

AIR TRANSPORT AGREEMENT  
BETWEEN  
THE GOVERNMENT OF THE CZECH REPUBLIC  
AND  
THE GOVERNMENT OF THE REPUBLIC OF TURKEY

The Government of the Czech Republic  
and the Government of the Republic of Turkey

Being Parties to the Convention on International Civil Aviation and the International Air Services Transit Agreement, both opened for signature at Chicago on the seventh day of December, 1944,

Desiring to conclude an Agreement for the purpose of establishing air services between and beyond their respective territories,

HAVE AGREED AS FOLLOWS:

ARTICLE 1

DEFINITIONS

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

- a) The term "The Convention" means the Convention on International Civil Aviation opened for signature at Chicago on the seventh day of December, 1944 and includes any Annexes adopted under Article 90 of that Convention and any amendment of the Annexes or Convention under Articles 90 and 94 thereof, which have been adopted by both Contracting Parties;
- b) The term "aeronautical authorities" means, in the case of the Czech Republic, the Ministry of Transport and any person or body authorized to perform any functions exercised by the said Ministry, and in the case of the Republic of Turkey, the Minister of Transportation and Communications and any person or body authorized to perform any functions exercised by the said Minister;
- c) The term "designated airline" means an airline which has been designated and authorized in accordance with Article 3 of this Agreement;
- d) The term "territory" has the meaning specified in Article 2 of the Convention;

- e) The terms "air services", "international air service", "airline" and "stop for non-traffic purposes" have the meaning specified in Article 96 of the Convention;
- f) The term "capacity" means:  
- in relation to an aircraft, the payload of that aircraft available on the route or section of a route,  
- in relation to a specified air service, the capacity of the aircraft used on such service multiplied by the frequency operated by such aircraft over a given period and route or section of a route;
- g) The term "traffic" means passengers, baggage, cargo and mail;
- h) The term "tariff" means the prices to be charged for the carriage of passengers, baggage or cargo (excluding mail), including any significant additional benefits to be furnished or made available in conjunction with such carriage, and the commission to be paid on the sales of tickets for the carriage of persons, or on corresponding transaction for the carriage of cargo. It includes also the conditions that govern the applicability of the price for carriage or the payment of commission;
- i) The term "Annex" means the Annexes to this Agreement or as amended in accordance with the provisions of Article 16 of this Agreement. The Annexes form an integral part of this Agreement and all references to the Agreement shall include the Annexes except where explicitly agreed otherwise.

## ARTICLE 2

### TRAFFIC RIGHTS

1. Each Contracting Party grants to the other Contracting Party the rights specified in this Agreement, for the purpose of establishing scheduled international air services on the routes specified in Annex I to this Agreement. Such services and routes are hereinafter referred to as "the agreed services" and "the specified routes" respectively. The airline designated by each Contracting Party shall enjoy, while operating an agreed service on a specified route, the following rights:
- a) to fly without landing across the territory of the other Contracting Party,
- b) to make stops in the said territory for non-traffic purposes;  
and
- c) to make stops in the territory at the points specified for that route in Annex I to this Agreement

for the purpose of putting down and taking up international traffic.

2. Nothing in paragraph (1) of this Article shall be deemed to confer on the designated airline of one Contracting Party the privilege of taking up, in the territory of the other Contracting Party, traffic carried for remuneration or hire and destined for another point in the territory of that other Contracting Party.

### ARTICLE 3

#### OPERATING AUTHORIZATIONS

1. Each Contracting Party shall have the right to designate in writing to the other Contracting Party an airline for the purpose of operating the agreed services on the specified routes.
2. On receipt of such designation the other Contracting Party shall, subject to the provisions of paragraphs (3) and (4) of this Article, without delay grant to the airline designated the appropriate operating authorizations.
3. The aeronautical authorities of one Contracting Party may require an airline designated by the other Contracting Party to satisfy them that it is qualified to fulfill the conditions prescribed under the laws and regulations normally and reasonably applied to the operation of the international air services by such authorities.
4. Each Contracting Party shall have the right to refuse to grant the operating authorizations referred to in paragraph (2) of this Article or to impose such conditions as it may deem necessary on the exercise by a designated airline of the rights specified in Article 2 of this Agreement, in any case where the said Contracting Party is not satisfied that substantial ownership and effective control of that airline are vested in the Contracting Party designating the airline or in its nationals.
5. When an airline has been so designated and authorized it may begin at any time to operate the agreed services, provided that a capacity agreed upon and a tariff and flight schedules established in accordance with the provisions of Article 10 and Article 13 and Annex II of this Agreement are in force in respect of that service.

## ARTICLE 4

### REVOCATION AND SUSPENSION OF RIGHTS

1. Each Contracting Party shall have the right to revoke an operating authorization or to suspend the exercise of the rights specified in Article 2 of this Agreement by an airline designated by the other Contracting Party or to impose such conditions as it may deem necessary on the exercise of these rights:
  - a) in any case where it is not satisfied that substantial ownership and an effective control of that airline are vested in the Contracting Party designating the airline or in its nationals,  
  
or,
  - b) in the case of failure by that airline to comply with the laws or regulations of one Contracting Party granting these rights,  
  
or,
  - c) in the case the airline otherwise fails to operate in accordance with the conditions prescribed under this Agreement.
2. Unless immediate revocation, suspension or imposition of the conditions mentioned in paragraph (1) of this Article is essential to prevent further infringements of laws or regulations, such right shall be exercised only after consultation with the other Contracting Party.

## ARTICLE 5

### ENTRY AND CLEARANCE LAWS AND REGULATIONS

1. The laws and regulations of a Contracting Party relating to the admission to, stay in, 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 both Contracting Parties without distinction as to nationality, and shall be complied with by such aircraft upon entering or departing from or while within the territory of that Contracting Party.
2. The laws and regulations of a Contracting Party relating to the admission to, stay in, or departure from its territory of passengers, crew, cargo and mail transported

on board the aircraft, such as regulations relating to entry, clearance, immigration and emigration, passports, customs, currency and sanitary control shall be complied with by or on behalf of such passengers, crew, cargo and mail upon entrance into or departure from or while within the territory of that Contracting Party.

## ARTICLE 6

### EXEMPTION FROM CUSTOMS AND OTHER DUTIES AND TAXES

1. Aircraft operated on international air services by the designated airline of either Contracting Party, as well as their regular equipment, supplies of fuels and lubricants, and aircraft stores (including food, beverages and tobacco) carried on board, such aircraft shall be exempt from all customs duties, inspection fees and other duties or taxes on arriving in the territory of the other Contracting Party, provided such equipment and supplies remain on board the aircraft up to such time as they are re-exported or they are used on board aircraft on the part of the journey to be performed over that territory.
2. There shall also be exempt from the same duties and taxes, with the exception of charges corresponding to the service performed, for:
  - a) aircraft stores taken on board in the territory of either Contracting Party, within limits fixed by the authorities of said Contracting Party, and for use on board aircraft engaged in an international service of the other Contracting Party,
  - b) spare parts and regular equipment entered into the territory of either Contracting Party for the maintenance or repair of aircraft used on international services by the designated airline of the other Contracting Party,
  - c) fuel and lubricants destined to supply aircraft operated on international services by designated airline of the other Contracting Party, even when these supplies are to be used on the part of the journey to be performed over the territory of the Contracting Party in which they are taken on board.

Materials referred to in sub-paragraphs (a), (b) and (c) above may be required to be under Customs supervision or control.

## ARTICLE 7

### STORAGE OF AIRBORNE EQUIPMENT AND SUPPLIES

The regular airborne equipment, as well as the materials and supplies retained on board the aircraft of the designated airline of either Contracting Party may be unloaded in the territory of the other Contracting Party only with the approval of the Customs authorities of such territory. In such case, they may be placed under the supervision of said authorities up to such time as they are re-exported or otherwise disposed of in accordance with customs regulations.

## ARTICLE 8

### DIRECT TRANSIT TRAFFIC

Passengers in direct transit across the territory of either Contracting Party, not leaving the areas of the airport reserved for such purposes, shall be subject to a simplified control, in so far as security requirements so permit. Baggage and cargo in direct transit shall be exempt from customs duties and other similar taxes.

## ARTICLE 9

### FINANCIAL PROVISIONS

1. Each designated airline shall have the right to engage, in accordance with applicable national laws and regulations, in the sale of air transportation in the territory of the other Contracting Party directly, and at its discretion, through its agents. Such airlines, on the bases of the reciprocity, shall have the right to sell such transportation, and any person shall be free to purchase such transportation.
2. Each Contracting Party shall grant to the designated airline of the other Contracting Party the right to transfer in freely convertible currencies of the excess of receipts over expenditures earned in the territory of the other Contracting Party. The procedure for such transfer, however, shall be in accordance with the Foreign Exchange Control Regulations of the Contracting Party in the territory of which the revenue accrued.

## ARTICLE 10

### CAPACITY PROVISION

1. There shall be fair and equal opportunity for the designated airlines of both Contracting Parties to operate the agreed services on the specified routes between their respective territories.
2. In operating the agreed services, the designated airline of each Contracting Party shall take into account the interests of the designated airline of the other Contracting Party so as not to affect unduly the services which the latter provides on the whole or part of the same routes.
3. The agreed services provided by the designated airlines of the Contracting Parties shall bear a close relationship to the requirements of the public for transportation on the specified routes and shall have as their primary objective the provision, at a reasonable load factor, of capacity adequate to carry the current and reasonably anticipated requirements for the carriage of traffic originating in or destined for the territory of the Contracting Party which has designated the airline.
4. Provided that the designated airlines of both Contracting Parties are operating hereunder agreed services, they shall agree on the frequency and capacity of the services to be offered on the specified routes. The frequency and capacity shall be subject to the approval of the aeronautical authorities of both Contracting Parties. Such capacity shall be adjusted from time to time depending upon the traffic demand and shall be subject to the approval of the aeronautical authorities of both Contracting Parties.
5. In order to meet unexpected traffic demands of a temporary character, the designated airline of a Contracting Party shall, notwithstanding the provisions of this Article, apply to the aeronautical authorities of the other Contracting Party for approval. Such application will be made at least 5 days before intended departure.

## ARTICLE 11

### REPRESENTATION

Each Contracting Party shall grant the designated airline of the other Contracting Party the right to bring and maintain on its territory, for the performance of the

agreed services, the technical and commercial personnel as may be required by the extent of such services, provided that the other Contracting Party grants similar rights to the designated airline of the first Contracting Party. The above mentioned personnel shall be subject to the laws and regulations of the receiving Contracting Party.

## ARTICLE 12

### AVIATION SECURITY

1. Consistent with their rights and obligations under international law, the Contracting Parties reaffirm their obligations to each other to protect the security of civil aviation against acts of unlawful interference forms an integral part of this Agreement. Without limiting the generality of their rights and obligations under international law, the Contracting Parties shall in particular act in conformity with the provisions of the Convention on Offences and Certain Other Acts Committed on Board Aircraft, signed at Tokyo on 14 September 1963, the Convention for the Suppression of Unlawful Seizure of Aircraft, signed at The Hague on 16 December 1970 and the Convention for the Suppression of Unlawful Acts Against the Safety of Civil Aviation, signed at Montreal on 23 September 1971 and any other multilateral agreement governing aviation security binding upon both Contracting Parties.
2. The Contracting Parties shall provide upon request all necessary assistance to each other to prevent acts of unlawful seizure of civil aircraft and other unlawful acts against the safety of such aircraft, their passengers and crew, airports and air navigation facilities, and any other threat to the security of civil aviation.
3. The Contracting Parties shall, in their mutual relations, act in conformity with the aviation security provisions established by the International Civil Aviation Organization and designated as Annexes to the Convention on International Civil Aviation, to the extent that such security provisions are applicable to the Contracting Parties; they shall require that operators of aircraft of their registry or operators of aircraft who have their principal place of business or permanent residence in their territory and the operators of airports in their territory act in conformity with such aviation security provisions.
4. Each Contracting Party agrees that such operators of aircraft may be required to observe the aviation security provisions referred to in paragraph (3) above, required by the other Contracting Party for entry into, departure



from, or while within the territory of that other Contracting Party.

5. Each Contracting Party shall ensure that adequate measures are effectively applied within its territory to protect the aircraft and to inspect passengers, crew, carry-on items, baggage, cargo and aircraft stores prior to and during boarding or loading. Each Contracting Party shall also give positive consideration to any request from the other Contracting Party for reasonable special security measures to meet a particular threat.
6. When an incident or threat of an incident of unlawful seizure of civil aircraft or other unlawful acts against the safety of such aircraft, their passengers and crew, airports or air navigation facilities occurs, the Contracting Parties shall assist each other by facilitating communications and other appropriate measures intended to terminate rapidly and safely such incident or threat thereof.
7. Should one Contracting Party have problems with regard to the aviation security provisions of this Article, the aeronautical authorities of either Contracting Party may request immediate consultations with the aeronautical authorities of the other Contracting Party.

## ARTICLE 13

### ESTABLISHMENT OF TARIFFS

1. The tariffs to be charged by the airline of one Contracting Party for carriage to or from the territory of the other Contracting Party shall be established at reasonable levels, due regard being paid to all relevant factors including cost of operation, reasonable profit and the tariffs of other airlines. A Contracting Party may consider as unacceptable the tariffs that are predatory or discriminatory, unduly high or restrictive because of the abuse of a dominant position, or artificially low because of direct or indirect government subsidy or support.
2. The tariffs referred to in Article 1 of this Agreement and in paragraph (1) of this Article shall, if possible, be agreed by the designated airlines of both Contracting Parties after consultation with the other airlines operating over the whole or part of the route, and such agreement shall, wherever possible, be reached by the use of the procedures of the appropriate international tariff fixing mechanism, including procedures of the International Air Transport Association.

3. The tariffs so agreed shall be submitted for the approval of the aeronautical authorities of both Contracting Parties at least sixty (60) days before the proposed date of their introduction. In special cases, this period may be reduced, subject to the agreement of the said authorities.
4. This approval may be given expressly. If neither of the aeronautical authorities has expressed disapproval within thirty (30) days from the date of submission, in accordance with paragraph (3) of this Article, these tariffs shall be considered as approved. In the event of the period for submission being reduced, as provided for in paragraph (3), the aeronautical authorities may agree that the period within which any disapproval must be notified shall be less than thirty (30) days.
5. If a tariff cannot be agreed in accordance with paragraph (2) of this Article, or one aeronautical authority gives the other aeronautical authority notice of its disapproval of any tariff agreed in accordance with the provisions of paragraph (2), the aeronautical authorities of the Contracting Parties shall, after consultation with the aeronautical authorities of any State whose advice they consider useful, endeavour to determine the tariff by mutual agreement.
6. If the aeronautical authorities cannot agree on any tariff submitted to them under paragraph (3) of this Article, or on the determination of any tariff under paragraph (5) of this Article, the dispute shall be settled in accordance with the provisions of Article 19 of this Agreement.
7. A tariff established in accordance with the provisions of this Article shall remain in force until a new tariff has been established. Nevertheless, a tariff shall not be prolonged by virtue of this paragraph for more than twelve (12) months after the date on which it otherwise would have expired.

#### ARTICLE 14

##### INFORMATION AND STATISTICS

The aeronautical authorities of either Contracting Party shall supply to the aeronautical authorities of the other Contracting Party, at their request, such periodic or other statements of statistics as may be reasonably required for the purpose of reviewing the capacity provided on the agreed services by the designated airline of the first Contracting Party. Such statements shall include all information required to determine the amount of traffic carried by this airline on the agreed services.

## ARTICLE 15

### CONSULTATIONS

In the spirit of close co-operation the aeronautical authorities of both Contracting Parties shall have regular and frequent communication, which may be through discussion or by correspondence, to ensure close collaboration in all matters affecting the fulfilment of the present Agreement and its Annexes.

## ARTICLE 16

### MODIFICATIONS

1. If either of the Contracting Parties considers it desirable to modify any provision of this Agreement, it may request consultation with the other Contracting Party; such consultation, which may be between the aeronautical authorities and which may be through discussion or by correspondence, shall begin within a period of sixty (60) days of the date of the request. Any modifications so agreed shall come into force when they have been confirmed by an exchange of diplomatic notes.
2. Modifications to Annexes may be done by direct agreement between the aeronautical authorities of the Contracting Parties.

## ARTICLE 17

### CONFORMITY WITH MULTILATERAL CONVENTIONS

If a general multilateral convention for international air transportation enters into force in relation to both Contracting Parties, this Agreement shall be modified so as to conform with the provisions of such multilateral convention.

## ARTICLE 18

### TERMINATION

Either Contracting Party may at any time give notice in writing to the other Contracting Party of its decision to terminate this Agreement; such notice shall be simultaneously communicated to the International Civil Aviation Organization. In such case the Agreement shall

terminate twelve (12) months after the date of receipt of the notice by the other Contracting Party, unless the notice to terminate is withdrawn by agreement before the expiry of this period. In the absence of acknowledgement of receipt by the other Contracting Party, the notice shall be deemed to have been received fourteen (14) days after the receipt of the notice by the International Civil Aviation Organization.

## ARTICLE 19

### SETTLEMENT OF DISPUTES

1. Any dispute relating to the interpretation or application of this Agreement shall be negotiated between the aeronautical authorities of the Contracting Parties.
2. If the aeronautical authorities fail to reach an agreement, the Contracting Parties shall try to settle the dispute through diplomatic channels.
3. If the Contracting Parties still fail to reach a settlement by negotiations through diplomatic channels, either Contracting Party may submit the dispute for decision to an arbitration tribunal of three arbitrators, one to be nominated by each Contracting Party and the third to be appointed by the two arbitrators. Each of the Contracting Parties shall nominate an arbitrator within a period of sixty (60) days from the date of receipt by either Contracting Party from the other of a notice through diplomatic channels requesting arbitration of the dispute and the third arbitrator shall be appointed within a further period of sixty (60) days. If either of the Contracting Parties fails to nominate an arbitrator within the period specified, or if the third arbitrator is not appointed within the period specified, the President of the Council of the International Civil Aviation Organization may be requested by either Contracting Party to appoint an arbitrator or arbitrators as the case requires. If the President is of the same nationality as one of the Contracting Parties, the most senior Vice-President who is not disqualified on that ground, shall make the appointment. In all cases the third arbitrator shall be a national of a third State, shall act as President of the tribunal and shall determine the place where arbitration will be held.
4. The Contracting Parties undertake to comply with any decision given under paragraph (2) of this Article.
5. The expenses of the arbitration tribunal shall be shared equally between the Contracting Parties.

ARTICLE 20

TITLES

Titles are inserted in this Agreement at the head of each Article for the purpose of reference and convenience only and in no way define, limit, or describe the scope or intent of this Agreement.

ARTICLE 21

REGISTRATION

This Agreement and any modification to it shall be registered to the International Civil Aviation Organization.

ARTICLE 22

ENTRY INTO FORCE

1. This Agreement shall be subject to approval by each Contracting Party in accordance with its constitutional procedures and shall enter into force on the date of exchange of diplomatic notes to this effect.
2. As soon as this Agreement comes into force, the Air Transport Agreement between the Government of the Czechoslovak Republic and the Government of the Republic of Turkey signed at Ankara on 5th March 1947 and the modifications done at Ankara on 4th March 1963 of the said Agreement, shall be terminated.

In witness whereof, the undersigned, being duly authorized by their respective Government, have signed this Agreement.

Done in ...Ankara.....this ...15.th.....  
day of ..April..... of the year .1996.... in duplicate, in  
the English language.

For the Government  
the Czech Republic

For the Government of  
the Republic of Turkey

Josef Zieleniec  
Minister of Foreign Affairs

Emre Gonensay  
Minister of Foreign Affairs

ANNEX I

ROUTES

Section I

Routes to be served by the designated airline of the Republic of Turkey in both directions:

<u>Points of Departure</u>	<u>Intermediate Points</u>	<u>Points of Destination</u>	<u>Points Beyond</u>
Points in Turkey	to be specified later	Prague	to be specified later

Section II

Routes to be served by the designated airline of the Czech Republic in both directions:

<u>Points of Departure</u>	<u>Intermediate Points</u>	<u>Points of Destination</u>	<u>Points Beyond</u>
Points in the Czech Republic	to be specified later	Istanbul	to be specified later

Section III

Either of the designated airlines of the Contracting Parties may request the inclusion in its services of intermediate points and/or points beyond. This request is subject to the approval of the aeronautical authority of the other Contracting Party.

## ANNEX II

The flight schedules of the agreed services and in general the conditions of their operation shall be submitted by the designated airline of the Contracting Party to the approval of the aeronautical authorities of the other Contracting Party at least thirty (30) days before the intended date of their implementation. Any modification to such flight schedules or conditions of their operation shall also be submitted to the aeronautical authorities for approval. In special cases, the above set time limit may be reduced subject to the agreement of the said authorities.