

N° 3453.

**ROUMANIE
ET TCHÉCOSLOVAQUIE**

Convention relative à l'établissement
et à l'exploitation des lignes régulières de transport aérien. Signée
à Bucarest, le 20 juin 1930.

**ROUMANIA
AND CZECHOSLOVAKIA**

Convention regulating the Establishment and Operation of Regular Air Lines of Communication. Signed at Bucharest, June 20th, 1930.

¹ TRADUCTION. — TRANSLATION.

No. 3453. — CONVENTION² BETWEEN THE KINGDOM OF ROUMANIA AND THE CZECHOSLOVAK REPUBLIC REGULATING THE ESTABLISHMENT AND OPERATION OF REGULAR AIR LINES OF COMMUNICATION. SIGNED AT BUCHAREST, JUNE 20TH, 1930.

French official text communicated by the Permanent Delegate of the Czechoslovak Republic accredited to the League of Nations. The registration of this Convention took place June 28th, 1934.

THE PRESIDENT OF THE CZECHOSLOVAK REPUBLIC
and

HIS MAJESTY THE KING OF ROUMANIA,

Being equally desirous of regulating, facilitating and promoting the development of air communications between the two countries on the basis of the Convention³ relating to the regulation of air navigation dated October 13th, 1919, have decided to conclude a Convention for that purpose, and have appointed as their respective Plenipotentiaries :

THE PRESIDENT OF THE CZECHOSLOVAK REPUBLIC :

His Excellency M. R. KÜNZL-JIZERSKÝ, Envoy Extraordinary and Minister Plenipotentiary of the Czechoslovak Republic at Bucharest ;

HIS MAJESTY THE KING OF ROUMANIA :

His Excellency M. G. G. MIRONESCO, Minister for Foreign Affairs ;

Who, having exchanged their full powers, found in good and due form, have agreed on the following provisions :

Article I.

The Czechoslovak Republic shall grant the authorisations necessary for the operation over Czechoslovak territory of the regular airway

PRAGUE-BUCHAREST and *vice versa*

to a Roumanian air navigation undertaking designated for the purpose by the Kingdom of Roumania.

The Kingdom of Roumania shall grant the authorisations necessary for the operation over Roumanian territory of the regular airway

BUCHAREST-PRAGUE and *vice versa*

to a Czechoslovak air navigation undertaking designated for the purpose by the Czechoslovak Republic.

¹ Traduit par le Secrétariat de la Société des Nations, à titre d'information.

¹ Translated by the Secretariat of the League of Nations, for information.

² The exchange of ratifications took place at Bucharest, February 8th, 1933. Came into force March 10th, 1933.

³ Vol. XI, page 173 ; Vol. XXIV, page 175 ; Vol. LIX, page 346 ; Vol. LXIII, page 389 ; Vol. LXXVIII, page 438 ; Vol. CXVII, page 54 ; Vol. CXXXVIII, pages 418 and 427 ; and Vol. CXLII, page 340, of this Series.

This airway shall be operated by the two undertakings either independently of one another or jointly on the basis of an agreement to be concluded between them. The Contracting Parties undertake to treat the above-mentioned undertakings on a basis of complete reciprocity.

Article 2.

The routes of the airway mentioned in the preceding Article, the places at which aircraft are to cross frontiers and the aerodromes at which Customs formalities are to be carried out shall be decided by mutual agreement between the competent air authorities of the Contracting Parties.

Article 3.

Each of the Contracting Parties shall take in its own territory the measures necessary to ensure that the concession-holding undertakings have the use of aerodromes, installations and technical services necessary for air traffic on the route of the airway mentioned in Article 1 under the same conditions as national air navigation undertakings.

Article 4.

Should the air navigation undertaking of one Contracting Party be unable to use the technical installations indispensable for the regular operation of its airway in the territory of the other Contracting Party, such undertaking shall be entitled to construct the necessary installations in the above-mentioned territory at its own expense and risk, under conditions to be laid down by the competent air authority of the Contracting Party in whose territory the installations are to be constructed.

Article 5.

The Contracting Parties agree that the Czechoslovak undertaking in Roumania and the Roumanian undertaking in Czechoslovakia shall have the right to carry internal traffic, that is to say, the right to carry by air, on a commercial basis, passengers, baggage and goods between aerodromes situated in the interior of each country and on the route of the airway in question. The right to carry such internal traffic shall be expressly recognised in the concessions granted to the two undertakings.

The right to carry internal traffic may be cancelled, provided that twelve months' notice is given.

Article 6.

The Contracting Parties undertake to provide the undertakings in question, within the scope of the laws and regulations in force, with facilities for expediting the carrying out of the Customs and administrative formalities connected with the transport by air of passengers, baggage and goods.

Article 7.

The aircraft, engines, spare parts and gear intended for the operation of the airway referred to in Article 1 shall be temporarily admitted free of Customs duty.

Such articles shall remain subject to supervision by the Customs administration; they may only be used for the requirements of flight within the meaning of the present Convention.

Articles which have become unfit for use and on which no Customs duties were paid on entry into one of the Contracting States shall be re-exported in the event of the duties not having been

paid subsequently. The subsequent Customs clearing of old material shall be authorised with all facilities allowed by the laws, due account being taken of the transformation or scrapping of the said material.

Passengers in through transit, with or without landing, shall not be subjected to any Customs formalities, but they shall be placed under Customs supervision. No Customs formalities shall be required in respect of transit of goods without landing. Goods in transit with landing shall be placed under Customs supervision and be liable for payment of statistical duties without being subjected to Customs formalities or to payment of Customs duties.

Article 8.

In the event of a forced landing or of any other accident to aircraft of the concession-holding undertakings, the local authorities shall be bound to give such aircraft, on reimbursement of any actual expenditure, the same assistance as that provided for by the regulations in force in respect of national aircraft.

Article 9.

The concession-holding undertakings shall be obliged :

(a) To comply, in the territory of the other Contracting Party, with all laws and regulations in force ;

(b) To employ only Czechoslovak or Roumanian nationals in the territory of the other Contracting Party.

Nationals of other Powers may not be employed except by agreement between the competent air authorities of the two Contracting Parties.

Article 10.

The postal administrations of the two States shall come to an understanding with regard to the use of the airway for the transport of mail and shall then grant the necessary authorisations to the two air undertakings designated by the Contracting Parties.

Article 11.

The concession-holding undertakings may not transfer their concessions, either wholly or in part, to other undertakings.

Article 12.

Each of the Contracting Parties reserves the right at any time to designate another national air navigation undertaking in the place of the concession-holding undertaking. In such case, the concession granted shall lose its validity, and a new similar concession shall be issued as soon as possible to the new undertaking. An undertaking whose concession has been cancelled by one of the Contracting Parties may not on that account claim any compensation from the other Contracting Party.

Article 13.

In the case of a breach of the provisions of the present Convention, and in the case of repeated offences against public security and public order in the other State, more particularly breaches of the Customs regulations, either of the Contracting Parties may require the dismissal of the employees at fault. In the event of repeated or serious breaches of the Convention, either Contracting Party may require the concession of the undertaking to be cancelled.

Article 14.

Details regarding the application of the present Convention shall be settled by a special agreement to be concluded direct between the competent air authorities of the Contracting Parties.

Article 15.

The Contracting Parties agree that their competent air authorities shall come to an understanding and correspond direct as regards the application of the provisions of the present Convention, without employing the ordinary diplomatic channels.

Article 16.

New airways other than those mentioned in Article 1 may be established under an agreement between the Governments of the two countries.

All the provisions of the present Convention which lay down principles shall apply also to the agreements to be concluded.

Article 17.

Disputes that may arise relating to the interpretation or application of the present Convention shall be settled in conformity with the terms of the General Act¹ of Conciliation, Arbitration and Judicial Settlement between the States of the Little Entente, signed at Belgrade on May 21st, 1929.

Article 18.

Should one Contracting Party cease to be a Party to the Convention of October 13th, 1919, relating to the regulation of aerial navigation, the present Convention shall continue to be in force, but it shall be supplemented in respect of all the provisions governing aerial navigation laid down in the said Convention, save as regards such provisions as may be amended or supplemented by mutual agreement between the Contracting Parties.

Article 19.

The present Convention shall be ratified, and the instruments of ratification shall be exchanged at Bucharest as soon as possible.

It shall come into force on the thirtieth day following the exchange of ratifications, and shall remain in force until January 1st, 1936.

It shall be renewed by tacit consent for periods of five years, unless notice of denunciation is given by either Contracting Party to the other at least twelve months before the expiry of the current period.

In faith whereof the Plenipotentiaries have signed the present Convention and have thereto affixed their seals.

Done in original duplicate at Bucharest, June 20th, 1930.

(L. S.) Rudolf KÜNZL-JIZERSKÝ.

(L. S.) G. G. MIRONESCO.

¹ Volume XCVI, page 311, of this Series.