

ICAO

CIRCULAR

Circular 110-AT/28



AGREEMENT
BETWEEN THE CIVIL AVIATION AUTHORITIES
OF DENMARK, THE NETHERLANDS,
NORWAY, SWEDEN, AND SWITZERLAND
COVERING THE TECHNICAL CO-OPERATION AGREEMENTS
BETWEEN KLM, SAS, AND SWISSAIR

Approved by the Secretary General
and published under his authority

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FOREWORD

1. The Assembly of ICAO has long recognized the interest in making available to States information on commercial and technical co-operation in air transport between States and between airlines and encourages Contracting States to provide ICAO with as much information as possible concerning the various different types of cooperative agreement and arrangement entered into by Contracting States and/or airlines and directs the Council from time to time to distribute this information, with or without comments, to Contracting States in an appropriate form (cf. Resolution A16-32). In giving this directive the Assembly recognized that information on cooperative agreements and arrangements would be of value particularly to developing States, who have shown great interest in agreements and arrangements relating to joint operating organizations and pooled services dealt with under Chapter XVI of the Chicago Convention.
2. ICAO began disseminating material on co-operation to Contracting States as early as 1952 when it published the study of "Existing Forms of Commercial and Technical Cooperation between European Airlines in Regional Air Services" (Circular 28-AT/4). In 1967 a "Summary of Material Collected on Cooperative Agreements and Arrangements" (Circular 84-AT/14) was prepared by the Secretariat and issued under the direction of the Council. In 1970 the Secretary General published for the information of Contracting States Circulars entitled "Treaty on Air Transport in Africa - Establishment of Air Afrique" (Circular 98-AT/19), "Scandinavian Airlines System - Consortium Agreement and related Agreements" (Circular 99-AT/20), and "Report on the East African Airways Corporation" (Circular 100-AT/21).
3. The present Circular contains the Agreement drawn up in 1969 between the Civil Aviation Authorities of Denmark, The Netherlands, Norway, Sweden and Switzerland on governmental supervision of the airworthiness, the operation and the maintenance of the aeroplanes under technical co-operation between the airlines KLM, SAS and Swissair.

4. This technical co-operation had its beginnings in 1958 when SAS and Swissair entered an agreement for such co-operation. Subsequently KLM became associated with these work-sharing arrangements. By 1970 the three airlines KLM, SAS and Swissair had concluded technical co-operation agreements by which, inter alia, these airlines agreed to standardize many features of the Boeing 747s they would be operating, agreed to joint use of a 747 flight simulator, agreed to pool aircraft and crews and distributed responsibilities among the carriers for maintenance and overhaul of the airframes and engines of their DC-8, DC-9 and B-747 aircraft. These agreements enabled the airlines to pool their buying power and to increase efficiency by the sharing of facilities. When these three airlines announced plans to purchase the McDonnell Douglas DC-10-30, they were joined by the French airline, UTA, and the consortium became known as the KSSU Group. In 1971 the Group announced completion of a maintenance agreement covering the DC-10-30 aircraft to be purchased by the four carriers. Aircraft of this type to be purchased by Air Afrique will also be covered by the agreement.

5. The management of the activities of the KSSU Group is handled by a four-member management committee, each of the four carriers appointing one member. This management committee has set up other specialized groups - each with one representative from each carrier - to carry out planning and coordination and also the financial, legal and operational activities of the Group.

6. The inter-airline agreements between KLM, SAS, Swissair and UTA mentioned above are not available for publication, but the inter-governmental Agreement of 1969 between Denmark, The Netherlands, Norway, Sweden and Switzerland* has been provided to ICAO and is published by the Secretary General, with the consent of the States concerned and the endorsement of the Air Transport Committee of the Council of ICAO, in the belief that it will constitute a useful reference document for Contracting States.

7. The original text of this agreement is in English. It has been translated into French and Spanish by ICAO.

* At the time of writing France is expected to enter into this agreement in the near future.

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I. AGREEMENT

between the Civil Aviation Authorities of

Denmark
The Netherlands
Norway
Sweden and
Switzerland

on

Governmental supervision of the airworthiness,
the operation and the maintenance of the aeroplanes involved under technical co-operation agreements between

Koninklijke Luchtvaart Maatschappij N.V. (KLM)
Scandinavian Airlines System (SAS) and
Swiss Air Transport Company Ltd. (Swissair)

The co-operation in the technical field as specified in the technical co-operation agreements between KLM, SAS and Swissair calls for a corresponding co-operation between the Civil Aviation Authorities which are in charge of the governmental supervision of the airworthiness, the operation and the maintenance of the aeroplanes involved.

The Civil Aviation Authorities of Denmark, The Netherlands, Norway, Sweden and Switzerland, therefore, agree that during said technical co-operation of the operators involved, the following arrangements shall be maintained.