

No. 5698

**YUGOSLAVIA
and
BULGARIA**

**Agreement concerning air services (with annex). Signed
at Belgrade, on 1 October 1955**

Official texts: Serbo-Croat and Bulgarian.

Registered by Yugoslavia on 26 May 1961.

**YOUGOSLAVIE
et
BULGARIE**

**Accord relatif aux services aériens (avec annexe). Signé à
Belgrade, le 1^{er} octobre 1955**

Textes officiels serbo-croate et bulgare.

Enregistré par la Yougoslavie le 26 mai 1961.

[TRANSLATION — TRADUCTION]

No. 5698. AGREEMENT¹ CONCERNING AIR SERVICES BETWEEN THE FEDERAL PEOPLE'S REPUBLIC OF YUGOSLAVIA AND THE PEOPLE'S REPUBLIC OF BULGARIA. SIGNED AT BELGRADE, ON 1 OCTOBER 1955

The Government of the Federal People's Republic of Yugoslavia and the Government of the People's Republic of Bulgaria, hereinafter referred to as the "Contracting Parties",

Having decided to establish scheduled air services between their countries, in order thereby to contribute to international co-operation in this sphere,

Have appointed their plenipotentiaries, duly authorized for this purpose, who have agreed as follows :

Article 1

The Contracting Parties grant each other on a basis of strict reciprocity the rights specified in the annex² hereto for the purpose of establishing the scheduled air services enumerated therein. All or part of the said services may be inaugurated immediately or at a later date, at the option of the Contracting Party to which these rights are granted.

Article 2

(a) These services may be inaugurated as soon as the designated airline of one Contracting Party has obtained from the competent aeronautical authority of the other Contracting Party a permit to operate the agreed service. The said authorities shall issue the requisite permit without delay provided that the terms of paragraph (b) of this article are fulfilled.

(b) Before the permit to operate the agreed services is issued, the designated airline may be required to satisfy the aeronautical authority competent to issue the said permit that it fulfils the conditions prescribed under the laws and regulations normally applied to scheduled international air services.

¹ Came into force on 20 June 1956 by an exchange of notes signifying the approval of the two Governments, in accordance with article 16.

² See p. 248 of this volume.

Article 3

Each Contracting Party shall prescribe for its own territory the flight routes for the operation of the agreed services, with due regard, so far as possible, to economy of operation.

The competent authorities of the Contracting Parties shall prescribe by agreement the air corridor at the common frontier.

Article 4

(a) The laws and regulations of either Contracting Party concerning the admission to, stay in and departure from its territory of aircraft intended for the operation of international air services or the operation of such aircraft on and over that territory shall apply in like manner to the aircraft of the designated airline of the other Contracting Party.

(b) The laws and regulations of either Contracting Party concerning the admission to, stay in and departure from its territory of passengers, crews, baggage, mail and cargo, as well as those relating to the control of currency, immigration, passports, customs and quarantine, shall apply in like manner to the passengers, crews, baggage, mail and cargo carried on board the aircraft of the designated airline of the other Contracting Party while within that territory.

Article 5

(a) Aircraft belonging to the airlines of the Contracting Parties and intended for use on the agreed services and members of their crews, who must be citizens of the Federal People's Republic of Yugoslavia or of the People's Republic of Bulgaria, shall carry the following documents :

- Certificate of registration ;
- Certificate of airworthiness ;
- Appropriate licences for each member of the crew ;
- Journey log book ;
- Aircraft radio station licence ;
- Passenger list ;
- Manifest and appropriate declarations of cargo and mail statements ; and
- If required, a special permit to carry certain types of cargo by air.

(b) The Contracting Parties agree that certificates of airworthiness and licences issued or rendered valid by either Party for the purpose of operating the agreed services shall be recognized by the other Party.

Article 6

(a) Each Contracting Party agrees that the charges payable for the use of airports and other technical installations by the designated airline of the other Contracting Party shall not be higher than the charges and fees paid by any other foreign airline operating a similar international service.

(b) Fuel and lubricating oils taken on board in, and spare parts and normal equipment introduced into, the territory of one Contracting Party solely for use by aircraft belonging to the designated airline of the other Contracting Party and intended for use on the agreed services shall be accorded in that territory treatment as favourable as that granted to all foreign airlines operating similar international services, in respect of customs duties, inspection fees or other national duties and charges.

(c) Aircraft operated on the agreed routes by the designated airline of one Contracting Party and fuel, lubricating oils, spare parts, normal equipment and aircraft stores retained on board such aircraft shall be exempt in the territory of the other Contracting Party from customs duties, inspection fees and other national duties and charges even though, within the limits essential for operation of the agreed services, they are used or consumed while within that territory, provided, however, that they are not disposed of.

Article 7

Rates shall be fixed at reasonable levels, due regard being paid to economical operation, reasonable profit and the characteristics of the agreed services in such a manner as to avoid any undesirable competition. In fixing these rates, account shall also be taken of the principles governing international air services in the matter.

The designated airline of each Contracting Party shall submit to the aeronautical authority of the other Contracting Party its time-tables, for approval, and its tariffs at least one month before they are put into effect. This provision shall also apply to any alteration in existing time-tables and tariffs.

Article 8

Transport for remuneration from one point to another in the same territory shall remain reserved exclusively to the national airlines of each Contracting Party, whatever the origin or ultimate destination of the passengers, baggage, mail and cargo.

Article 9

(a) Each Contracting Party undertakes to render the same measure of assistance in its territory to aircraft of the other Contracting Party which are employed in oper-