

No. 3223

**ITALY
and
LEBANON**

**Air Transport Agreement (with annex). Signed at Beirut,
on 24 January 1949**

Official text: French.

Registered by the International Civil Aviation Organization on 11 April 1956.

**ITALIE
et
LIBAN**

**Accord de transport aérien (avec annexe). Signé à
Beyrouth, le 24 janvier 1949**

Texte officiel français.

Enregistré par l'Organisation de l'aviation civile internationale le 11 avril 1956.

[TRANSLATION — TRADUCTION]

No. 3223. AIR TRANSPORT AGREEMENT¹ BETWEEN THE ITALIAN GOVERNMENT AND THE GOVERNMENT OF THE LEBANESE REPUBLIC. SIGNED AT BEIRUT, ON 24 JANUARY 1949

The Italian Government and the Government of the Lebanese Republic, desiring to conclude an agreement on a basis of complete reciprocity, for the purpose of establishing communications between Italy and Lebanon as soon as possible,

Have agreed as follows :

Article 1

The Contracting Parties grant each other the rights specified in the annex hereto with a view to establishing the air services described therein (referred to as "agreed services"). The said services may be inaugurated immediately or at a later date at the option of the Contracting Party to whom the rights are granted.

Article 2

1. Each of the "agreed services" may be put into operation as soon as the Contracting Party to whom the specified rights have been granted has designated one or more airlines for the routes concerned. The Contracting Party granting the rights shall without delay grant the operating permit to the designated airlines concerned, subject to the conditions laid down in paragraph 2 of this article and in article 6 below.

2. The airlines so designated shall be required to satisfy the competent aeronautical authorities of the Contracting Party granting the rights that they are able to comply with the laws and regulations normally applied by those authorities to the operations of commercial airlines.

Article 3

1. Each Contracting Party agrees that the duties and charges imposed on the airlines of the other Contracting Party for the use of airports or other technical installations shall not be higher than those payable for the use of such airports and installations by its own airlines engaged in similar international services.

¹ Came into force provisionally on 24 January 1949 and definitively on 31 May 1950, in accordance with article 12.

2. Fuel, lubricating oils, spare parts, equipment and material in general introduced into the territory of one Contracting Party solely for use by the aircraft of the airlines designated by the other Contracting Party, shall be accorded in that territory treatment as favourable as that given to the national airlines of that Contracting Party engaged in international air services or to the airlines of States enjoying most-favoured-nation treatment, with respect to custom duties, inspection fees or other national duties or charges.

3. Aircraft operated on the "agreed services" and supplies of fuel, lubricating oils, spare parts, regular equipment and aircraft stores on board the aircraft used by the airlines designated by one Contracting Party shall be exempt, in the territory of the other Contracting Party, from customs duties, inspection fees and other similar charges.

4. The supplies exempted under the terms of the preceding paragraph may not be unloaded without the approval of the customs authorities of the other Contracting Party. If such supplies are neither consumed nor used, they shall, pending their reexportation, be placed under the supervision of the said authorities, but this shall not affect their availability.

Article 4

Certificates of airworthiness, certificates of competency and licences issued or rendered valid by one Contracting Party and still valid shall be recognized as valid by the other Contracting Party for the purpose of operating the "agreed services". Each Contracting Party reserves the right, however, to refuse to recognize, for the purpose of flights over its own territory, certificates of competency or licences issued to its own nationals by the authorities of the other Contracting Party or by a third State.

Article 5

1. The laws and regulations of each Contracting Party, relating to the entry into or departure from its territory of aircraft engaged in international air navigation, or to the navigation of such aircraft while within its territory, shall be applied to aircraft of the airlines designated by the other Contracting Party.

2. The laws and regulations of each Contracting Party respecting the entry, stay and departure of passengers, crew or cargo (such as regulations relating to entry, control formalities, immigration, passports, customs and quarantine) shall apply to the passengers, crew or cargo of aircraft of the airlines designated by the other Contracting Party while within the territory of the first Contracting Party.

Article 6

Each Contracting Party reserves the right to withhold or revoke an operating permit granted to the airlines designated by the other Contracting Party in accordance with the provisions of the annex¹ hereto, if the said airlines do not on request submit proof that the substantial ownership and effective control of such airlines are vested in nationals of one of the Contracting Parties, or if the said airlines fail to comply with the laws and regulations referred to in article 5 or to fulfil the conditions under which the operating rights are granted under this Agreement and its annex.

Article 7

This Agreement and its annex and any modifications thereof shall be registered with the International Civil Aviation Organization (ICAO).

Article 8

Should either of the Contracting Parties consider it desirable to modify any provision of the Agreement or its annex, the competent aeronautical authorities of the Contracting Parties shall enter into consultation with a view to effecting such modification. The consultations shall begin within sixty days from the date of the request. If the said authorities agree on the modifications, the latter shall enter into force only after confirmation by an exchange of diplomatic notes.

Article 9

Any dispute between the Contracting Parties relating to the interpretation or application of this Agreement or its annex which cannot be settled by direct negotiation shall be submitted to an arbitral tribunal to be selected by the Contracting Parties or to the International Court of Justice. The Contracting Parties undertake to comply with the arbitral awards or with the decisions of the International Court of Justice, which shall in all cases be regarded as final.

Article 10

If a multilateral air convention comes into force and is acceded to by the two Contracting Parties, this Agreement shall be brought into harmony with the provisions of the said convention.

¹ See p. 249 of this volume.

Article 11

Each Contracting Party may at any time give notice to the other Contracting Party of its desire to denounce this Agreement. Such denunciation shall be communicated simultaneously to the International Civil Aviation Organization.

This Agreement shall cease to apply as from the date specified in the said notice, but in any case not less than twelve months from the date on which the second Contracting Party receives the notice. This notice of denunciation may be superseded by a subsequent agreement concluded before the expiry of this period.

If the other Contracting Party fails to acknowledge receipt, the notice shall be deemed to have reached its destination fourteen days after it has been received by the International Civil Aviation Organization.

Article 12

This Agreement shall come into force provisionally on the date of its signature and definitively as soon as the formalities prescribed by the internal legislation of each of the Contracting Parties have been complied with.

IN WITNESS WHEREOF, the undersigned plenipotentiaries, duly authorized thereto by their respective Governments, have signed the present Agreement.

DONE in duplicate at Beirut, on 24 January 1949, on the French language.

Adolfo ALESSANDRINI
Envoy Extraordinary and Minister
Plenipotentiary of Italy in Beirut

Hamid FRANGIE
Minister of Foreign Affairs
of the Lebanese Republic

A N N E X

I

The Italian Government grants to the airlines designated by the Lebanese Government the right to pick up and discharge traffic in Italy and to engage in international traffic in passengers, cargo and mail on the following routes in both directions (with or without intermediate stops in the territory of other States) :

Lebanon-Italy and points beyond

II

The Lebanese Government grants to the airlines designated by the Italian Government the right to pick up and discharge traffic in Lebanon and to engage in international traffic in passengers, cargo and mail on the following routes in both directions (with or without intermediate stops in the territory of other States) :

Italy-Lebanon and points beyond