

No. 7266

**CZECHOSLOVAKIA
and
AFGHANISTAN**

**Air Transport Agreement (with annex). Signed at Prague,
on 28 May 1960**

Official text: English.

Registered by the International Civil Aviation Organization on 8 June 1964.

**TCHÉCOSLOVAQUIE
et
AFGHANISTAN**

**Accord relatif aux transports aériens (avec annexe). Signé
à Prague, le 28 mai 1960**

Texte officiel anglais.

Enregistré par l'Organisation de l'aviation civile internationale le 8 juin 1964.

No. 7266. AIR TRANSPORT AGREEMENT¹ BETWEEN THE CZECHOSLOVAK REPUBLIC AND THE KINGDOM OF AFGHANISTAN. SIGNED AT PRAGUE, ON 28 MAY 1960

The Government of the Czechoslovak Republic and the Government of the Kingdom of Afghanistan, desiring to strengthen further the economic and cultural relations between both countries, decided to conclude an Agreement for the purpose of promoting mutual air transport and establishment of air services between and beyond their respective territories and have agreed as follows :

Article 1

Each Contracting Party grants to the other Contracting Party the rights specified in the present Agreement and the Annex² thereto for the purpose of establishing and operating air services on the routes specified in the Annex. These services may be inaugurated immediately or at a later date at the option of the Contracting Party to whom the rights are granted.

Article 2

1. Each Contracting Party shall have the right to designate an airline 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 3 and 4 of this Article, without delay grant to the airline designated the appropriate operating authorisation.

3. 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 fulfill the conditions prescribed under the laws and regulations normally applied to the operation of international air services.

4. 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 operating authorisation or to impose such conditions in the grant as it may deem necessary if it is not satisfied that substantial ownership and effective control of that airline are vested in the Contracting Party designating the airline or its nationals

¹ Applied from 28 May 1960, the date of signature, and came into force on 15 September 1961, the date on which the Contracting Parties notified each other of its approval by their appropriate authorities, in accordance with article 14.

² See p. 138 of this volume.

or in a case when the designated airline does not comply with the laws and regulations of the Contracting Party granting the authorisation or otherwise fails to operate in accordance with the conditions prescribed in the present Agreement. This provision, unless immediate suspension of the services or imposition of conditions is essential to prevent further infringements of laws or regulation shall be applied only after previous consultation with the other Contracting Party.

Article 3

1. The laws 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 the aircraft of the designated airline of the other Contracting Party.

2. The laws 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, customs and quarantine, shall be applicable to the passengers, crew and cargo of the aircraft of the designated airline of the other Contracting Party on entry into or departure from and while within the territory of the first Contracting Party.

3. Certificates of Airworthiness, Certificate of Competency, and licences issued or rendered valid by one Contracting Party and still in force shall normally be recognised as valid by the other Contracting Party for the purpose of operating the routes and services specified in the Annex. Each Contracting Party reserves the right, however, to refuse to recognise for the purpose of flight over its own territory Certificates of Airworthiness and Competency granted to its own nationals by the other Contracting Party.

Article 4

1. The aircraft of the designated airline of one Contracting Party used for operating international transport services, as well as fuel, lubricating oils, regular aircraft equipment, spare parts and aircraft stores shall, when introduced into or taken from the territory of the other Contracting Party, be accorded exemption from customs duties and inspection fees even though such supplies are used or consumed by or on such aircraft on flights in the said territory.

2. Fuel, lubricating oils, regular aircraft equipment, spare parts and aircraft stores introduced or taken on board aircraft in the territory of one Contracting Party by the designated airline of the other Contracting Party or on its behalf and intended for use by the aircraft of the latter Contracting Party shall, in respect of customs duties, inspection fees or other similar national or local duties and charges, be accorded treatment not less favourable than that accorded to an airline of a State enjoying the most favoured nation treatment.