

No. 5646

**NETHERLANDS
and
GUINEA**

**Air Transport Agreement (with annex). Signed at Conakry,
on 9 March 1960**

Official text: French.

Registered by the International Civil Aviation Organization on 27 March 1961.

**PAYS-BAS
et
GUINÉE**

**Accord relatif au transport aérien (avec annexe). Signé
à Conakry, le 9 mars 1960**

Texte officiel français.

Enregistré par l'Organisation de l'aviation civile internationale le 27 mars 1961.

[TRANSLATION — TRADUCTION]

No. 5646. AIR TRANSPORT AGREEMENT¹ BETWEEN THE GOVERNMENT OF THE KINGDOM OF THE NETHERLANDS AND THE GOVERNMENT OF THE REPUBLIC OF GUINEA. SIGNED AT CONAKRY, ON 9 MARCH 1960

The Government of the Kingdom of the Netherlands and the Government of the Republic of Guinea (hereinafter termed the Contracting Parties), desiring to encourage civil air transport between and beyond the Netherlands and the Republic of Guinea and taking into consideration the resolution adopted on 7 December 1944 at the International Civil Aviation Conference at Chicago, Illinois, United States of America, hereby agree as follows :

Article 1

The Contracting Parties grant each other the rights specified in the annex^a hereto with a view to the establishment of air services (hereinafter termed "agreed services") on the routes mentioned therein (hereinafter termed "specified routes").

Article 2

(1) The agreed services may be inaugurated immediately or at a later date, at the option of the Contracting Party to which the rights are granted, but not before :

(a) the Contracting Party to which the rights are granted has designated an airline or airlines (hereinafter termed "the designated airline or airlines") for the specified route or routes, and

(b) the Contracting Party granting the rights has issued the appropriate operating permit to the designated airline or airlines which, subject to the provisions of paragraph (2) of this article and of article 5, it shall do without unreasonable delay.

(2) The designated airline or airlines may be required to prove qualification under the laws and regulations normally applied by the aeronautical authorities of the other Contracting Party to the operation of international air services.

¹ Applied provisionally from 9 March 1960, the date of signature, in accordance with article 11.

^a See p. 253 of this volume.

Article 3

In order to prevent discriminatory practices and to ensure equality of treatment, it is agreed that :

(a) stocks of fuel, lubricating oils, spare parts, regular equipment and aircraft stores retained on board aircraft of the designated airlines of one Contracting Party shall be exempt, on arrival in the territory of the other Contracting Party, from all national duties and charges, including customs duties and inspection fees, even though such supplies be used or consumed by such aircraft on flights over that territory.

Stocks enjoying the exemption defined above may not be unloaded save with the approval of the customs authorities of the other Contracting Party. When unloaded, they shall be kept under customs supervision until needed for the aircraft or until re-exportation;

(b) stocks of fuel, lubricating oils, spare parts, regular equipment and aircraft stores introduced into or taken on board aircraft of one Contracting Party in the territory of the other Contracting Party by or on behalf of a designated airline of the first Contracting Party and intended solely for the operation of the agreed services shall be exempt from all national duties and charges, including customs duties and inspection fees, imposed in the territory of the second Contracting Party, even though such supplies be used or consumed by such aircraft on flights over that territory. Stocks so introduced shall be kept under customs control until they are needed for the aircraft or until re-exportation.

Article 4

(a) The laws and regulations of one Contracting Party relating to the admission to and departure from its territory of aircraft engaged in international air navigation, or to the operation and navigation of such aircraft while within its territory, shall apply equally and without distinction as to nationality to aircraft of the designated airline or airlines of the other Contracting Party.

Such aircraft shall comply therewith upon entry into and departure from the territory of the first Contracting Party and while within that territory.

(b) The laws and regulations of one Contracting Party relating to the admission to and departure from its territory of passengers, crews or cargo of aircraft, such as those governing entry, clearance, immigration, passports, customs and quarantine, shall be observed, either personally or through a third party acting on their behalf, by the passengers, crews and cargoes of aircraft