practicable should take into account the non-aeronautical benefits, derived by each State from the Services.

(iv) In determining the aeronautical benefits derived by any State, the Council may disregard any temporary reduction in the use made of the Services by the aircraft of that State by reason of special circumstances arising within such State.

(b) In the event that any State does not consent to assessment or fails to make payment of the amount assessed to it, or withdraws from participation in this Arrangement, or a state not named in paragraph 3 agrees to participate in this Arrangement, the Council should, to the extent appropriate, establish different percentages to take effect in substitution for those set forth in paragraph 3.

(c) In the event that the establishment of different percentages under this paragraph results in assessment to any State in excess of the amount of the assessment set forth in paragraph 3(d), the consent of such State to the increased assessment should be secured.

5. (a) Each State should normally pay its assessment in its own currency to the Council. However, any State in its discretion may pay directly to Iceland that proportion of its assessment due to Iceland, provided that the portion of Canada's assessment paid to the Council should be sufficient to meet the extraordinary expenses of the Organization referred to in paragraph 3. Any payment made by a State to Iceland should be made in its own currency unless Iceland agrees otherwise.

(b) Payments should be made at the prevailing official rate of exchange between Iceland and the State concerned.

6. (a) The payments made to Iceland on the basis of estimates of expenditure should be subsequently adjusted on the basis of actual approved expenditure.

(b) The Council should maintain accounts of all receipts and disbursements under this Arrangement and account to the States therefor. The Council should carry out an annual audit of expenditures by Iceland in connection with the Agreement, and should submit reports on such audit to the States and Iceland. The said accounts of the Council should be closed at the end of each calendar year and any surplus remaining should be appropriately applied in reduction of the assessments for the succeeding calendar year.

7. The Council should reimburse to the Organization, from the amounts received, extraordinary expenditures incidental to this Arrangement.

8. (a) In the event that aircraft of any state not referred to in paragraph 3 appear to benefit from the Services to an extent which, in the opinion of the Council, justifies such course, the Council should enter into negotiations with such state for the purpose of providing for its participation in this Arrangement.

(b) The Council should make suitable arrangements to ensure that any charges imposed by Iceland with the consent of the Council, or by the Organization, for the use of the Services should, as to 82.5 per cent thereof, be offset against the assessments to States under this Arrangement.

9. The Council should supervise and, from time to time, inspect the operation of the Services, and submit periodical technical reports thereon to the States.

10. The Council should convene a meeting of the States, and other interested States:

(a) When requested by two or more of the States, or by any one State if a meeting has not been held during the previous five years;

(b) When substantial failure of States to accept this Arrangement or to pay their assessments, or withdrawal of any one or more States necessitates a revision of assessments which cannot be settled by the procedure prescribed in paragraph 4(c); or

(c) When for any other reason in the opinion of the Council such a meeting is necessary.

11. (a) No consent to the initial assessment hereunder should become effective until consents, in form satisfactory to the Council, have been received by the Council from States representing an aggregate of not less than 80 per cent of the total assessments prescribed in paragraph 2.

(b) Consent to the initial assessment hereunder should constitute agreement to continuing participation in this Arrangement, provided that such consent should not constitute commitment of funds for any future period until such funds are made available by the appropriate legislative body in any case where such action is required.

12. (a) Any withdrawal from participation in this Arrangement should be effective on December 31 in any year, provided that notification thereof in writing is received by the Council before the preceding March 1.

(b) Notwithstanding the provisions of paragraph 12(a), in the event of any emergency arising which is beyond the control of the State concerned and which prevents such State from making use of the Services, such State may withdraw from participation in this Arrangement upon three months' notice in writing to the Council.

(c) In the event of the termination by the Council of the Agreement for any cause arising out of this Arrangement at any time when there is any balance unrecovered by Iceland on account of capital expenditures undertaken by Iceland pursuant to the Agreement, the States should consult with the Council and Iceland to determine an equitable amount of compensation to be paid to Iceland on account thereof and further should agree to be assessed for such compensation in proportion to the assessments then in effect pursuant to paragraphs 3 and 4 subject to adjustment for any contribution payable under paragraph 12(d).

(d) Any State which withdraws from participation in this Arrangement pursuant to paragraph 12(a) or 12(b) should continue to be liable to an assessment on account of capital expenditures previously undertaken by Iceland pursuant to the Agreement, proportionate to its assessment at the time of such withdrawal. Such assessment should be made in accordance with paragraph 12(c).

ANNEX I

SCHEDULE A

EXISTING SERVICES

1. *Communication Services*

1.1 An aeronautical fixed station providing for the continuous operation of the following fixed circuits, the station to comprise a combination of transmitters located at Rjupnahaed, with the receivers and operating centre at Gufunes:

- (a) Reykjavik (TFW)—Prestwick (GJR)
- (b) Reykjavik (TFW)—Shannon (EIP)—Stockholm (SEF) Stavanger (Sola)
- (c) Reykjavik (TFW)—Gander

1.2 An aeronautical land station providing for communication with aircraft within the Icelandic ATC Area on the following frequencies: North Atlantic "B" Group 333, 2912, 6543, 8485, 11306 Kcs. Emergency 6210 Kcs. continuous. The frequencies are subject to change to conform with ITU requirements. The station to comprise a combination of transmitters located at Rjupnahaed, with the receivers and operating centre at Gufunes.

2. *Air Traffic Control Services*

2.1 An area control, located at Reykjavik, to be maintained in continuous operation to protect and safeguard North Atlantic international air operations through the Icelandic control area.

3. *Meteorological Services*

3.1 A main meteorological office located at Reykjavik providing meteorological services in accordance with the ICAO procedures in force in the North Atlantic Region, including:

3.1.1 The preparation and display of:

3.1.1.1 Surface synoptic charts embracing the North Atlantic Region for the main synoptic hours of 00, 06, 12 and 18 GMT.

3.1.1.2 Surface synoptic charts embracing a part of the North Atlantic Region for the intermediate synoptic hours of 03, 09, 15 and 21 GMT.

3.1.1.3 Prognostic surface charts embracing the North Atlantic Region based on the synoptic charts prescribed in 3.1.1.1.

3.1.1.4 Contour charts embracing the North Atlantic Region for the 700 and 500 millibar surfaces, at least twice daily.

3.1.1.5 Thermodynamic diagram of upper air soundings made at selected stations in the North Atlantic Region, including Scandinavia and the Eastern Seaboard of North America.

- 3.1.1.6 Route, flight, area and terminal forecasts and amendments thereto, as required for international operations including operational planning.
- 3.1.1.7 Routine terminal forecasts and any necessary amendments thereto for Keflavik and Reykjavik Aerodromes.
- 3.1.1.8 Warnings of hazardous weather.
- 3.2 Hourly observations for aircraft to be made at Reykjavik Aerodrome, and special observations on request and whenever rapid deterioration or improvements in weather conditions occur.
- 3.3 Synoptic surface observations at the stations listed below at the hours of 00, 03, 06, 09, 12, 15, 18, 21 GMT:
- | | |
|---------------|---------------|
| Reykjavik | Raufarhofn |
| Keflavik | Dalatangi |
| Stykkisholmur | Holar |
| Belungarvik | Vestmannayjar |
| Akureyri | |
- 3.4 The collection and dissemination of meteorological information as required by operational centres and meteorological offices in the North Atlantic Region.

4. Inter-communication Services

- 4.1 Teleprinter services on a continuous basis between the following centres:
- | | |
|--|---|
| Radio receiving centre (Gufunes) | Air traffic control centre, Reykjavik; for Air/Ground service only. |
| Radio receiving centre | Air traffic control centre, Reykjavik; point to point service. |
| Radio receiving centre | Meteorological office, Reykjavik. |
| Radio receiving centre | Meteorological office, Keflavik. |
| Radio receiving centre | Communications centre, Keflavik. |
| Air traffic control centre | Meteorological office, Reykjavik. |
| Air traffic control centre | Meteorological office, Keflavik. |
| Meteorological office Reykjavik | Meteorological office, Keflavik. |
- 4.2 Direct telephone services on a continuous basis between the following centres:
- | | |
|--|---|
| Radio receiving centre (Gufunes) | Air traffic control centre, Reykjavik. |
| Radio receiving centre | Meteorological office, Reykjavik. |
| Radio receiving centre | Radio transmitting station, Rjupnahaed. |
| Radio receiving centre | Communications centre, Keflavik. |

- Air traffic control centre Communications centre, Keflavik.
- Air traffic control centre Meteorological office, Reykjavik.
- Meteorological office Reykjavik Meteorological office, Keflavik.

SCHEDULE B

1. New Services to be provided and put into operation by the Government of Iceland

- 1.1 Broadcasts of meteorological reports for aircraft in conformity with the supplementary procedures for the North Atlantic Region.
- 1.2 To supplement the existing communication facilities in the event of land line failure, VHF communications between the Radio Receiving Centre and
 - (a) the Area Control Centre.
 - (b) Keflavik Aerodrome.

DIRECT EXPENSES FOR OPERATION OF THE AIR NAVIGATION SERVICES LISTED IN ANNEX I

- 1. Salaries of regular personnel
- Basic salaries adjusted to the cost of living index for wages established by the Government of Iceland from time to time, plus allowances for recreation leave, sickness, social insurance and other benefits
- 2. Payment to Meteorological Observers at Main Meteorological Office and 25 per cent of payments to Observers for synoptic messages
- 3. Electric Power. At rates charged to the Government of Iceland in regard to comparable services
- 4. Telephone and Telephone Services provided exclusively for communications between operating centres to be charged at regular Governmental rates for such services
- 5. Transportation
 - 5.1 Operation of operating staff between Reykjavik and Receiving Station (Gunnar) and Transmitting Station (Rjupnahar) at lowest available rates
 - 5.2 Operation of operating staff in between stations at lowest available rates
 - 5.3 Miscellaneous operating expenses
 - 5.4 Heating
 - 5.5 Cleaning
 - 5.6 Lighting
 - 5.7 Operation of standby plant (oil)
 - 5.8 Essential telephone, telegraph and cable costs other than those covered in para. 4
 - 5.9 Stationery and miscellaneous supplies
- 7. Such unforeseen additional necessary expenses as may be approved by the Council

ANNEX II

BASIS OF COMPUTATION OF ANNUAL COST

Estimates and accounts rendered by the Government of Iceland on the cost of operating and maintaining:

- (1) The Radio Transmitting Station at Rjupnahaed
- (2) The Radio Receiving Station at Gufunes
- (3) The Air Traffic Control Service
- (4) Meteorological Service for international air services in the North Atlantic

shall be based on the elements enumerated in Schedules A, B and C of this Annex.

Iceland shall not include, in the estimates or costs of the Services, customs or other duties on equipment or materials imported into Iceland for direct and exclusive application to the purposes of the Agreement.

SCHEDULE A (OPERATION)

DIRECT EXPENSES FOR OPERATION OF THE AIR NAVIGATION SERVICES LISTED IN ANNEX I

1. *Salaries of regular personnel*

Basic salaries adjusted to the cost of living index for wages established by the Government of Iceland from time to time, plus allowances for recreation leave, sickness, social insurance and overtime.

2. *Payment to Meteorological Observers at Main Meteorological Office and 88 per cent of payments to Observers for synoptic messages.*3. *Electric Power*, at rates charged to the Government of Iceland in regard to comparable services.4. *Teleprinter and Telephone Services*, provided exclusively for communications between operating centres to be charged at regular Governmental rates for such services.5. *Transportation*

Transportation of operating staff between Reykjavik and Receiving Station (Gufunes) and Transmitting Station (Rjupnahaed) at lowest available rates.

6. *Miscellaneous operating expenses*

6.1 Heating

6.2 Cleaning

6.3 Lighting

6.4 Operation of standby plant (oil)

6.5 Essential telephone, telegraph and cable costs other than those covered in para. 4

6.6 Stationery and miscellaneous supplies

7. Such unforeseen additional necessary expenses as may be approved by the Council.

SCHEDULE B (MAINTENANCE)

DIRECT EXPENSES FOR THE MAINTENANCE OF THE AIR NAVIGATION SERVICES LISTED IN ANNEX I

1. *Salaries of regular maintenance staff*
To be computed as in Schedule A, para. 1.
2. *Special maintenance, labour and material*
 - 2.1 Labour other than that covered in paras. 1 and 2 of Schedule A.
 - 2.2 Aerial (wires, insulation and fittings).
 - 2.3 Mast replacements.
 - 2.4 Electrical maintenance (cabling and gear).
 - 2.5 Maintenance of masts and temporary buildings.
 - 2.6 Diesel engine maintenance.
 - 2.7 Tube replacements.
 - 2.8 Miscellaneous material.

SCHEDULE C

INDIRECT EXPENSES

1. *Miscellaneous Overhead including Administration*
For administration of the services listed in Annex I, a charge of 10 per cent on the total direct expenses on items listed in Schedules A and B of this Annex.
2. *Depreciation of Buildings and Equipment*
 - 2.1 For depreciation of permanent buildings, a charge of 2 per cent per annum of the value specified in Column 2 in Annex III.
 - 2.2 For depreciation of radio equipment, a charge of 10 per cent per annum of the value specified in Column 4 of Annex III.
3. *Maintenance of Buildings*
For maintenance of permanent buildings, a charge of 2 per cent per annum of the value specified in Column 2 in Annex III.
4. *Interest*
For interest on capital invested in land, buildings and equipment, a charge not to exceed 6 per cent per annum of the value specified in Annex III as adjusted by annual depreciation and taking into account renewals of equipment met from provision for depreciation.

80,000 80,000

ANNEX III—SCHEDULE A

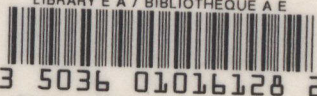
EXISTING BUILDINGS, EQUIPMENT AND LAND USED IN THE OPERATION OF SERVICES LISTED IN ANNEX I

	Buildings		Equipment		Date for commencement of depreciation		Land	
	Agreed value in Kronur	Proportion of agreed value on which interest and depreciation accrue	Agreed value in Kronur	Proportion of agreed value on which interest and depreciation accrue	Building	Equipment	Agreed value in Kronur	Proportion of agreed value on which interest is paid
1. Transmitting Station (Rjupnaaed)								
1.1 Transmitter Building	Nil							
1.2 Other Buildings.....	Nil						See 1.6	
1.3 Transmitters.....			2,500,000					
1.4 Power Plant.....			200,000					
1.5 Batteries.....			Nil					
1.6 Masts. Aerials.....			400,000				200,000	150,000
2. Receiving Station (Gufunes)								
2.1 Receiver Building...	600,000	400,000		1,700,000	1/1/48	1/1/48		
2.2 Quarters.....							See 2.6	
2.3 Other buildings.....								
2.4 Receivers.....			120,000					
2.5 Power Plant.....			60,000					
2.6 Masts. Aerials.....			250,000					
3. Air Traffic Control								
3.1 Building.....	Nil							
3.2 Radio equipment (see 1.3 and 2.4).....								
3.3 Other equipment.....	Nil							
4. Meteorological Services								
4.1 Building.....								
4.2 Instruments.....								
4.3 Other equipment.....								

ANNEX III—SCHEDULE B

ADDITIONAL BUILDINGS AND EQUIPMENT REQUIRED FOR USE IN THE OPERATION OF SERVICES LISTED IN ANNEX I

	Buildings		Equipment		Date for commencement of depreciation		Land	
	Agreed value in Kronur	Proportion of agreed value on which interest and depreciation accrue	Agreed value in Kronur	Proportion of agreed value on which interest and depreciation accrue	Building	Equipment	Agreed value in Kronur	Proportion of agreed value on which interest is paid
1. New Building for Radio Transmitters (Rjupnaaed).....	Value to be agreed by the Council before construction commences	Value to be agreed by the Council before construction commences					See Schedule A, 1.6	
2. VHF Radio intercommunication equipment.....			80,000	80,000				



III

The Conference considered whether the services connected with the Loran Station at Vik in Iceland should be included in one arrangement with the Services referred to in the foregoing Resolution. It reached the conclusion that the inclusion of this Loran Station would unduly complicate the arrangement and therefore recommends that, for the time being, the financing of the Loran Station continue under the present provisional arrangement relating thereto.

EXCHANGE OF NOTES

IV

(July 7, 1948)

The Delegates of the participating Governments undertake to use their best endeavours to secure from their respective Governments an early indication of their consent to the assessments and conditions as hereinbefore set forth and such action by them as is required to implement this Final Act.

IN WITNESS WHEREOF the following Delegates sign the present Final Act.

DONE at Geneva, the twenty-sixth day of June in the year nineteen hundred forty-eight in the English and French languages in a single copy which shall be deposited in the archives of the International Civil Aviation Organization, where it will remain open for signature. In the event of any difference of interpretation as arising between the English and French texts, it should be the responsibility of the Council to resolve such differences. Certified copies of this Final Act shall be transmitted by the Secretary General of the Organization to each of the Governments represented at the Conference.

(Here follow the names of the signatories for Belgium [Reservation: The Belgian Government will make payment of its contributions only when an equitable adjustment shall have been made in its favour in the allocation of the charges imposed in respect of the aggregate facilities relating to the safety of air navigation on the North Atlantic] Canada, Denmark, France, Iceland, the Netherlands, Norway, Sweden, the United Kingdom, the United States)

Effective July 7, 1948

OTTAWA

EDMUND CLOUTIER, C.M.G., B.A., L.P.S.

KING'S PRINTER AND CONTROLLER OF STATIONERY

1948

43-708-16

ANNEX B
 ADDITIONAL BUILDINGS AND EQUIPMENT REQUIRED FOR THE OPERATION OF THE SERVICE LISTED IN ANNEX I

The Conference considered whether the services connected with the Loran Station at Vik in Iceland should be included in one arrangement with the services referred to in the foregoing Resolution. It reached the conclusion that the inclusion of this Loran Station would unduly complicate the arrangement and therefore recommends that for the time being the financing of the Loran Station should continue under the present provisional arrangement relating thereto.

Value in Kroner	Estimated and actual costs	Value in Kroner	Estimated and actual costs	Building	Equipment

The Delegates of the participating Governments undertake to use their best endeavours to secure from their respective Governments in early instances their consent to the assessments and conditions hereinafter set forth such action by them as is required to implement this Final Act.

In Witness Whereof the following Delegates sign the present Final Act.

Done at Geneva, the twenty-sixth day of June in the year nineteen hundred and thirty-eight in the English and French languages in a single copy which shall be deposited in the archives of the International Civil Aviation Organisation. It will remain open for signature. In the event of any difference of interpretation as arising between the English and French texts it should be the responsibility of the Council to resolve such differences. Certified copies of the Final Act shall be transmitted by the Secretary General of the Organisation to each of the Governments represented at the Conference.

(Here follow the names of the signatories for Belgium [Belgium] The Belgian Government will make payment of its contribution only when an equitable adjustment shall have been made in its favour in the allocation of the charges imposed in respect of the appropriate facilities relating to the safety of air navigation on the North Atlantic Canada, Denmark, France, Iceland, the Netherlands, Norway, Sweden, the United Kingdom, the United States)

ANNEX B
 ADDITIONAL BUILDINGS AND EQUIPMENT REQUIRED FOR THE OPERATION OF THE SERVICE LISTED IN ANNEX I

Description	Buildings		Equipment		Date for commencement of deployment		Agreed value in Kroner
	Agreed value in Kroner	Proportion of agreed value to be met by the Contracting States	Agreed value in Kroner	Proportion of agreed value to be met by the Contracting States	Building	Equipment	
1. New Building for Radio Transmission (Kjupna-lund)	Value to be agreed by the Contracting States	Value to be agreed by the Contracting States					See Schedule A. 1. 1. 2.
2. VHF Radio Communication value equipment			50,000	50,000			