

No. 6452

**UNITED KINGDOM OF GREAT BRITAIN
AND NORTHERN IRELAND
and
SYRIA**

Agreement (with annex) for scheduled civil air services between and beyond their respective territories. Signed at Damascus, on 30 January 1954

Official texts: English and Arabic.

Registered by the United Kingdom of Great Britain and Northern Ireland on 20 December 1962.

**ROYAUME-UNI DE GRANDE-BRETAGNE
ET D'IRLANDE DU NORD
et
SYRIE**

Accord (avec annexe) relatif à la création de services aériens civils réguliers entre les territoires des deux pays et au-delà. Signé à Damas, le 30 janvier 1954

Textes officiels anglais et arabe.

Enregistré par le Royaume-Uni de Grande-Bretagne et d'Irlande du Nord le 20 décembre 1962.

No. 6452. AGREEMENT¹ BETWEEN THE GOVERNMENT OF THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND AND THE GOVERNMENT OF THE SYRIAN REPUBLIC FOR SCHEDULED CIVIL AIR SERVICES BETWEEN AND BEYOND THEIR RESPECTIVE TERRITORIES. SIGNED AT DAMASCUS, ON 30 JANUARY 1954

The Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Syrian Republic ;

Desiring to foster and encourage the widest possible distribution of the benefits of air travel for the general good of mankind at the cheapest rates consistent with sound economic principles, and to stimulate international air travel as a means of promoting friendly understanding and goodwill among peoples and ensuring to the common welfare of their two countries the many indirect benefits of this form of transportation ;

Desiring to conclude an agreement for the purpose of establishing civil air services between and beyond the territories of the United Kingdom and Syria ;

Have agreed as follows :

Article I

(1) The Annex² to the present Agreement shall be deemed to be an integral part thereof.

(2) For the purpose of the present Agreement, unless the context otherwise requires :

(a) the term "the Convention" means the Convention of International Civil Aviation opened for signature at Chicago on the seventh day of December 1944³ and includes any Annex adopted under Article 90 of that Convention and any amendment of the Annexes or Convention under Articles 90 and 94 thereof ;

¹ Came into force on 8 December 1955, the date of the exchange of the instruments of ratification at London, in accordance with article XV.

² See p. 70 of this volume.

³ United Nations, *Treaty Series*, Vol. 15, p. 295 ; Vol. 26, p. 420 ; Vol. 32, p. 402 ; Vol. 33, p. 352 ; Vol. 44, p. 346 ; Vol. 51, p. 336 ; Vol. 139, p. 469 ; Vol. 178, p. 420 ; Vol. 199, p. 362 ; Vol. 252, p. 410 ; Vol. 324, p. 340 ; Vol. 355, p. 418, and Vol. 409, p. 370.

- (b) the term "aeronautical authorities" means, in the case of the United Kingdom, the Minister of Civil Aviation and any person or body authorised to perform any functions at present exercised by the said Minister, and in the case of Syria the Minister of Public Works and Communications and any person or body authorised to perform any functions at present exercised by the said Minister.
- (c) the term "designated air-line" means an airline which one Contracting Party shall have designated, by written notification to the other Contracting Party, in accordance with Article III of the present Agreement, for the operation of air services on the routes specified in such notification ;
- (d) the term "territory" in relation to a Contracting Party or any other State means the land areas and territorial waters adjacent thereto under the sovereignty, suzerainty, protection, mandate or trusteeship of that Contracting Party or any other State ; and
- (e) the terms "air service", "international air service", "airline", and "stop for non-traffic purposes" have the meanings respectively assigned to them in Article 96 of the Convention.

Article II

Subject to the provisions of the present Agreement each Contracting Party grants the other Contracting Party the rights specified in paragraph 4 of the Annex to the present Agreement for the purpose of establishing and operating air services on the routes specified in that paragraph (hereinafter referred to as the "agreed services" and the "specified routes").

Article III

(1) Each Contracting Party shall have the right to designate in writing to the other Contracting Party one or more airlines for the purpose of operating the agreed services on the specified routes.

(2) On receipt of the designation, the other Contracting Party shall, subject to the provisions of paragraphs (4) and (5) of this Article and of paragraph (1) of Article VII, without delay grant to the airline or airlines designated the appropriate authority to operate.

(3) Subject to the provisions of paragraph (2) of the Annex to the present Agreement, at any time after the provisions of paragraphs (1) and (2) of this Article have been complied with, an airline so designated and authorised may begin to operate the agreed services on the specified routes.

(4) The aeronautical authorities of one Contracting Party may require an airline designated by the other Contracting Party to satisfy them that it is qualified to fulfil the conditions prescribed under the laws and regulations normally and

reasonably applied by them in conformity with the provisions of the Convention to the operation of international commercial air services.

(5) Nothing in the present Agreement shall prejudice either Contracting Party in the exercise of its rights under Article 9 of the Convention.

Article IV

(1) The charges which either of the Contracting Parties may impose or permit to be imposed on the designated airline or airlines of the other Contracting Party for the use of public airports and other facilities shall not be higher than would be paid for the use of such airports and facilities by its national aircraft engaged in similar international air services.

(2) Fuel, lubricating oils, and spare parts, to which paragraph (3) does not apply, introduced into, or taken on board aircraft in the territory of one Contracting Party by, or on behalf of, the other Contracting Party or its designated air line and intended solely for use by the latter's aircraft on the agreed services, shall be accorded with respect to Customs duties, inspection fees and all other similar duties and charges imposed by the former Contracting Party, treatment not less favourable than that granted to national airlines or the airline of the most-favoured-nation.

(3) Aircraft of the designated airline or airlines of one Contracting Party operated on the agreed services and supplies of fuel, lubricating oils, spare parts, regular equipment and aircraft stores on board such aircraft on arrival in the territory of the other Contracting Party and retained on board shall be exempt in that territory from Customs duties, inspection fees, and similar duties and charges even though such supplies be used by such aircraft on flights in that territory.

Article V

Subject to the conditions laid down in Article 33 of the Convention, certificates of airworthiness, and certificates of competency and licences, issued or rendered valid by one Contracting Party and still in force shall be recognised as valid by the other Contracting Party for the purpose of operating the agreed services on the specified routes. Each Contracting Party reserves the right, however, to refuse to recognise for the purpose of flight above its own territory certificates of competency and licences granted to its own nationals by the other Contracting Party.

Article VI

(1) The laws, rules and regulations of one Contracting Party relating to the entry into 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 of the designated airline or airlines of the other Contracting Party.

(2) The laws, rules, and regulations of one Contracting Party relating to the entry into or departure from its territory of passengers, crew or cargo of aircraft (such as regulations relating to entry, clearance, immigration, passports, Customs and quarantine) shall be applicable to the passengers, crew, or cargo of the aircraft of the designated airline or airlines of the other Contracting Party while in the territory of the first Contracting Party.

Article VII

(1) Each Contracting Party shall have the right to refuse to accept the designation of an airline and to withhold or revoke the grant to an airline of the rights specified in paragraph (4) of the Annex to the present Agreement or to impose such conditions as it may deem necessary on the exercise by an airline of those rights in any case where it is not satisfied that substantial ownership and effective control of that airline are vested in the Contracting Party designating the airline or in nationals of the Contracting Party designating the airline.

(2) Each Contracting Party shall have the right to suspend the exercise by an airline of the rights specified in paragraph (4) of the Annex to the present Agreement, or to impose such conditions as it may deem necessary on the exercise by an airline of those rights in any case where the airline fails to comply with the laws or regulations of the Contracting Party granting those privileges or otherwise fails to operate in accordance with the conditions prescribed in the present Agreement ; provided that, unless immediate suspension or imposition of conditions is essential to prevent further infringements of laws or regulations, this right shall be exercised only after consultation with the other Contracting Party.

Article VIII

The aeronautical authorities of either Contracting Party shall supply to the aeronautical authorities of the other Contracting Party, at their request, such periodic or other statements of statistics as may be reasonably required for the purpose of reviewing the capacity provided on the agreed services by the designated airlines of the first Contracting Party. Such statements shall include all information required to determine the amount of traffic carried by those airlines on the agreed services and the origins and destinations of such traffic.

Article IX

The Contracting Parties agree that their competent authorities will consult regularly and frequently at the request of either Party so that there will be close