

No. 5647

**THAILAND
and
AUSTRALIA**

**Agreement (with schedule) relating to air services. Signed
at Bangkok, on 26 February 1960**

Official texts: English and Thai.

Registered by the International Civil Aviation Organization on 27 March 1961.

**THAÏLANDE
et
AUSTRALIE**

**Accord (avec tableau) relatif aux services aériens. Signé
à Bangkok, le 26 février 1960**

Textes officiels anglais et thaï.

Enregistré par l'Organisation de l'aviation civile internationale le 27 mars 1961.

No. 5647. AGREEMENT¹ BETWEEN THE GOVERNMENT OF THE KINGDOM OF THAILAND AND THE GOVERNMENT OF THE COMMONWEALTH OF AUSTRALIA RELATING TO AIR SERVICES. SIGNED AT BANGKOK, ON 26 FEBRUARY 1960

The Government of the Kingdom of Thailand and The Government of the Commonwealth of Australia, (hereinafter referred to as the Contracting Parties)

Desiring to conclude an agreement relating to air transport,
Agree as follows :

Article 1

(1) For the purposes of this Agreement, unless the context otherwise requires :

- (a) the term “aeronautical authorities” means, in the case of the Kingdom of Thailand, the Director-General of Department of Transport, Ministry of Communications, and any person or body authorised to perform the functions exercised by the Director-General of Department of Transport or similar functions, and in the case of the Commonwealth of Australia, the Director General of Civil Aviation and any person or body authorised to perform the functions exercised by the Director-General of Civil Aviation or similar functions;
- (b) the term “territory” in relation to a State means the land areas and territorial waters adjacent thereto under the sovereignty, suzerainty, protection or trusteeship of that State;
- (c) the term “airline” means any air transport enterprise offering or operating an international air service;
- (d) the term “designated airline” means an airline or airlines which one Contracting Party has designated in writing to the other Contracting Party in accordance with article 4 as being the airline or airlines authorised to operate international air services in accordance with the provisions of article 3;

¹ Came into force on 26 February 1960, the date of signature, in accordance with article 15.

- (e) the term “air service” means any scheduled air service performed by aircraft for the public transport of passengers, cargo or mail;
- (f) the term “international air service” means an air service which passes through the air space over the territory of more than one State; and
- (g) the term “stop for non-traffic purposes” means a landing for any purpose other than taking on or discharging passengers, cargo or mail.

(2) The Schedule¹ to this Agreement forms an integral part of the Agreement, and all references to the “Agreement” shall be deemed to include reference to the Schedule except where otherwise provided.

Article 2

To the extent to which they are applicable to the air services established under this Agreement, the provisions of the Convention on International Civil Aviation signed at Chicago on December 7th, 1944,² (hereinafter called “the Convention”) shall remain in force in their present form as between the Contracting Parties for the duration of this Agreement as if they were incorporated herein, unless both Contracting Parties ratify any amendment to the Convention which shall have come into force, in which case the Convention as amended shall remain in force as aforesaid.

Article 3

Each Contracting Party grants to the other Contracting Party the rights specified in this Agreement to enable its designated airline to establish and operate international air services on the routes specified in the Schedule (hereinafter called “agreed services” and “specified routes” respectively).

Article 4

(1) The agreed services on any specified route may be inaugurated immediately or at a later date at the option of the Contracting Party to which the rights are granted under article 3 of this Agreement, but not before :

- (a) the Contracting Party to which the rights have been granted has designated an airline for that route; and

¹ See p. 276 of this volume.

² United Nations, *Treaty Series*, Vol. 15, p. 295; Vol. 26, p. 420; Vol. 32, p. 402; Vol. 33, p. 352; Vol. 44, p. 346; Vol. 51, p. 336; Vol. 139, p. 469; Vol. 178, p. 420; Vol. 199, p. 362; Vol. 252, p. 410; Vol. 324, p. 340, and Vol. 355, p. 418.

- (b) the Contracting Party granting the rights has given the appropriate operating permission to the airline concerned. Operating permission shall, subject to the provisions of paragraph (2) of this article and of paragraph (1) of article 7, be given without delay.

(2) An airline designated by one Contracting Party may be required to satisfy the aeronautical authorities of the other Contracting Party that it is qualified to fulfil the conditions prescribed by the laws and regulations normally applied by those authorities to the operation of international air services.

Article 5

Subject to the provisions of this Agreement, the designated airline of each Contracting Party shall enjoy, while operating an agreed service on a specified route, the following rights :

- (a) the right to fly without landing across the territory of the other Contracting Party;
- (b) the right to make stops in that territory for non-traffic purposes; and
- (c) the right to make stops in that territory, at the points specified for that route in the Schedule, for the purposes of putting down and of taking on international traffic in passengers, cargo or mail.

Article 6

Fuel, lubricating oils, spare parts, regular equipment and aircraft stores on board aircraft of the designated airline of one Contracting Party on arrival in the territory of the other Contracting Party or taken on board those aircraft in that territory, and not unloaded from the aircraft without the consent of the customs authorities, if intended solely for use by or in aircraft of that airline in the operation of the agreed services, shall, subject to compliance in other respects with the customs requirements of the latter Contracting Party, be exempted from customs duties, inspection fees and similar national or local duties and charges imposed in the territory of the latter Contracting Party, even though the supplies are used in or consumed by the aircraft on flights in that territory.

Article 7

(1) Each Contracting Party reserves the right to withhold or revoke the rights granted under article 3 in respect of an airline designated by the other Contracting Party, or to impose such conditions as it deems necessary on the exercise of those rights, in any case where it is not satisfied that substantial

ownership and effective control of the airline are vested in the Contracting Party designating the airline or in nationals of that Contracting Party.

(2) Each Contracting Party reserves the right to suspend the exercise by a designated airline of the other Contracting Party of the rights granted under article 3, or to impose such conditions as it deems necessary on the exercise of those rights, in any case where the airline fails to operate in accordance with the conditions specified in this Agreement.

(3) The rights reserved in paragraphs (1) and (2) of this article shall be exercised by a Contracting Party only after consultation with the other Contracting Party unless the immediate suspension of the rights or the imposition of conditions is necessary to prevent further infringements of the laws and regulations of the first mentioned Contracting Party.

Article 8

(1) It is recognised that the designated airline of each Contracting Party shall have fair and equal opportunity to carry on the agreed services traffic which has its origin in the territory of one Contracting Party and its destination in the territory of the other Contracting Party and that each designated airline shall regard as being of a supplementary character traffic which has neither its origin nor its destination in that designated airline's own territory. Where traffic has its origin in the territory of one Contracting Party and its destination in a third country or vice versa the designated airline of the other Contracting Party in providing capacity for the carriage of such traffic shall take into consideration the primary interest of the first Contracting Party in such traffic so as not unduly to affect that interest.

(2) The agreed services provided by the designated airlines of the Contracting Parties shall bear close relationship to the requirements of the public for transportation on the specified routes and each shall have as its primary objective the provision, at a reasonable load factor, of capacity adequate to meet the current and reasonably anticipated requirements for the carriage of passengers, cargo and mail originating in or destined for the territory of the Contracting Party which has designated the airline.

(3) Provision for the carriage of passengers, cargo and mail originating in the territory of the other Contracting Party and destined for third countries or originating in third countries and destined for the territory of the other Contracting Party shall be made in accordance with the general principle that capacity shall be related to :

- (a) the requirements of traffic originating in or destined for the territory of the Contracting Party which has designated the airline;

- (b) traffic requirements of the area through which the airline passes, after taking account of other air services established by airlines of the States situated in the area; and
- (c) the requirements of through airline operations.

Article 9

(1) The tariffs on any agreed service shall be established at reasonable levels, due regard being paid to all relevant factors including cost of operation, reasonable profit, characteristics of the service (such as standards of speed and accommodation) and the tariffs of other airlines for any part of the specified route. These tariffs shall be fixed in accordance with the provisions of this article.

(2) Agreement on the tariffs shall, whenever possible, be reached by the designated airlines concerned through the rate-fixing machinery of the International Air Transport Association. When this is not possible, tariffs in respect of each of the specified routes shall be agreed upon between the designated airlines concerned. In any case the tariffs shall be subject to the approval of the aeronautical authorities of both Contracting Parties.

(3) If the designated airlines concerned cannot agree on the tariffs, or if the aeronautical authorities of either Contracting Party do not approve the tariffs submitted to them in accordance with the provisions of paragraph (2) of this article, the aeronautical authorities of the Contracting Parties shall endeavour to reach agreement on those tariffs.

(4) If agreement under paragraph (3) of this article cannot be reached, the dispute shall be settled in accordance with the provisions of article 13 of this Agreement.

(5) No new or amended tariff shall come into effect unless it is approved by the aeronautical authorities of both Contracting Parties or is determined by a tribunal of arbitrators under article 13 of this Agreement. Pending determination of the tariffs in accordance with the provisions of this article, the tariffs already in force shall apply.

Article 10

The aeronautical authorities of each Contracting Party shall supply to the aeronautical authorities of the other Contracting Party upon 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 airlines. These statements shall include information relating

to the amount of traffic carried by those airlines on the agreed services to and from the territory of the other Contracting Party, including the origin and destination of the traffic.

Article 11

This Agreement shall be registered with the International Civil Aviation Organisation.

Article 12

(1) In order to ensure close collaboration in all matters affecting the performance of this Agreement the aeronautical authorities of the Contracting Parties shall consult each other at the request of either of the aeronautical authorities.

(2) If either of the Contracting Parties considers it desirable to modify the terms of this Agreement, it may request consultation between the aeronautical authorities of both Contracting Parties in relation to the proposed modification. Consultation shall begin within a period of sixty days from the date of the request. When these authorities agree on modifications to this Agreement, the modifications shall come into effect when they have been confirmed by an exchange of notes through the diplomatic channel.

(3) If a general multilateral agreement concerning air transport comes into force in respect of both Contracting Parties, this Agreement shall be amended so as to conform with the provisions of that Agreement.

Article 13

(1) If any dispute arises between the Contracting Parties relating to the interpretation or application of this Agreement, the Contracting Parties shall in the first place endeavour to settle it by negotiation.

(2) If the Contracting Parties fail to reach a settlement by negotiation, the dispute may at the request of either Contracting Party be submitted for decision to a tribunal of three arbitrators, one to be nominated by each Contracting Party and the third to be appointed by the two so nominated. Each of the Contracting Parties shall nominate an arbitrator within a period of sixty days from the date of receipt by either Contracting Party from the other of a diplomatic note requesting arbitration of the dispute and the third arbitrator shall be appointed within a further period of sixty 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 Organisation may be requested by either Contracting Party to appoint an arbitrator or arbitrators as the case requires.

(3) The Contracting Parties undertake to comply with any decision given under paragraph (2) of this article.

Article 14

Either of the Contracting Parties may at any time give to the other notice of its intention to terminate this Agreement. A copy of the notice shall be sent simultaneously to the International Civil Aviation Organisation. This Agreement shall terminate one year after the date of receipt by the other Contracting Party of the said notice unless by agreement between the Contracting Parties the notice is withdrawn before the expiration of that period. If the other Contracting Party fails to acknowledge receipt of the notice the notice shall be deemed to have been received fourteen days after the International Civil Aviation Organisation has received its copy.

Article 15

This Agreement shall enter into force on the date of signature.

IN WITNESS WHEREOF the undersigned, being duly authorised by their respective Governments, have signed this Agreement.

DONE in duplicate at Bangkok in the Thai and English languages this twenty sixth day of February in the two thousand five hundred and third year of the Buddhist Era, corresponding to the one thousand nine hundred and sixtieth year of the Christian Era, both texts being equally authentic.

For the Government
of the Kingdom of Thailand :
Th. KHOMAN

For the Government
of the Commonwealth of Australia :
John K. WALLER

SCHEDULE

1) *Route to be operated by the designated airline of Thailand :*

Thailand via (a) Kuala Lumpur – Singapore – Labuan – Djakarta; and/or
(b) Hong Kong – Manila – Biak; to Darwin and Sydney in both directions.

(2) *Route to be operated by the designated airline of Australia :*

Australia via (a) Djakarta – Labuan – Singapore – Kuala Lumpur; and/or
(b) Biak – Manila – Hong Kong; to Bangkok and optionally beyond via, on any particular flight, Calcutta or Madras – Bombay or Delhi – Karachi; and beyond in both directions.

(3) Points on the specified routes may, at the option of the designated airline concerned, be omitted on any or all flights.