

N° 358.

BELGIQUE ET PAYS-BAS

Arrangement provisoire réglant la circulation aérienne, signé à La Haye le 8 juillet 1922.

**BELGIUM
AND THE NETHERLANDS**

Provisional agreement regulating air-navigation, signed at The Hague, July 8, 1922.

TEXTE NÉERLANDAIS. — DUTCH TEXT.

No. 358. — VOORLOOPIGE SCHIKKING¹ BETREEFENDE HET LUCHT-
VERKEER TUSSEN NEDERLAND EN BELGIË, GETEEKEND
TE 'S GRAVENHAGE DEN 8sten JULI 1922.

French and Dutch official texts communicated by the Netherlands Minister at Berne. The registration of this agreement took place December 6, 1922.

De NEDERLANDSCHE REGEERING en de BELGISCHE REGEERING, ten einde toe te laten het verkeer met burgerluchtvaartuigen tusschen Nederland en België, zoomede het vliegen boven deze beide landen, hebben in afwachting van het sluiten van een overeenkomst tusschen beide Regeeringen besloten te dien einde eene voorloopige schikking aan te gaan en hebben daartoe tot Hare gevolmachtigden benoemd, te weten :

De NEDERLANDSCHE REGEERING :

Jonkheer H. A. VAN KARNEBEEK, Minister van Buitenlandsche Zaken van Hare Majesteit de Koningin der Nederlanden ;

De BELGISCHE REGEERING :

Prins Albert DE LIGNE, Buitengewoon Gezant en Gevolmachtigd Minister van Zijne Majesteit den Koning der Belgen bij Hare Majesteit de Koningin der Nederlanden ;

die, na elkander hunne, in goeden en behoorlijken vorm bevonden, volmachten te hebben medegedeeld, zijn overeengekomen nopens de volgende bepalingen :

Artikel I.

In de luchtvaartuigen, door middel waarvan men het luchtverkeer tusschen de beide landen wenscht te onderhouden, zullen bescheiden worden medegevoerd, waaruit blijkt, dat toezicht wordt uitgeoefend door de Regeering van een der beide landen of uit haar naam, zoowel wat de bestuurders aangaat als wat de luchtvaartuigen betreft.

Teneinde aan de bevoegde overheden van de beide landen toe te staan, de bescheiden te controleren welke het luchtvaartuig moet medevoeren zullen de Regeeringen elkander wederkeerig mededeeling doen van de bescheiden welke op het grondgebied van ieder harer van kracht zijn.

De luchtvaartuigen moeten voorzien zijn van duidelijk zichtbare kenmerken, waaruit tijdens de vlucht hun identiteit kan worden vastgesteld. De Regeeringen zullen elkander mededeeling doen van de onderscheidingsmerken, die de luchtvaartuigen van hare nationaliteit zullen moeten voeren.

Ieder der Staten laat toe, dat zijn grondgebied wordt overvlogen door die luchtvaartuigen van den anderen Staat, die aan het toezicht zijn onderworpen, bedoeld in vorige alinea.

Het instellen van internationale luchtroutes wordt afhankelijk gesteld van de toestemming van den Staat, over welks grondgebied wordt gevlogen.

¹ The exchange of ratifications took place, October 6, 1922.

¹ TRADUCTION. — TRANSLATION.

No. 358. — PROVISIONAL AGREEMENT REGULATING AIR NAVIGATION BETWEEN THE NETHERLANDS AND BELGIUM. SIGNED AT THE HAGUE, JULY 8, 1922.

The GOVERNMENT OF THE NETHERLANDS and the BELGIAN GOVERNMENT, with a view to permitting traffic by civil air-craft between the Netherlands and Belgium, and also flying over these two countries, and pending a Convention to be concluded between the two Governments, have agreed to conclude a provisional arrangement for this purpose and have appointed as their plenipotentiaries :

The GOVERNMENT OF THE NETHERLANDS,

His Excellency Jonkheer H. A. VAN KARNEBEEK, Minister for Foreign Affairs of Her Majesty the Queen of the Netherlands,

The BELGIAN GOVERNMENT,

His Excellency Prince Albert DE LIGNE, Envoy Extraordinary and Minister Plenipotentiary of His Majesty the King of the Belgians, accredited to Her Majesty the Queen of the Netherlands ;

who after exchanging their full powers found in good and due form have agreed to the following terms :

Article 1.

Air-craft intended for air traffic between the two countries shall carry papers showing that both pilots and machines are officially inspected by the Government of one of the two countries, or by persons acting on its behalf.

In order to enable the proper authorities in the two countries to inspect the papers which the air-craft must carry, the Governments shall exchange copies of the papers valid in each country.

The air-craft must bear distinctive marks which must be clearly visible in order that they may be identified when flying. The Governments shall acquaint each other with the distinctive marks which the air-craft of their respective country must bear.

Each of the two countries shall permit such air-craft of the other country as have been inspected in accordance with the preceding paragraph, to fly over its territory.

The establishment of international air-ways shall be subject to the consent of the State over which flights take place.

Article 2.

The members of the crews of air craft and the passengers referred to in paragraph 1, must possess the papers of identity and passports prescribed for ordinary traffic between the two countries or provided under special regulations for air traffic.

¹ Traduit par le Secrétariat de la Société des Nations.

¹ Translated by the Secretariat of the League of Nations.

Article 3.

Except in cases of necessity, pilots of air-craft wishing to proceed to one of the two countries shall conform to the instructions issued concerning the crossing of the frontier at definite points, and shall only alight at the aerodromes provided for this purpose (customs landing places).

The two Governments shall exchange copies of the instructions referred to, with details concerning the customs' landing places.

Article 4.

The pilots shall avoid traversing zones over which flying has been forbidden by notice. Each Government shall keep the other informed as to the situation of such zones.

Article 5.

No explosives, arms or war munitions shall be transported by air-craft. Air-craft may not be provided with wireless telegraph or telephone installations, unless they have received special permission from their respective Government. Air-craft may not carry photographic apparatus capable of being used during the flight.

Article 6.

Air-craft plying between the two countries may transport passengers and goods from one country to the other.

Air-craft must be provided with the following documents : A list of the passengers, a lading manifest and an inventory of the equipment together with a detailed declaration drawn up by the consignors of goods.

Transport shall be effected in conformity with existing legislation. Mail may be carried if the postal administrations of the two countries shall have concluded a Convention to this effect.

Article 7.

The present provisional arrangement shall be ratified. The exchange of ratifications shall take place at The Hague as soon as possible. Its provisions shall come into force as soon as the exchange of ratifications shall have taken place and shall remain in force until replaced by another agreement or until one of the two Governments shall express its desire to denounce it.

In testimony whereof the undersigned have signed the present provisional arrangement and have affixed their seals thereto.

Done in duplicate at The Hague this eighth day of July, 1922. Drawn up in Dutch and French.

(Signed) VAN KARNEBEEK.

(Signed) Prince ALBERT DE LIGNE