

No. 8160

**SWITZERLAND
and
LIBERIA**

**Agreement for the establishment and operation of air services
between and beyond their respective territories (with
annex). Signed at Monrovia, on 31 August 1961**

Official texts: French and English.

Registered by the International Civil Aviation Organization on 15 March 1966.

**SUISSE
et
LIBÉRIA**

**Accord relatif à l'établissement et à l'exploitation de services
aériens entre leurs territoires respectifs et au-delà (avec
annexe). Signé à Monrovia, le 31 août 1961**

Textes officiels français et anglais.

Enregistré par l'Organisation de l'aviation civile internationale le 15 mars 1966.

No. 8160. AGREEMENT¹ BETWEEN THE GOVERNMENT OF THE REPUBLIC OF LIBERIA AND THE SWISS CONFEDERATION FOR THE ESTABLISHMENT AND OPERATION OF AIR SERVICES BETWEEN AND BEYOND THEIR RESPECTIVE TERRITORIES. SIGNED AT MONROVIA, ON 31 AUGUST 1961

The Government of the Republic of Liberia and the Swiss Federal Council, considering that Liberia and Switzerland (hereinafter referred to as the Contracting Parties) are Parties to the Convention on International Civil Aviation² (hereinafter referred to as the Convention) and to the International Air Services Transit Agreement,³ both signed at Chicago on the seventh day of December 1944, the terms of which Convention and Agreement are binding on both Parties, desiring to foster as much as possible the international cooperation in the field of air transport and desiring to enter into an Agreement for the operation of air transport services between and beyond their respective territories, have appointed representatives who, duly authorized to that effect, have agreed as follows :

Article I

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

- (a) The term “aeronautical authorities” means, in the case of the Republic of Liberia, the Postmaster General and any person or body authorized to perform any function exercised by the said Postmaster General or similar functions and, in the case of the Swiss Confederation, the Federal Air Office and any person or body authorized to perform any function exercised by the said Federal Air Office or similar functions.
- (b) The term “air service” and “airline” have the meanings specified in the Convention.
- (c) The term “designated airlines” means an airline or airlines which one Contracting Party shall have designated in writing to the other Contracting Party, in accordance with Article III of this Agreement.

¹ Applied provisionally with effect from 31 August 1961, the date of signature, and came into force on 25 July 1963, the date on which its ratification was mutually notified by an exchange of diplomatic notes, in accordance with article XVII.

² See footnote 2, p. 68 of this volume.

³ United Nations, *Treaty Series*, Vol. 84, p. 389; for subsequent actions relating to this Agreement, see references in Cumulative Indexes Nos. 2 to 6.

Article II

For the operation of the international scheduled air services specified in the Annex¹ to the present Agreement, each Contracting Party, subject to the provisions of the present Agreement, grants to the designated airline(s) of the other Contracting Party the following privileges :

- (a) to fly without landing across its territory;
- (b) to make stops in the said territory for non-traffic purposes;
- (c) to take up and set down in the said territory at the points specified in the Annex international traffic in passengers, mail and cargo.

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 by virtue of the present Agreement air services on the routes specified in the appropriate section of the schedule in the Annex to the present Agreement (hereinafter respectively referred to as the agreed services and the agreed routes). On receipt of the designation of an airline, the other Contracting Party shall, subject to the provisions of paragraph 2 of this article and of Article IX of the present Agreement without delay, grant to that airline the appropriate operating authorization.

2. Before being authorized to inaugurate the agreed air services referred to in paragraph 1 of this Article, the airline may, however, be required to satisfy the aeronautical authorities of the other Contracting Party that it is qualified to fulfil the conditions prescribed under the laws and regulations normally applied by those authorities to the operation of international air services.

3. At any time after the provisions of paragraph 1 of this Article have been complied with an airline so designated and authorized may begin to operate the agreed services.

4. Certificates of airworthiness, certificates of competency, qualifications and licenses issued or rendered valid by one Contracting Party and still in force shall be recognized 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 recognize, for the flight over its own territory, certificates of competency, qualifications and licenses granted to its own nationals by the other state.

Article IV

1. The laws and regulations of one Contracting Party governing entry into and departure from its territory of aircraft engaged in international air navigation,

¹ See p. 231 of this volume.

or flights of such aircraft within its territory shall apply to the designated airline(s) of the other Contracting Party.

2. The laws and regulations of one Contracting Party governing entry into, sojourn in, or departure from its territory of passengers, crew, mail or cargo, such as those relating to formalities, immigration, passports, customs and quarantine, shall apply to passengers, crew, mail or cargo, carried by the aircraft of the designated airline(s) of the other Contracting Party while they are within the said territory.

3. Passengers in transit across the territory of one Contracting Party shall be subject to a simplified control, so as to be exempt from the obligation of presenting a Transit Visa or of undergoing a health control. Luggage and cargo in direct transit shall be exempt from customs duties and other charges.

4. Each Contracting Party consents not to give a preference to its own airlines over the airline(s) of the other Contracting Party in the application of its regulations concerning customs, visas, immigration, quarantine, exchange control or other regulations affecting air transportation.

Article V

1. The capacity offered by the designated airlines shall be adapted to traffic requirements.

2. There shall be a fair and equal opportunity for the designated airlines to operate the agreed services between the territories of the Contracting Parties.

3. On routes operated in common the designated airlines shall take into consideration their mutual interests so as not to affect unduly their services.

4. The agreed services shall have as their primary object the provision of capacity corresponding to the traffic requirements between the country of which the airline is a national and the countries of destination.

5. The right to take up and set down, at the points specified in the schedules following in the Annex and situated in the territory of the other Contracting Party, traffic destined for or coming from third countries shall be exercised in conformity with the general principles of orderly development to which both Contracting Parties subscribe and subject to the condition that capacity shall be related :

- (a) to traffic requirements between the country of origin of the designated airline(s) and the countries of destination;
- (b) to the requirements of economy of operation of the agreed services; and