

TRACTATENBLAD

VAN HET

KONINKRIJK DER NEDERLANDEN

JAARGANG 1983 Nr. 109

A. TITEL

Overeenkomst inzake gezamenlijke financiering van bepaalde diensten voor de luchtvaartnavigatie in IJsland, met Bijlagen; Genève, 25 september 1956

B. TEKST

De Engelse tekst van Overeenkomst en Bijlagen is geplaatst in *Trb.* 1957, 113. Zie ook rubriek J van *Trb.* 1958, 91, *Trb.* 1960, 8, *Trb.* 1961, 50 en *Trb.* 1982, 196.

De tekst van Bijlagen I, II en III, zoals die tot 14 maart 1983 is gewijzigd en aangevuld, volgt hieronder:

ANNEX I – THE SERVICES

PART I – AIR TRAFFIC SERVICES

An area control centre located at Reykjavik (6408N 2156W) to be in continuous operation to safeguard the North Atlantic international operations through the Reykjavik control area, including pilot/controller VHF communications through a station at Blálfjoell, and the extraction, transmission and display of information from a secondary surveillance radar (SSR) at Keflavik.

PART II – METEOROLOGICAL SERVICES

A. Surface and upper-air synoptic observations to be made at the following meteorological stations in accordance with the following table and the reports to be transmitted to Reykjavik as designated in Part III:

<i>Meteorological stations and their locations¹⁾</i>	<i>Surface synoptic observations 3-hourly (at 00, 03, 06, 09, 12, 15, 18 and 21 GMT)</i>	<i>Hourly observations</i>	<i>Upper-air observations (at 00 and 12 GMT)</i>	
			<i>Radio-sonde</i>	<i>Radio-wind</i>
1. Galtarviti 6610N 2334W	8			
2. Höfn 6415N 1511W	8			
3. Keflavik 6359N 2237W	8	24 ²⁾	2	2

B. The following services by the meteorological office located at Reykjavik (6408N 2154W):

1. provision of routine aerodrome forecasts and necessary amendments for Keflavik and Reykjavik;
2. provision of area meteorological watch for the newly expanded Reykjavik FIR including the issue of SIGMET information.

¹⁾ The above stations may be moved by the Icelandic Authorities within 25 km from the specified positions as long as neither the capital nor the operating costs with which this Agreement is concerned are thereby increased. Where such costs would be increased, the proposed relocation shall be submitted to the Council for prior approval.

²⁾ Plus any necessary special observations.

PART III – AERONAUTICAL AND METEOROLOGICAL COMMUNICATIONS SERVICES

Telecommunication services to be provided as follows:

A. Reykjavik

1. Collection of meteorological reports from jointly financed synoptic stations in Iceland and their re-transmission to Regional Telecommunications Hub Bracknell.
2. Reception of meteorological reports from jointly financed synoptic stations in Greenland and their re-transmission to Regional Telecommunications Hub Bracknell.¹⁾

3. Reception of meteorological messages originating in Europe and North America (except Greenland) from Regional Telecommunications Hub Bracknell.

4. Aeronautical mobile service with aircraft on VHF.

5. Landline teletypewriter services:

a) MET Keflavik – MET receiving unit Reykjavik.

b) Reykjavik cable office – MET receiving unit Reykjavik.

6. Telephone services:

a) ATC Reykjavik – approach control/aerodrome control tower Keflavik.

b) ATC Reykjavik – MET Reykjavik.

c) MET Reykjavik – MET Keflavik.

d) ATC Reykjavik – ATC Gander.²⁾⁴⁾

e) ATC Reykjavik – OAC Prestwick (Shanwick).³⁾⁴⁾

f) ATC Reykjavik – ATC Edmonton.²⁾⁴⁾

g) ATC Reykjavik – ATC Stavanger and ATC Bodø.³⁾⁴⁾

7. Cable services: Regional Telecommunications Hub Bracknell – MET receiving unit Reykjavik.

B. Gufunes

1. Aeronautical mobile service with aircraft on HF and VHF extended range. The VHF extended range system comprises stations at Hafell, Thorbjorn, Gagnheidi and Thverfjall as well as the lines necessary for their remote control from Gufunes.

2. Landline teletypewriter services:

a) Gufunes – ATC Reykjavik (air/ground service).

b) Gufunes – ATC Reykjavik (point to point service).

c) Gufunes duplex – operations Keflavik and MET Reykjavik.

d) Gufunes – MET Keflavik, MET Reykjavik, ATC Reykjavik, (omnibus).

e) Gufunes – COM Keflavik.

3. Telephone services:

a) Gufunes – ATC Reykjavik.

b) Gufunes – Rjupnahaed.

c) Gufunes – MET receiving unit Reykjavik.

4. Remote keying services:

a) Gufunes – Rjupnahaed: 15 lines.

5. VHF communications between Gufunes, ATC Reykjavik and Keflavik aerodrome to supplement the above inter-communication services in the event of landline failure.

6. Cable telegraph services:⁸⁾a) Duplex teletypewriter service between Reykjavik (Gufunes) AFTN station and the AFTN station Søndre Strømfjord via Frederiksdal.⁴⁾⁵⁾b) Duplex teletypewriter service between the Gufunes (Reykjavik) AFTN station and the AFTN station at Montreal.⁴⁾⁶⁾⁷⁾c) Duplex teletypewriter service between the Gufunes (Reykjavik) AFTN station and the AFTN station at London.⁴⁾⁹⁾*C. Rjupnahaed*

Transmitting station.

1) Reception performed using the AFTN Re-transmission to Regional Telecommunications Hub Bracknell using the cable circuit listed in A7.

2) Voice channel of ICECAN cable.

3) Voice channel of SCOTICE cable.

4) The services listed under A 6 d), e), f) and g) and B 6 a), b) and c) are to be provided by landlines from ATC Reykjavik and Gufunes to the Civil Communications Centre of the PTT in Reykjavik, and from there by microwave radio links to Vestmannaeyjar where connexion is made with submarine cables to Greenland (and thence to Canada) and to the United Kingdom.

5) The service performed using the eastern segment of channel 1 of the ICECAN cable system and the VHF RTT circuit Frederiksdal – Søndre Strømfjord.

6) Channel 2 of the ICECAN cable.

7) The Gufunes (Reykjavik) AFTN station is to provide automatic relaying in both eastbound and westbound directions for message traffic handled on channel 2 of the ICECAN and SCOTICE cables.

8) In addition to the telegraph services listed in B 6, the ICECAN, SCOTICE cable systems passing through Iceland also contain two duplex channels (Channels 3 and 4 of the cable systems) connecting the AFTN stations at Montreal and London. These are "through" channels, access to which is not required at Reykjavik (Gufunes) for operational traffic.

9) Channels 1 and 2 of SCOTICE cable system.

PART IV – RADIO NAVIGATION AIDS

(Nil)

ANNEX II – INVENTORY

Station: ATC REYKJAVIK

(Calculated in Icelandic Kronur and U.S. Dollars)

Items	From JS-WP/1275 – Audited actual costs for 1981				Subject to audit	
	Initial value for purposes of annual depreciation 31/12/81	Depreciation received to 31/12/81	Renewals from depreciation to 31/12/81	Residual value as of 31/12/81	Approved new capital for implementation after 31/12/81	Renewals from depreciation after 31/12/81
1. Buildings and appurtenances thereto	–	–	–	–	–	–
2. Antenna towers and counterpoises	147	147	0	0	–	–
3. Machinery and tools	2 763	2 942	179	0	–	–
4. Communications equipment	68 130	26 885	4 270	45 515	\$ 35 150 ¹⁾	–
	\$ 171 492	\$ 17 150	0	\$ 154 342	\$ 29 155 ²⁾	–
5. SSR	342 000	307 800	0	34 200	\$ 373 517 ³⁾	342 000 ³⁾
6. Meteorological equipment	–	–	–	–	–	–
7. Vehicles	249	1 117	868	0	–	–
8. Office and housing equipment	1 292	1 361	183	114	–	–
9. Cables	379	379	0	0	–	–
Total	414 960	340 631	5 500	79 829		342 000
	\$ 171 492	\$ 17 150		\$ 154 342	\$ 437 822	

¹⁾ Additional cost of message distribution system (C-WP/7552, Appendix 1).

²⁾ Signalling system and switch for cable omnibus circuits (C-WP/7552).

³⁾ New equipment for extraction, transmission and display from SSR (C-WP/7472, JS-WP/1284).

Station: MET REYKJAVIK

(Calculated in Icelandic Kronur)

Items	From JS-WP/1275 – Audited actual costs for 1981				Subject to audit	
	Initial value for purposes of annual depreciation 31/12/81	Depreciation received to 31/12/81	Renewals from depreciation to 31/12/81	Residual value as of 31/12/81	Approved new capital for implementation after 31/12/81	Renewals from depreciation after 31/12/81
1. Buildings and appurtenances thereto	259	259	0	0	–	–
2. Antenna towers and counterpoises	–	–	–	–	–	–
3. Machinery and tools	–	–	–	–	–	–
4. Communications equipment	2 434	2 434	0	0	–	–
5. Cables	–	–	–	–	–	–
6. Meteorological equipment	–	–	–	–	23 000 ¹⁾	–
7. Vehicles	–	–	–	–	–	–
8. Office and housing equipment	–	–	–	–	–	–
Total	2 693	2 693	0	0	23 000	–

¹⁾ Wind direction transmitter and indicator at Galtarviti (C-WP/7552).

Station: MET KEFLAVIK

(Calculated in Icelandic Kronur)

Items	From JS-WP/1275 – Audited actual costs for 1981				Subject to audit	
	Initial value for purposes of annual depreciation 31/12/81	Depreciation received to 31/12/81	Renewals from depreciation to 31/12/81	Residual value as of 31/12/81	Approved new capital for implementation after 31/12/81	Renewals from depreciation after 31/12/81
1. Buildings and appurtenances thereto	11 083	10 563	0	520	–	–
2. Antenna towers and counterpoises	–	–	–	–	–	–
3. Machinery and tools	–	–	–	–	–	–
4. Communications equipment	984	984	0	0	–	–
5. Cables	–	–	–	–	–	–
6. Meteorological equipment	2 674	802	0	1 872	17 440 ¹⁾	–
7. Vehicles	8 550	22 122	13 572	0	51 450 ²⁾	8 550 ²⁾
8. Office and housing equipment	6 618	2 529	0	4 089	10 942 ³⁾	3 558 ³⁾
Total	29 909	37 000	13 572	6 481	79 832	12 108

¹⁾ Hydrogen generator and installation (C-WP/5496).

²⁾ Renewal of car (C-WP/7552).

³⁾ New furniture (C-WP/7385).

Station: COM RJUPNAHAED

(Calculated in Icelandic Kronur)

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Items	From JS-WP/1275 – Audited actual costs for 1981				Subject to audit	
	Initial value for purposes of annual depreciation 31/12/81	Depreciation received to 31/12/81	Renewals from depreciation to 31/12/81	Residual value as of 31/12/81	Approved new capital for implementation after 31/12/81	Renewals from depreciation after 31/12/81
1. Buildings and appurtenances thereto	43 923	88 079	44 156	0	–	–
2. Antenna towers and counterpoises	320 951	79 639	15 449	256 761	–	–
3. Machinery and tools	17 084	17 084	0	0	–	–
4. Communications equipment	207 978	191 408	108 937	125 507	157 253 ¹⁾	17 084 ¹⁾
5. Cables	–	–	–	–	–	–
6. Meteorological equipment	–	–	–	–	–	–
7. Vehicles	16 351	9 977	3 437	9 811	–	–
8. Office and housing equipment	–	–	–	–	–	–
Total	606 287	386 187	171 979	392 079	157 253	17 084

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¹⁾ Renewal of tractor with accessories (C-WP/7552).

Station: COM GUFUNES

(Calculated in Icelandic Kronur and U.S. Dollars)

Items	From JS-WP/1275 – Audited actual costs for 1981				Subject to audit	
	Initial value for purposes of annual depreciation 31/12/81	Depreciation received to 31/12/81	Renewals from depreciation to 31/12/81	Residual value as of 31/12/81	Approved new capital for implementation after 31/12/81	Renewals from depreciation after 31/12/81
1. Buildings and appurtenances thereto	4 590	3 028	1 360	2 922	–	–
	\$ 6 114	\$ 5 433	–	\$ 681	–	–
2. Antenna towers and counterpoises	136 190	90 297	64 712	110 605	7 177 ¹⁾	52 823 ¹⁾
3. Machinery and tools	12 515	13 235	720	0	–	–
4. Communications equipment	111 537	147 899	147 899	111 537	260 692 ²⁾	43 308 ²⁾
	\$ 379 314	\$ 113 793	–	\$ 265 521	16 849 ³⁾	16 753 ³⁾
5. Cables	–	–	–	–	–	–
6. Meteorological equipment	–	–	–	–	–	–
7. Vehicles	112 513	24 861	24 861	112 513	114 512 ⁴⁾	58 001 ⁴⁾
8. Office and housing equipment	633	464	0	169	–	–
Total	377 978	279 784	239 552	337 746	399 230	170 885
	\$ 385 428	\$ 119 226	–	\$ 266 202	–	–

¹⁾ Four antenna multi-couplers (JS-WP/1250 and C-WP/7552).

²⁾ Replacement of six receivers (C-WP's 7385 and 7552).

³⁾ Floppy disc (C-WP/7507).

⁴⁾ Replacement of vehicles (C-WP/7507 and 7552).

ANNEX III – FINANCIAL

SECTION I

1. Statements rendered by the Government of Iceland on the cost of operating and maintaining the Services set forth in Annex I shall be based on the elements enumerated in Parts A, B and C of Section II of this Annex. These estimates and accounts shall be rendered in accordance with a format and breakdown to be agreed upon between the Secretary General and the Government of Iceland. The Government of Iceland shall also provide, in a form agreed upon with the Secretary General, an annual statement showing any capital investment undertaken by Iceland in respect of the Services, including renewal of buildings or equipment met from provision for depreciation.

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

3. If in the year 1957 or any later year the use by the Government of Iceland of the Services for commercial purposes changes, that change shall be reflected by an appropriate change in the accounts.

4. The number of regular personnel charged to the Services shall not exceed the following:

	<i>Technical</i>	<i>Other</i>	<i>Total</i>
I – <i>Air traffic services:</i>			
1) Reykjavik	30*)	0	30
II – <i>Meteorological services:</i>			
1) Keflavik	12	0	12
2) Reykjavik	11	0	11
3) Galtarviti	1**)	0	1
4) Höfn	1**)	0	1
III – <i>Aeronautical and meteorological communication services:</i>			
1) Reykjavik	Staff included under I-1) and II-2) above		
2) Gufunes	35	0	35
3) Rjupnahaed	6	0	6
IV – <i>Radio navigation aids:</i>	0	0	0

*) The Government of Iceland may employ up to 3 additional persons on a part-time basis to cope with peak period traffic in the ATC services from May to September or when the regular air traffic controllers are on vacation, provided that this is less expensive than the overtime rates in effect for the regular air traffic controllers.

***) Part-time including substitutes.

5. The Government of Iceland may only charge, in respect of certain costs listed below which are not directly separable from the cost of that Government's own services, the following percentages of the total cost:

5.1. Air traffic services at Reykjavik: 100% of ATC salaries, 100% of the cost of the pilot/controller VHF service through Bláfjoell, 50% of the cost of extracting, remoting and displaying information derived from an SSR at Keflavik, 70% of all other direct costs, and depreciation on the above-stated percentages of capital improvements of these items.

5.2. Meteorological services at Reykjavik: 100% of five MET salaries, 88% of the direct costs as regards Icelandic synoptic messages, 60% of the direct costs as regards MET communications (i.e. salaries of up to 5 communicators).

5.3. Communications services at Gufunes: 60% of the direct cost as regards basic MET messages, and 80% of the expenses incurred for fuel, heating, lighting, cleaning, stationery and miscellaneous supplies, land rent, snow removal, transportation and material used for maintenance of buildings, of machinery and tools, of storage tanks, of vehicles and of office and housing equipment, including special labour and capital expenditures related thereto.

5.4. Communications services at Rjupnaeð: 75% of the salaries of regular operating personnel and of the expenses incurred for fuel, heating, lighting, cleaning, stationery and miscellaneous supplies, land rent, snow removal, transportation and material used for maintenance of buildings, of machinery and tools, of storage tanks, of vehicles and of office and housing equipment, including special labour and capital expenditures related thereto.

6. Rental for the United Kingdom/Iceland cable circuits – one half of the annual rental may be charged at not more than U.S.\$39 488 for the calendar year 1983.

7. Rental for the Greenland/Iceland cable circuits – one half of the annual rental may be charged at not more than U.S.\$256 555 for the calendar years 1983 to 1985.

8. Rental for part of the Bracknell/Reykjavik data facsimile circuit – 15% chargeable to Joint Financing.

9. Rental of a circuit between Vestmannaeyjar and Reykjavik and terminal equipment associated with ATS direct speech circuits may be charged at 100%.

10. One half of the annual rental of a circuit in the SCOTICE cable between Iceland and the United Kingdom associated with and ATS direct speech circuit Reykjavik/Shanwick/Scottish/Stavanger/Bodø, amounting to no more than U.S.\$50 352 for the calendar year 1983.

SECTION II

The direct costs of operating and maintaining the Services which the Government of Iceland may charge are categorized in Parts A and B hereunder. The indirect costs which the Government of Iceland may charge are set out in Part C hereunder.

PART A - OPERATIONAL EXPENSES

1. Salaries of regular operating personnel.

(Basic salaries established by the Government of Iceland from time to time, plus any applicable allowances or other payments such as for cost of living, subsistence, night shift, overtime, personnel insurance, sickness, leave, etc.)

1a) Payment to part-time observers on synoptic observation stations.

2. Working expendables.

(Including, where applicable, fuel, provisions, radiosondes, balloons, hydrogen, etc.)

3. General operating expenses.

(Including, where applicable, charges for electric power, commercial communications charges, heating, lighting, cleaning, stationery and miscellaneous supplies, rents, etc.)

4. Transportation.

(Including, where applicable, transportation of personnel and goods, operational expenses of vehicles used in connexion therewith, etc.)

5. Miscellaneous additional necessary operating expenses.

PART B - MAINTENANCE EXPENSES

1. Salaries of regular maintenance personnel.

(Salaries to be included under Part A-1.)

2. Special experts employed in maintenance.

(Including, where applicable, experts employed on a temporary basis for special maintenance purposes.)

3. Material and labour needed for maintenance.

(Including, where applicable, spare parts, material and labour - excluding B-1 and B-2 - for maintenance of buildings and appurtenances thereto, antenna towers and counterpoises, machinery and tools, storage tanks, communications equipment, cables, meteorological equipment, vehicles, boats, office and housing equipment, etc.)

4. Miscellaneous additional necessary maintenance expenses.

(Including any new or renewed equipment totalling not more than five hundred United States dollars which it is not practicable to amortize, contractual repairs away from a Station and transportation connected therewith, etc.)

PART C – INDIRECT EXPENSES

1. Miscellaneous overhead including administration. – For administration of the Services listed in Annex I, a charge of 10% on the total direct expenses on items listed in Parts A and B of this Annex. Except that for the amount specified in Section I, paragraphs 7, 8, 9, 11 and 12 herein, only 5% may be charged.

2. Depreciation. – Commencing with the calendar year following that in which implementation is completed, depreciation shall be charged at the following rates, provided that it shall not be charged in respect of buildings and equipment which have been completely depreciated except when renewal of such buildings or equipment has been undertaken from provision for depreciation; in which case depreciation may be charged until the renewed buildings or equipment have also been depreciated.

2.1. Depreciation of the capital expenditures calculated in U.S. Dollars:

a) Extended Range GP/VHF facilities at Gufunes: \$7 148 per annum 1969–1973; \$7 147 per annum 1974–1977; \$7 148 in 1978; \$407 per annum 1979–1982 and \$406 in 1983;

b) Automatic AFTN relay at Gufunes: \$37931 per annum for the years 1979 to 1988 inclusive.

c) Automatic message distribution system at the Area Control Centre Reykjavik: \$20 664 per annum from 1981 to 1989 inclusive and \$20 666 in 1990.

2.2. Buildings and appurtenances thereto at:

	<i>Rate</i>
Keflavik	6.66%
Gufunes	2 % (except for the building for extended range general purposes VHF facilities which is depreciated at 6.66%)

per annum of the values specified as the basis for depreciation in Annex II.

2.3. All equipment at a rate of 10% per annum of the value specified as the basis for depreciation in Annex II, except:

	<i>Rate</i>
Office and housing equipment	} 5%
Cables, armoured	
Vehicles	20%

3. Interest. - Interest on unamortized capital expenditures at Gufunes in paragraph 2.1 a) above is to be calculated in U.S. Dollars at 6% per annum and in paragraph 2.1 b) is to be calculated in U.S. Dollars at an interest rate equal to the LIBO (London Inter Bank Offer) rate applicable to the respective interest payment periods plus 1%. In all other cases, interest on capital invested in buildings and equipment is not to be charged in excess of 10% per annum and not exceeding the official prevailing rate in Iceland of the value specified for depreciation in Annex II, as adjusted by annual depreciation and taking into account renewals of buildings and equipment met from provision for depreciation.

3.1. Interest on renewals and new capital investment will be charged commencing with the year following that in which implementation is completed. In respect of the period preceding the commencement of depreciation, an amount will be included in the total capital cost to be shown in the inventory. Such amount will be equivalent to 6 months' interest when implementation is completed within one calendar year, to 12 months' interest when implementation is completed within two calendar years, to 18 months' interest when implementation is completed within three calendar years, etc.

SECTION III - USER CHARGES

1. Pursuant to Article XIV of this Agreement, on or before 20 November 1982 the Council shall determine a single user charge per civil aircraft crossing for the calendar year 1983 for the jointly financed services. The charge shall be calculated by dividing 95% of the approved estimated costs, expressed in United States dollars, allocable to civil aviation for 1983 (as defined in paragraph 6 below) plus an adjustment for under-recovery or minus an adjustment for over-recovery in 1981 (calculated in accordance with paragraph 3, 4 and 5 below) by the total number of crossings in 1981, rounded off to the nearest United States dollar.

2. The provisions of paragraph 1 above, with appropriate revision of the years mentioned therein, shall govern the calculation of the user

charge per civil aircraft crossing for the calendar year 1984 and thereafter.

3. The over- or under-recovery referred to in paragraph 1 above is the difference between the amount subject to collection in any year (paragraph 4 below) and the total amounts billed to users in that year (paragraph 5 below).

4. The amount subject to collection in 1981 (for calculation of the 1983 user charge) is 80% of 95% of the approved costs allocable to civil aviation in 1981 plus the under-recovery in 1979. In 1982 it is 95% of the approved costs allocable to civil aviation in 1982 plus the under-recovery in 1980. For 1983 and thereafter the amount subject to collection will be 95% of the approved costs allocable to civil aviation in that year, less the over-recovery or plus the under-recovery of two years earlier.

5. In calculating the user charge for 1983, the amounts billed to users for 1981 (required to establish the over- or under-recovery for 1981) shall be calculated by multiplying that portion of the 1981 user charge in pounds sterling pertaining to this Agreement by the number of crossings in 1981, then converting to United States dollars at the rates of exchange agreed for 1981. In subsequent years the amounts billed to users shall be calculated in the same way with appropriate changes of year.

6. For the purpose of calculation of user charges, the following percentages of the jointly financed costs (i.e. 95% of the total costs) are allocable to international civil aviation:

- a) 100% of Air Traffic Services;
- b) 30% of the Meteorological Services (surface and upper-air synoptic observations) and related meteorological telecommunication services;
- c) 100% of the international aviation function of the Meteorological Office at Reykjavik;
- d) 100% of Aeronautical Communication and the Cable Services (excluding MET/COM).

SECTION IV – ACTUAL COST REPORTS

The statement of actual costs of the Services referred to in paragraph 2 of Article VIII of this Agreement shall be furnished in United States dollars. For this purpose, actual Kronur expenditures in each calendar month shall be converted to United States dollars using the mid-market rate of exchange as provided by the Central Bank of Iceland for the first day of that month. These conversions shall be included in the audit referred to in paragraph 2 of Article VIII.

C. VERTALING

Zie *Trb.* 1957, 113 en *Trb.* 1958, 91.

D. PARLEMENT

Zie *Trb.* 1958, 91.

E. BEKRACHTIGING

Zie *Trb.* 1957, 113, *Trb.* 1958, 91, *Trb.* 1964, 50 en *Trb.* 1976, 148.

F. TOETREDING

Zie *Trb.* 1960, 8, *Trb.* 1964, 50 en *Trb.* 1976, 148.

G. INWERKINGTREDING

Zie *Trb.* 1958, 91 en *Trb.* 1976, 148.

I. OPZEGGING

Zie *Trb.* 1976, 148.

J. GEGEVENS

Zie *Trb.* 1957, 113, *Trb.* 1958, 91, *Trb.* 1960, 8, *Trb.* 1964, 50, *Trb.* 1976, 148 en *Trb.* 1982, 196.

Voor de eveneens op 25 september 1956 te Genève tot stand gekomen Overeenkomst inzake gezamenlijke financiering van bepaalde diensten voor de luchtvaartnavigatie in Groenland en de Faeröer zie ook *Trb.* 1983, 108.

Uitgegeven de dertigste juni 1983.

De Minister van Buitenlandse Zaken,
H. VAN DEN BROEK