

No. 3689

**UNION OF SOVIET SOCIALIST REPUBLICS
and
DENMARK**

Air Transport Agreement (with annexes and exchange of letters). Signed at Moscow, on 31 March 1956

Official texts: Russian and Danish.

Registered by the Union of Soviet Socialist Republics on 1 February 1957.

**UNION DES RÉPUBLIQUES SOCIALISTES
SOVIÉTIQUES
et
DANEMARK**

Accord (avec annexes et échange de lettres) relatif aux services aériens. Signé à Moscou, le 31 mars 1956

Textes officiels russe et danois.

Enregistré par l'Union des Républiques socialistes soviétiques le 1^{er} février 1957.

[TRANSLATION — TRADUCTION]

No. 3689. AIR TRANSPORT AGREEMENT¹ BETWEEN THE GOVERNMENT OF THE UNION OF SOVIET SOCIALIST REPUBLICS AND THE GOVERNMENT OF DENMARK. SIGNED AT MOSCOW, ON 31 MARCH 1956

The Government of the Union of Soviet Socialist Republics and the Government of Denmark, desiring to conclude an agreement with a view to establishing air communications, have for this purpose appointed their duly authorized representatives, who have agreed as follows :

Article 1

Each Contracting Party grants to the other Contracting Party the rights specified in annex 1² to this Agreement for the purpose of operating on the air routes listed therein (hereinafter referred to as the "agreed routes").

Article 2

1. Services on the air routes set forth in annex 1 to this Agreement may be inaugurated as soon as the Contracting Party to whom the rights referred to in article 1 have been granted has designated an air line for those routes, and as soon as the Contracting Party granting the rights has issued the appropriate operating permission, which it shall grant without undue delay.

2. All technical and commercial questions relating to flights, in particular the fixing of flight schedules and rates, financial settlements and the technical servicing of aircraft on the ground, shall be dealt with in a separate agreement to be concluded between the designated airlines, such agreement to be submitted, where appropriate, to the competent authorities of the Contracting Parties for approval.

3. Each Contracting Party shall prescribe for its own territory the flight routes to be followed by aircraft and the points at which aircraft are to cross its State frontier.

Article 3

Each Contracting Party reserves the right temporarily to withhold or revoke the rights specified in annex 1 to this Agreement in any case where it is not

¹ Came into force on 31 March 1956, as from the date of signature, in accordance with article 10.

² See p. 194 of this volume.

satisfied that substantial ownership or effective control of the airline designated by the other Contracting Party is vested in nationals or agencies of that Contracting Party, or in case of failure by the designated airline to comply with the laws and regulations referred to in article 6 or to fulfil the conditions under which the rights are granted in accordance with this Agreement.

Article 4

1. In order to ensure the safety of flights over the agreed routes, each Contracting Party shall place at the disposal of the aircraft of the other Contracting Party such radio facilities, lighting, meteorological and other services as are necessary for carrying out the flights and shall furnish the other Contracting Party with information regarding such facilities and with particulars regarding the main airports and auxiliary landing grounds and the flight routes in its territory.

2. Questions relating to the safety of flights and to the responsibility of the Contracting Parties for the operation of flights shall be regulated in annex 2¹ to this Agreement and shall fall within the jurisdiction of the civil aviation authorities of the Contracting Parties. Changes in and amendments to the said annex may henceforward be effected in writing by agreement between the said civil aviation authorities.

3. Annex 1 and the air routes specified in schedules I¹ and II¹ thereto may be amended by agreement between the Contracting Parties at any time during the period of validity of this Agreement.

Article 5

1. Fuel, lubricating oils, spare parts and other materials which have been or are introduced into the territory of one Contracting Party by the designated airline of the other Contracting Party exclusively for its own operating needs shall be exempt from customs duties, taxes and other charges for so long as they remain in the territory of that Contracting Party.

2. Aircraft operated over the agreed routes, and supplies of fuel and lubricating oils, spare parts, equipment and stores present on board an aircraft of the airline designated by one Contracting Party shall be exempt in the territory of the other Contracting Party from customs duties, inspection fees and other duties and charges, even though such materials are used by such aircraft on a flight in that territory, except in cases where they are disposed of in the territory of the other Contracting Party.

¹ See p. 196 of this volume.

Article 6

1. 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 apply to the aircraft of the airlines designated by the other Contracting Party.

2. The laws and regulations of one Contracting Party relating to the admission to and departure from its territory of passengers, crew or cargo of aircraft, such as regulations relating to passports, customs, currency and quarantine, shall apply to the passengers, crew or cargo of aircraft of the airlines designated by the other Contracting Party upon entrance into or departure from the territory of that Contracting Party.

Article 7

1. Aircraft of the airlines designated by one Contracting Party shall, on flights in the territory of the other Contracting Party, carry the identification marks of their State prescribed for international air traffic, certificates of registration, certificates of airworthiness and other aircraft documents prescribed by the civil aviation authorities of the Contracting Parties, and also their radio station licences. The pilots and other members of the crew shall be in possession of the prescribed documents.

2. All such documents issued or recognized as valid by one Contracting Party shall be recognized as valid in the territory of the other Contracting Party.

Article 8

1. In the event of a forced landing by or an accident to an aircraft of one Contracting Party in the territory of the other Contracting Party, the Party in whose territory the accident occurs shall immediately notify the other Party thereof, take the necessary action to inquire into the causes of the accident, render urgent assistance to the crew and passengers, if injured in the accident, and provide for the safety of the mail, baggage and cargo on board the aircraft.

2. The Party conducting the inquiry into the accident shall report the findings thereof to the other Party, and the Party to which the aircraft belongs shall be entitled to appoint observers to be present at the inquiry.

Article 9

1. In order to deal with matters relating to air services and the servicing of aircraft, the Contracting Parties shall grant to the airlines actually operating