

No. 5648

**THAILAND
and
FRANCE**

**Air Transport Agreement (with schedule of routes). Signed
at Bangkok, on 26 February 1960**

Official texts: French and Thai.

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

**THAÏLANDE
et
FRANCE**

**Accord (avec tableau des routes) relatif aux transports
aériens. Signé à Bangkok, le 26 février 1960**

Textes officiels français et thaï.

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

[TRANSLATION — TRADUCTION]

No. 5648. AIR TRANSPORT AGREEMENT¹ BETWEEN
THE KINGDOM OF THAILAND AND THE FRENCH
REPUBLIC. SIGNED AT BANGKOK, ON 26 FEBRUARY
1960

The Government of the Kingdom of Thailand and the Government
of the French Republic,

Desiring to conclude an agreement designed to facilitate air relations
between the two countries,

Have for this purpose appointed representatives who, being duly authorized,
have agreed as follows :

TITLE I

GENERAL PROVISIONS

Article 1

For the purposes of this Agreement :

(a) The expression “aeronautical authorities” means, in the case of
the Kingdom of Thailand, the Department of Transport, Ministry of
Communications, and, in the case of the French Republic, the Secretariat-
General of Civil and Commercial Aviation, or, in either case, any person or
body authorized to perform the functions at present exercised by them;

(b) The expression “agreed services” means all scheduled air services
operated on the routes specified in the schedules² annexed to this Agreement;

(c) The expression “designated airline” means any airline which has
been selected by one of the Contracting Parties to operate the agreed services,
and in respect of which notification in writing has been sent to the aeronautical
authorities of the other Contracting Party in accordance with the provisions
of article 11 of this Agreement.

Article 2

1. The laws and regulations of each Contracting Party relating to the
entry into, stay in or departure from its territory of aircraft engaged in
international air navigation, or to the operation, handling and navigation

¹ Came into force on 26 February 1960, the date of signature, in accordance with article 15.

² See p. 301 of this volume.

of such aircraft while within its territory, shall apply to aircraft of the designated airlines of the other Contracting Party.

2. The laws and regulations in force in the territory of each Contracting Party governing the entry, stay and departure of passengers, crew and cargo of aircraft, such as those relating to police formalities, entry, immigration, emigration, passports, clearance, customs and health, shall apply to passengers, crew and cargo taken on board aircraft of the designated airlines of the other Contracting Party.

Article 3

In order to prevent discriminatory practices and to respect the principle of equality of treatment :

1. The taxes or other fiscal charges that either of the Contracting Parties may impose or permit to be imposed upon aircraft of the designated airlines of the other Contracting Party for the use of airports and other " facilities " shall not be higher than would be paid for the use of such airports and " facilities " by its national aircraft of the same type engaged in similar international services.

2. Fuel, lubricating oils, spare parts, regular equipment and general supplies intended solely for use by aircraft of the designated airlines of one of the Contracting Parties in international service and introduced into the territory of the other Contracting Party by or on behalf of the owner or operator of the aircraft or taken on board such aircraft in that territory for use therein, shall, on a basis of reciprocity, be accorded by the latter Contracting Party, with respect to the imposition of customs duties, inspection fees or other international charges and duties, treatment as favourable as that accorded to its national aircraft of the same type engaged in similar international services or to aircraft of the most-favoured nation.

3. Aircraft of the designated airlines of one of the Contracting Parties in international service, and fuel, lubricating oils, spare parts, regular equipment and aircraft stores retained on board the said aircraft shall be exempt, in the territory of the other Contracting Party, from customs duties, inspection fees or other similar duties and charges, even though such supplies be consumed or used on flights over that territory.

4. The supplies listed in paragraph 3 of this article and enjoying the exemption defined therein may not be unloaded save with the approval of the customs authorities of the other Contracting Party. Where such supplies

are to be re-exported, they shall be kept, until re-exportation, under the customs supervision of the other Contracting Party but shall remain at the disposal of the owners or operators of the aircraft.

Article 4

Certificates of airworthiness, certificates of competency and licences issued or rendered valid by one Contracting Party shall, throughout the period in which they are in force, be recognized as valid by the other Contracting Party for the operation of the agreed services.

Each Contracting Party reserves the right, however, to refuse to recognize, for the purpose of flight over its own territory, certificates of competency and licences granted to its own nationals by the other Contracting Party or any other State.

Article 5

The aeronautical authorities of the two Contracting Parties shall settle by agreement, and on a basis of reciprocity, any question relating to the application of this Agreement and its annex and shall consult together from time to time with a view to ensuring that the principles and intentions of the Agreement are observed and implemented satisfactorily.

Article 6

1. If either Contracting Party considers it desirable to modify any clause of the Agreement, it may request consultation between the aeronautical authorities of the two Contracting Parties, such consultation to begin within a period of sixty days from the date of the request. Any modification of the Agreement agreed upon between the said authorities shall come into effect after it has been confirmed by an exchange of diplomatic notes.

2. If the two Contracting Parties ratify or accede to a multilateral air convention, this Agreement shall be amended so as to conform with the provisions of such convention from the date of its entry into force as between them.

Article 7

(a) The Contracting Parties agree to submit to arbitration, in accordance with the normal rules of international law, any dispute relating to the interpretation and application of this Agreement or its annex which cannot be settled by direct negotiation.

(b) The Contracting Parties may by agreement settle the dispute by submitting it either to an arbitral tribunal or to any other person or body they may appoint.