

No. 7277

**GHANA
and
UNION OF SOVIET SOCIALIST REPUBLICS**

**Air Transport Agreement (with table of routes and annexes).
Signed at Accra, on 6 April 1962**

Official texts: English and Russian.

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

**GHANA
et
UNION DES RÉPUBLIQUES SOCIALISTES
SOVIÉTIQUES**

**Accord relatif aux transports aériens (avec tableau des
routes et annexes). Signé à Accra, le 6 avril 1962**

Textes officiels anglais et russe.

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

No. 7277. AIR TRANSPORT AGREEMENT¹ BETWEEN THE GOVERNMENT OF THE REPUBLIC OF GHANA AND THE GOVERNMENT OF THE UNION OF SOVIET SOCIALIST REPUBLICS. SIGNED AT ACCRA, ON 6 APRIL 1962

The Government of the Union of Soviet Socialist Republics and the Government of Republic of Ghana, desiring to conclude an Agreement with the aim of establishing air transport services, have appointed for this purpose their plenipotentiaries, who have agreed as follows :

Article 1

Each Contracting Party grants the other Contracting Party the rights enumerated in Annex 1² to this Agreement for the purpose of establishing and operating air services (hereinafter called "agreed services") envisaged herein.

Article 2

1. The operation of each of the agreed services may commence immediately following the appointment by the respective Contracting Party of its airline for the operation of the agreed services and the conclusion of an Agreement between the respective airlines concerning conditions of the operation of the agreed services.

2. All technical and commercial questions pertaining to the flights of aircraft and the transportation of passengers, baggage, cargo, and mail on the agreed services as well as all questions concerning commercial co-operation, in particular the establishment of schedules, frequency of flights, rates, servicing of aircraft on the ground and methods of financial accounting shall be resolved by the airlines designated by the Contracting Parties.

3. The points for crossing national boundaries within its territory shall be established by each Contracting Party provided that the established points shall not cause unreasonable deviation from the direct route.

Article 3

Each Contracting Party reserves the right to temporarily suspend or revoke the rights specified in Annex 1 to this Agreement in any case where it does not have

¹ Came into force on 6 April 1962, upon signature, in accordance with article 17.

² See p. 52 of this volume.

satisfactory evidence that substantial ownership of or actual control over the airline designated by the other Contracting Party is vested in nationals or agencies of that Contracting Party or in case of non-observance by designated airline of laws and rules specified in Article 6 or nonfulfilment of the conditions under which rights are granted in accordance with this Agreement.

Article 4

1. To ensure safety of flights on the agreed services each Contracting Party will grant the aircraft of the other Contracting Party the use of the necessary primary and alternate airdromes, radio, illumination, meteorological and other services required for the operation of such flights and will also communicate to the other Contracting Party data on such services and information on primary and alternate airdromes where landings may be made and on flights routes within the limits of its territory.

2. Matters pertaining to safety of flights and to the responsibility of the Contracting Parties in relation to the operation of the flights are stipulated in Annex 2¹ to this Agreement and shall be within the competence of the civil aviation agencies of the Contracting Parties. All changes in and amendments to this Annex may be made in the future in written form by agreement between the above-mentioned civil aviation agencies.

3. Annex 1 and the routes specified in Tables 1 and 2 may be changed by agreement between the appropriate authorities of the Contracting Parties within the limits of the entire period of the validity of this agreement.

Article 5

1. Aviation fuel, lubricants, spare parts and other material and equipment introduced by the airline designated by one of the Contracting Parties to the territory of the other Contracting Party exclusively for its operational needs shall be exempt from customs duties, taxes and other charges during their use and storage within the territory of the latter Contracting Party.

2. Aircraft being operated on the agreed services, as well as stores of aviation fuel and lubricants, spare parts, equipment and provisions on board the aircraft of the airline designated by one Contracting Party shall be exempt within the territory of the other Contracting Party from the imposition of customs, inspection, and other

¹ See p. 54 of this volume.

fees and charges even in the event that these materials will be used by such aircraft during flight over such territory, except in those cases where they are disposed of in the territory of the other Contracting Party.

Article 6

1. The laws and the rules of the Contracting Party governing the entry into and exit from its territory by aircraft in international flight or the operation and navigation of such aircraft while within the limits of its territory shall apply to the aircraft of the airline designated by the other Contracting Party.
2. The laws and rules of either Contracting Party governing the arrival or departure from its territory of passengers, crew, or cargo of aircraft, in particular rules governing passport, customs, currency, and quarantine formalities shall apply to the passengers, crews, or cargo of the aircraft of the airline designated by the other Contracting Party during the arrival in or departure from the territory of the said Contracting Party.

Article 7

1. Aircraft of the airline designated by one Contracting Party during flights over the territory of the other Contracting Party should have identification marks of their states, established for international flights, certificates of registration, certificates of air worthiness and other aircraft documents established by the civil aviation agencies of the Contracting Parties, and also permission for radio equipment. Pilots and other crew members shall have appropriate certificates.
2. All of the aforementioned documents issued or recognised as valid by one Contracting Party shall be recognised as valid within the territory of the other Contracting Party.

Article 8

1. In case of a forced landing or accident to an aircraft of one Contracting Party within the territory of the other Contracting Party, in which territory the accident took place shall immediately notify the other Party thereof, take necessary measures for the investigation of the causes of this accident, and also undertake immediate steps to assist the crew members and passengers if they are injured in the accident and shall provide for the safety of the mail, baggage and cargo on board the aircraft.

2. The Party conducting the investigation of the accident is required to inform the other Party of its results, the Party to which the aircraft belongs shall have the right to appoint its observers, who shall be present at the investigation of the accident.

Article 9

1. For the solution of administrative, commercial and technical matters concerning air transportation and servicing of aircraft each Contracting Party shall grant the airline of the other Contracting Party actually operating the agreed services the right to establish representatives and their assistants in the territory of the said Contracting Party.

2. The representatives specified in this article and also their assistants and members of the crews of aircraft of the airlines designated by the Contracting Parties must be citizens of the said Contracting Parties.

Article 10

Financial accounting for air transportation carried out by the designated airlines, appointed by the Contracting Parties in accordance with the present Agreement, shall be effected in conformity with the terms of the Long Term Payment Agreement between the U.S.S.R. and the Republic of Ghana signed on the 4th November, 1961.

Article 11

1. The authorization for special flights and charter flights may be granted as a result of a request by the concerned airline to the appropriate civil aviation authority of the other Contracting Party.

2. This request is to be submitted not less than 48 hours before the departure of the aircraft.

3. However, this authorization shall be granted only if these authorities are satisfied that such flights will not adversely affect the scheduled air transport of either Contracting Party.

Article 12

There shall be regular and frequent consultation between the aeronautical authorities of the Contracting Parties to ensure close collaboration in all matters affecting the fulfilment of the present Agreement.