

of each of the three countries relating to aircraft without a pilot, or which are of an extraordinary type, and to related inventions which are designed to move in the air but are not aircraft. In each country the King is authorized to issue special regulations concerning such vehicles and inventions and, if necessary, to enact exceptions from the provisions of the law.

Another major consideration in Denmark, Norway and Sweden in revising the air laws was the cooperation of these countries in the field of flight operations. International cooperation among the private aviation companies of Denmark, Norway and Sweden started in 1946 when these companies formed a consortium for the operation of inter-continental air service, named Overseas Scandinavian Airlines System (OSAS). In 1948 a separate arrangement was made for the traffic in Europe and the Near-East, called European Scandinavian Airlines System (ESAS). An agreement of February 8, 1951 among the companies of the three countries, which was approved by the three governments, consolidated the former consortia into a new consortium, the Scandinavian Airlines System (SAS) with a share capital of \$30,350,500, divided among the three countries in the ratio of 3-2-2, *e.g.*, the Swedish share is $\frac{3}{5}$ of the capital, and the Danish and Norwegian shares $\frac{2}{5}$ each. Fifty per cent of the shares are Government owned and fifty per cent are privately owned. Parties to the agreement are three companies, *Aktiebolaget Aerotransport* in Sweden, *Det Danske Luftfartsselskab* in Denmark and *Det Norske Luftfartsselskab* in Norway.

One half of the members of the Board of Directors are appointed by the respective Governments and the other half elected by the private shareholders. The activities in the workshops and hangars and the number of the employees of higher rank or of technical learning are also divided among the countries in the ratio of 3-2-2. The headquarters of the consortium are at Stockholm, Sweden.

Aircraft at the disposal of the SAS and other property are owned jointly by the contracting parties. Aircraft are registered in the ratio of 3-2-2 in Sweden, Denmark and Norway. They are marked with the nationality and registration marks of the country of registration and, in addition, with the special emblem of the SAS. Flight personnel is granted certificates by the State of their nationality, validated for service on the aircraft registered in the two other countries by special documents issued by the authorities of the two other countries. Airworthiness certificates are issued by the State of registration.

According to a special Government Agreement of December 20, 1951, the civil aviation authorities of the three countries will cooperate with regard to the exercise of control of SAS air operations according to the national laws of the three countries, and international rules.

Disputes regarding the application of the agreement are subject of arbitration. If no agreement is reached among the parties the presidents of the Supreme Courts of the three countries appoint the arbitrators, one from each country.

The period of validity of the Agreement is 25 years. By an Additional agreement of 1959 the period was extended to September 30, 1985.