



No. 5916

**SWITZERLAND
and
PERU**

**Agreement (with annex) relating to air services. Signed at
Lima, on 23 November 1956**

Official texts: French and Spanish.

Registered by the International Civil Aviation Organization on 25 October 1961.

**SUISSE
et
PÉROU**

**Accord (avec annexe) relatif aux services aériens. Signé à
Lima, le 23 novembre 1956**

Textes officiels français et espagnol.

Enregistré par l'Organisation de l'aviation civile internationale le 25 octobre 1961.

[TRANSLATION — TRADUCTION]

No. 5916. AGREEMENT¹ BETWEEN SWITZERLAND AND PERU RELATING TO AIR SERVICES. SIGNED AT LIMA, ON 23 NOVEMBER 1956

The Swiss Federal Council and the Government of Peru,

Having ratified the Convention on International Civil Aviation, concluded at Chicago on 7 December 1944,²

Desiring to conclude an agreement for the establishment of air services between and beyond the territories of Switzerland and Peru, have, to that end, appointed as their plenipotentiaries :

The Swiss Federal Council : His Excellency Mr. Jean-Adolphe Berger,
Envoy Extraordinary and Minister Plenipotentiary of Switzerland to Peru ;

The Government of Peru : His Excellency Mr. Manuel Cisneros Sánchez, Minister for Foreign Affairs ;

Who, having exchanged their full powers, found in good and due form, have agreed as follows :

Article I

For the purposes of this Agreement, the terms defined below shall have the meanings given in this article, unless the text of the Agreement provides otherwise :

- (a) The expression "the Convention" shall mean the Convention on International Civil Aviation, concluded at Chicago on 7 December 1944, and shall include any annex adopted in accordance with article 90 of that Convention and any amendment to the annexes or to the Convention adopted in accordance with articles 90 and 94 of the Convention ;
- (b) The expression "aeronautical authorities" shall mean, in the case of Switzerland, the Air Office of the Federal Department of Posts and Railways and any person or body authorized to assume the functions at present exercised by that Office or similar functions, and, in the case of Peru, the Ministry of Aviation and any person or body authorized to assume the functions at present exercised by that Ministry or similar functions ;

¹ Applied provisionally from 23 November 1956, the date of signature, and came definitively into force on 18 June 1959, the date of the exchange of the instruments of ratification which took place at Berne, in accordance with article XVI.

² See footnote 2, p. 27 of this volume.

- (c) The expression "designated airline" shall mean an airline which one of the Contracting Parties has notified in writing to the other Contracting Party, in accordance with article III below, as having been designated to operate the agreed services on the routes specified in such notification ;
- (d) The expressions "air services", "international air service", "airline" and "stop for non-traffic purposes" shall have the meanings assigned to them in article 96 of the Convention.

Article II

1. Each Contracting Party grants to the other Contracting Party the rights specified in this Agreement for the purpose of establishing the international commercial air services described herein, which shall be operated on the routes specified in the relevant section of the route schedule¹ annexed to this Agreement (hereinafter referred to as "agreed services" and "established routes").

2. In operating an agreed service over an established route, the designated airline of each Contracting Party shall, subject to the provisions of this Agreement, enjoy the following rights :

- (a) To fly over the territory of the other Contracting Party without landing, only in cases where it is impossible to land or when there is no traffic to be set down or taken up ;
- (b) To make stops in the said territory at the points specified for the route in question in the route schedule annexed to this Agreement, for the purpose of setting down or taking up international traffic in passengers, mail and cargo coming from or destined for other points and countries specified in the route schedule ;
- (c) To convey into and out of the territory of the other Contracting Party, by the same or by any flight of the agreed service, international traffic coming from or destined for points in other countries, which are not on an established route ; and
- (d) To omit at its convenience, on all or some flights, intermediate points on any of the established routes.

3. Nothing in paragraph 2 above shall be interpreted as conferring on the designated airline of one Contracting Party the right to take up in the territory of the other Contracting Party, for payment or remuneration, passengers, mail or cargo destined for another point in the territory of the last-mentioned Contracting Party.

Article III

1. Each Contracting Party shall have the right, in respect of each established route, to designate in writing to the other Contracting Party an airline to operate the agreed services over the route in question.

¹ See p. 123 of this volume.

2. Each Contracting Party shall have the right, by notification in writing to the other Contracting Party, to revoke the designation of an airline and to designate another airline in its stead.

3. Immediately it has been informed of the designation of an airline by one of the Contracting Parties, the other Contracting Party shall, subject to the provisions of paragraphs 4 and 5 below, without delay issue the necessary operating permit to that airline.

4. The aeronautical authorities of either Contracting Party may require the airline designated by the other Contracting Party to show proof that it is qualified to fulfil the conditions prescribed by the laws and regulations normally applied by those authorities, in accordance with the provisions of the Convention, to the operation of international commercial air services.

5. Each Contracting Party shall have the right to refuse to accept the designation of an airline and to grant the rights specified in article II, paragraph 2, above, or to impose such conditions as it deems necessary on the exercise of such rights in any case where substantial ownership and effective control of that airline are not vested in the Contracting Party by which it was designated or in its nationals.

6. A permit having been issued, the designated airline may commence operation of the agreed services at any time, subject to the provisions of article X below and of paragraphs 1 and 3 of this article.

7. Each Contracting Party shall have the right to suspend the exercise by the designated airline of the other Contracting Party of the rights specified in article II, paragraph 2, above, or to impose such conditions as it deems necessary on the exercise of those rights by that airline in any case where the latter fails to comply with the laws and regulations of the Contracting Party granting those rights or otherwise to operate in conformity with the conditions prescribed in this Agreement; it is understood, however, that this right shall be exercised only after consultation with the other Contracting Party, unless immediate suspension of the imposition of conditions is necessary to prevent further infringements of laws and regulations.

Article IV

Each Contracting Party may impose or permit to be imposed fair and reasonable charges for the use of airports and other facilities. Both Contracting Parties agree, however, that such charges shall not be higher than would be paid for the use of such airports and facilities by their national aircraft engaged in similar international services.

Article V

Certificates of airworthiness, certificates of competency and licences issued or rendered valid by one of the Contracting Parties shall be recognized as valid by the other Contracting Party for the purpose of operating the agreed services, subject to

payment of any registration fees which may be required for the recognition of such validity. Each Contracting Party, however, reserves the right to refuse to recognize, for the purpose of flight over its own territory, certificates of competency and licences granted to its own nationals by another State.

Article VI

1. The laws and regulations of one Contracting Party relating to the admission to or 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 to aircraft operated by the designated airline of the other Contracting Party, without distinction as to nationality, and shall be observed and complied with by such aircraft upon entry into and departure from the territory of the first Contracting Party or while within that territory.

2. The laws and regulations of one Contracting Party relating to the admission to, stay in or departure from its territory of passengers, crew, mail or cargo carried on board aircraft, such as regulations concerning entry, clearance, immigration, passports, customs, quarantine and other formalities, shall be observed and complied with by or on behalf of the passengers, crew, mail and cargo carried by the aircraft operated by the designated airline of the other Contracting Party on entry into and departure from and while within the territory of the first Contracting Party.

Article VII

With respect to fuel, spare parts, regular equipment and aircraft stores introduced into the territory of one Contracting Party or taken on board in the said territory by or on behalf of the other Contracting Party or its designated airline and intended solely for use by or in the aircraft of that airline, the designated airlines shall, subject to reciprocity, receive in the matter of customs duties, inspection fees and other similar national and local duties or charges treatment not less favourable than would be accorded with respect to similar supplies introduced into or taken on board in the said territory and intended for use by or in aircraft of a national airline of the first Contracting Party or of the most favoured airline of any other State, operating an international air service.

Article VIII

1. There shall be fair and equal opportunity for the designated airlines of both Contracting Parties to operate the agreed services on the established routes.

2. The Contracting Parties agree that :

- (a) The transport capacity provided by the designated airlines shall be adapted to the traffic demand ;
- (b) In the operation of common routes, the designated airlines shall take into account their mutual interests so as not to affect unduly their respective services ;