

**UNITED STATES OF AMERICA
and
CZECHOSLOVAKIA**

Air transport agreement (with Annex and Exchange of Notes). Signed at Praha, on 3 January 1946

Became operative on 3 January 1946, by signature and became effective definitively on 17 June 1946, by a notification, given by the Government of Czechoslovakia to the Government of the United States of America, of the approval of the Agreement by the President of the Czechoslovak Republic.

English and Czech official texts communicated by the United States Representative to the United Nations. The registration took place on 11 August 1947.

**ETATS-UNIS D'AMERIQUE
et
TCHECOSLOVAQUIE**

Accord relatif aux transports aériens (avec annexe et échange de notes). Signé à Prague, le 3 janvier 1946

Devenu exécutoire à compter du 3 janvier 1946, par signature, et entré définitivement en vigueur le 17 juin 1946, par notification donnée par le Gouvernement tchécoslovaque au Gouvernement des Etats-Unis d'Amérique, de l'approbation de l'Accord par le Président de la République tchécoslovaque.

Textes officiels anglais et tchèque communiqués par le représentant des Etats-Unis auprès de l'Organisation des Nations Unies. L'enregistrement a eu lieu le 11 août 1947.

No. 84. AIR TRANSPORT AGREEMENT BETWEEN THE UNITED STATES OF AMERICA AND THE CZECHOSLOVAK REPUBLIC. SIGNED AT PRAHA, ON 3 JANUARY 1946

Having in mind the resolution recommending a standard form of agreement for provisional air routes and services, included in the Final Act of the International Civil Aviation Conference signed at Chicago on December 7, 1944¹ and the desirability of mutually stimulating and promoting the sound economic development of air transportation between the United States of America and the Republic of Czechoslovakia, the two Governments parties to this Agreement agree that the development of air transport services between their respective territories shall be governed by the following provisions:

Article 1

The contracting parties grant the right specified in the Annex hereto necessary for establishment of the international civil air routes and services therein described, whether such services be inaugurated immediately or at a later date at the option of the contracting party to whom the rights are granted.

Article 2

(a) Each of the air services so described shall be placed in operation as soon as the contracting party to whom the rights have been granted by Article 1 to designate an airline or airlines for the route concerned has authorized an airline for such route, and the contracting party granting the right shall, subject to Article 6 hereof, be bound to give the appropriate operating permission to the airline or airlines concerned; provided that the airlines so designated may be required to qualify before the competent aeronautical authorities of the contracting party granting the rights under the laws and regulations normally applied by these authorities before being permitted to engage in the operations contemplated by this Agreement; and provided that in areas of hostilities or of military occupation, or in areas affected thereby, such inauguration shall be subject to the approval of the competent military authorities.

(b) It is understood that either contracting party granted commercial rights under this Agreement should exercise them at the earliest practicable date except in the case of temporary inability to do so.

¹ *International Civil Aviation Conference, Chicago, Illinois, November 1 to December 7, 1944, Final Act and Related Documents*, Department of State publication 2282, Conference Series 64.

Article 3

In order to prevent discriminatory practices and assure equality of treatment, both contracting parties agree that:

(a) Each of the contracting parties may impose or permit to be imposed just and reasonable charges of¹ the use of public airports and other facilities under its control. Each of the contracting parties agrees, however, that these charges shall not be higher than would be paid for the use of such airports and facilities by its national aircraft engaged in similar international services.

(b) Fuel, lubricating oils and spare parts introduced into the territory of one contracting party by the other contracting party or its nationals, and intended solely for use by aircraft of such other contracting party shall be accorded national and most-favored-nation treatment with respect to the imposition of customs duties, inspection fees or other national duties or charges by the contracting party whose territory is entered.

(c) The fuel, lubricating oils, spare parts, regular equipment and aircraft stores retained on board civil aircraft of the airlines of one contracting party authorized to operate the routes and services described in the Annex shall, upon arriving in or leaving the territory of the other contracting party, be exempt from customs, inspection fees or similar duties or charges, even though such supplies be used or consumed by such aircraft on flights in that territory.

Article 4

Certificates of airworthiness, certificates of competency and licences issued or rendered valid by one contracting party shall be recognized as valid by the other contracting party for the purpose of operating the routes and services described in the Annex. Each contracting party reserves the right, however, to refuse to recognize, for the purpose of flight above its own territory, certificates of competency and licences granted to its own nationals by another state.

Article 5

(a) 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 be applied to the aircraft of the other contracting party, and shall be complied with by such aircraft upon entering or departing from or while within the territory of the first party.

¹ See page 318 of this volume.