

◎航空業務に関する日本国政府とスリ・ランカ民主社会主義共和国政府との間の協定

(略称) スリ・ランカとの航空協定

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航空業務に関する日本国政府とスリ・ランカ民主社会主義共和国政府との間の協定

日本国政府及びスリ・ランカ民主社会主義共和国政府は、両国の領域の間の及び両国の領域を越えての航空業務を開設しかつ運営するために協定を締結することを希望し、両国が千九百四十四年十二月七日にシカゴで署名のために開放された国際民間航空条約の締約国であるので、次のとおり協定した。

第一条

1 この協定の適用上、文脈により別に解釈される場合を除くほか、

(a) 「航空当局」とは、日本国にあつては運輸大臣及び同大臣が現在遂行している民間航空に関する任務又はこれに類する任務を遂行する権限を与えられる人又は機関をいい、スリ・ランカ民主社会主義共和国にあつては国防大臣及び同大臣が現在遂行している民間航空に関する任務又はこれに類する任務を遂行する権限を与えられる人又は機関をいう。

(b) 「指定航空企業」とは、第三条の規定に従い、一方の締

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AGREEMENT BETWEEN THE GOVERNMENT OF JAPAN
AND THE GOVERNMENT OF THE DEMOCRATIC
SOCIALIST REPUBLIC OF SRI LANKA
FOR AIR SERVICES

The Government of Japan and the Government of the Democratic Socialist Republic of Sri Lanka,

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

Being parties to the Convention on International Civil Aviation opened for signature at Chicago on December 7, 1944,
Have agreed as follows:

ARTICLE 1

1. For the purpose of the present Agreement, unless the context otherwise requires:

(a) the term "aeronautical authorities" means, in the case of Japan, the Minister of Transport and any person or body authorized to perform any functions on civil aviation at present exercised by the said Minister or similar functions, and, in the case of the Democratic Socialist Republic of Sri Lanka, the Minister of Defence and any person or body authorized to perform any functions on civil aviation at present exercised by the said Minister or similar functions;

(b) the term "designated airline" means an airline

約国が他方の締約国に対する通告書により当該通告書に定める路線における航空業務の運営のために指定し、かつ、当該他方の締約国が適当な運営許可を与えた航空企業をいう。

- (c) 「領域」とは、国に関連する場合には、その国の主権、宗主権、保護又は信託統治の下にある陸地及びこれに隣接する領水をいう。
- (d) 「航空業務」とは、旅客、貨物又は郵便物の公衆用の運送のために航空機により行う定期航空業務をいう。
- (e) 「国際航空業務」とは、二以上の国の領域上の空間にわたって行う航空業務をいう。
- (f) 「航空企業」とは、国際航空業務を提供し又は運営する航空運送企業をいう。
- (g) 「運輸以外の目的での着陸」とは、旅客、貨物又は郵便物の積み込み又は積卸し以外の目的で着陸することをいう。
- (h) 「付表」とは、この協定の付表又は第十六条の規定によ

which one Contracting Party has designated by written notification to the other Contracting Party for the operation of air services on the routes specified in such notification, and to which the appropriate operating permission has been given by that other Contracting Party, in accordance with the provisions of Article 3 of the present Agreement;

- (c) 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;
- (d) the term "air service" means any scheduled air service performed by aircraft for the public transport of passengers, cargo or mail;
- (e) the term "international air service" means an air service which passes through the air space over the territory of more than one State;
- (f) the term "airline" means any air transport enterprise offering or operating an international air service;
- (g) the term "stop for non-traffic purposes" means a landing for any purpose other than taking on or discharging passengers, cargo or mail;
- (h) the term "Schedule" means the Schedule to the present Agreement or as amended in accordance

る改正後の付表をいう。

(i) 「特定路線」とは、付表に定める路線をいう。

(j) 「協定業務」とは、特定路線において運営される航空業務をいう。

2 付表は、この協定の不可分の一部を成すものとし、「協定」というときは、別段の定めがある場合を除くほか、付表を含むものとする。

第二条

各締約国は、特に、他方の締約国の一又は二以上の指定航空企業が協定業務を開設しかつ運営することができるようにするため、当該他方の締約国に対しこの協定に定める権利を許与する。

第三条

1 いずれの特定路線における協定業務も、前条の規定に基づいて権利を許与された締約国の選択により直ちに又は後日開始することができる。ただし、第十一条の規定に従うことを条件とし、かつ、次のことが行われた後でなければならない。

with the provisions of Article 16 of the present Agreement;

(i) the term "specified routes" means the routes specified in the Schedule; and

(j) the term "agreed services" means any air service operated on the specified routes.

2. The Schedule forms an integral part of the present Agreement, and all reference to the "Agreement" shall include reference to the Schedule except where otherwise provided.

ARTICLE 2

Each Contracting Party grants to the other Contracting Party the rights specified in the present Agreement, particularly to enable its designated airline or airlines to establish and operate the agreed services.

ARTICLE 3

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 2 of the present Agreement, subject to the provisions of Article 11 of the present Agreement, and not before:

協定業務
の開設及
び運営の
権利

協定業務
開始の手
続

(a) 権利を許与された締約国が当該路線について一又は二以上の航空企業を指定すること。

(b) 権利を許与する締約国が自国の法令に従い当該航空企業に対して適当な運営許可を与えること。当該締約国は、2及び第七条1の規定が適用される場合を除くほか、遅滞なく運営許可を与えなければならない。

2 一方の締約国が指定する各航空企業は、その適用が通常かつ合理的であるとして他方の締約国の航空当局により適用される国際航空業務の運営に関する法令の定める要件を満たすものである旨を、当該他方の締約国の航空当局が要求するときは、立証するものとする。

第四条

1 各締約国の航空企業は、その国際航空業務に関して次の特権を享有する。

(a) 他方の締約国の領域を無着陸で横断飛行する特権

(b) 他方の締約国の領域に運輸以外の目的での着陸をする特権

航空企業
の特権

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

(b) the Contracting Party granting the rights has given the appropriate operating permission in accordance with its laws and regulations to the airline or airlines concerned; which it shall, subject to the provisions of paragraph 2 of this Article and of paragraph 1 of Article 7, be bound to grant without delay.

2. Each of the airlines designated by either 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 and reasonably applied by those authorities to the operation of international air services.

ARTICLE 4

1. The airlines of each Contracting Party shall enjoy the following privileges in respect of their international air services:

- (a) to fly across the territory of the other Contracting Party without landing; and
- (b) to make stops in the territory of the other Contracting Party for non-traffic purposes.

2 各締約国の一又は二以上の指定航空企業は、この協定の規定に従うことを条件として、特定路線における協定業務を運営する間、国際運輸の対象である旅客、貨物及び郵便物を個別に又は混載で積み卸し及び積み込むため、付表に定める当該特定路線上の他方の締約国の領域内の地点に着陸する特権を享有する。

3 2の規定は、一方の締約国の一又は二以上の航空企業に対し、有償又は貸切りで他方の締約国の領域内の別の地点に向けて運送される旅客、貨物又は郵便物をその領域内において積み込む特権を与えるものとみなしてはならない。

第五条

一方の締約国がその管理の下にある空港その他の施設の使用につき他方の締約国の一又は二以上の指定航空企業に対して課し又は課することを認める料金は、公正かつ合理的なものでなければならず、また、最恵国待遇を与えられた国の航空企業又は国際航空業務に従事する自国の航空企業が当該空港その他の施設の使用について支払う料金よりも高額のものであつてはならない。

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2. Subject to the provisions of the present Agreement, the designated airline or airlines of each Contracting Party shall enjoy, while operating an agreed service on a specified route, the privilege to make stops in the territory of the other Contracting Party at the points specified for that route in the Schedule for the purposes of discharging and of taking on international traffic in passengers, cargo and mail separately or in combinations.

3. Nothing in paragraph 2 of this Article shall be deemed to confer on the airline or airlines of one Contracting Party the privilege of taking on, in the territory of the other Contracting Party, passengers, cargo or mail carried for remuneration or hire and destined for another point in the territory of that other Contracting Party.

ARTICLE 5

The charges which either of the Contracting Parties may impose, or permit to be imposed, on the designated airline or airlines of the other Contracting Party for the use of airports and other facilities under its control shall be just and reasonable and not higher than would be paid for the use of such airports and facilities by the airlines of the most favoured nation or by any national airline of the first Contracting Party engaged in international air services.

第六条

1 一方の締約国の一又は二以上の指定航空企業が運営する協定業務に従事する航空機に積載されている燃料、潤滑油、予備部品、正規の装備品及び航空機貯蔵品は、他方の締約国の領域の上空の飛行中に消費され又は使用される場合を含め、当該領域内において関税、消費税及び検査手数料並びにこれらに類する租税その他の課徴金を免除される。

2 一方の締約国の一又は二以上の指定航空企業の航空機に他方の締約国の領域内において積み込まれ、かつ、協定業務において使用される燃料、潤滑油、予備部品、正規の装備品及び航空機貯蔵品は、当該他方の締約国の規制に従うことを条件として、関税、消費税及び検査手数料並びにこれらに類する租税その他の課徴金を免除される。

3 一方の締約国の一又は二以上の指定航空企業のために持ち込まれ、かつ、当該指定航空企業の航空機の用に供するため他方の締約国の領域内において税関当局の監視の下に保管される燃料、潤滑油、予備部品、正規の装備品及び航空機貯蔵品は、当該他方の締約国の規制に従うことを条件として、関税、消費税及び検査手数料並びにこれらに類する租税その他の課徴金を免除される。

ARTICLE 6

1. Fuel, lubricating oils, spare parts, regular equipment and aircraft stores retained on board aircraft engaged in the agreed services operated by the designated airline or airlines of either Contracting Party shall be exempt from customs duties, excise taxes, inspection fees and other similar duties, taxes or charges in the territory of the other Contracting Party, even when they are consumed or used on the part of the journey performed over that territory.

2. Fuel, lubricating oils, spare parts, regular equipment and aircraft stores taken on board aircraft of the designated airline or airlines of either Contracting Party in the territory of the other Contracting Party and used in the agreed services shall, subject to the regulations of the latter Contracting Party, be exempt from customs duties, excise taxes, inspection fees and other similar duties, taxes or charges.

3. Fuel, lubricating oils, spare parts, regular equipment and aircraft stores introduced for the account of the designated airline or airlines of either Contracting Party and stored in the territory of the other Contracting Party under customs supervisions for the purpose of supplying aircraft of those designated airlines, shall, subject to the regulations of the latter Contracting Party, be exempt from customs duties, excise

第七条

1 各締約国は、他方の締約国が指定した航空企業の実質的な所有及び実効的な支配が当該他方の締約国又は当該他方の締約国の国民に属していることが立証されない場合には、当該航空企業につき第四条1及び2に定める特権を与えず若しくはこれらの特権を取り消す権利又は当該航空企業によるこれらの特権の行使につき必要と認める条件を付する権利を留保する。

2 各締約国は、他方の締約国の指定航空企業が1の特権を許与する締約国の法令を遵守しなかつた場合又はこの協定に定める条件に従つた運営をしなかつた場合には、当該航空企業によるこれらの特権の行使を停止し又は当該航空企業によるこれらの特権の行使につき必要と認める条件を付する権利を留保する。ただし、この権利は、直ちに特権の行使を停止し又は直ちにその行使につき条件を付することが当該法令に重ねて違反することを防止するため又は航行の安全上の理由により必要である場合を除くほか、当該他方の締約国と協議した後でなければ行使することができない。

taxes, inspection fees and other similar duties, taxes or charges.

ARTICLE 7

1. Each Contracting Party reserves the right to withhold or revoke the privileges specified in paragraphs 1 and 2 of Article 4 of the present Agreement in respect of an airline designated by the other Contracting Party, or to impose such conditions as it may deem necessary on the exercise by the airline of those privileges, in any case where it is not satisfied that substantial ownership and effective control of such airline are vested in the Contracting Party designating the airline or in nationals of such Contracting Party.

2. Each Contracting Party reserves the right to suspend the exercise by a designated airline of the other Contracting Party of the privileges referred to in paragraph 1 above, or to impose such conditions as it may deem necessary on the exercise by the airline of those privileges, in any case where such airline fails to comply with the laws and regulations of the Contracting Party granting those privileges or otherwise fails to operate in accordance with the conditions prescribed in the present Agreement; provided that, unless immediate suspension or imposition of conditions is essential to prevent further infringements of such laws and regulations, or for reasons of safety of air navigation, this right shall be exercised

第八条

機会均等の原則
両締約国の指定航空企業は、両締約国の領域の間の特定路線において協定業務を運営する公平かつ均等な機会を有する。

第九条

相手国航空企業の利益の考慮
一方の締約国の一又は二以上の指定航空企業による協定業務の運営に当たっては、他方の締約国の一又は二以上の指定航空企業が同一路線の全部又は一部において提供する業務に不当な影響を及ぼさないように、当該他方の締約国の指定航空企業の利益が考慮されるものとする。

第十条

輸送力
1 両締約国の指定航空企業が提供する協定業務は、公衆の協定業務に対する要求に密接な関連を有するものでなければならない。

2 指定航空企業が提供する協定業務は、当該航空企業を指定した締約国の領域と運輸の最終目的地である国との間の旅客、貨物及び郵便物の運送に対するその時期の需要及び合理的に予測されるその後の需要に適合する輸送力を合理的な利

only after consultation with the other Contracting Party.

ARTICLE 8

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.

ARTICLE 9

In the operation by the designated airline or airlines of either Contracting Party of the agreed services, the interests of the designated airline or airlines of the other Contracting Party shall be taken into consideration so as not to affect unduly the services which the latter provide on all or part of the same routes.

ARTICLE 10

1. The agreed services provided by the designated airlines of the Contracting Parties shall bear a close relationship to the requirements of the public for such services.

2. The agreed services provided by a designated airline shall retain as their primary objective the provision at a reasonable load factor of capacity adequate to current and reasonably anticipated requirements for the carriage of passengers, cargo and mail between the territory of the

用率で供給することを第一の目的とする。当該航空企業を指定した締約国以外の国の領域内の特定路線上の地点においては、積み込みかつ積み卸す旅客、貨物及び郵便物の運送については、輸送力が次の事項に関連を有するものでなければならぬという一般原則に従って行う。

(a) 運輸の出発地である国と運輸の最終目的地である国との間の運輸需要

(b) 直通航空路運営の要求

(c) 航空企業の路線が經由する地域の地方的及び地域的業務を考慮した上での当該地域の運輸需要

3 両締約国の指定航空企業が提供する協定業務に係る運航回数及び航空機の型式は、前二条並びにこの条の1及び2に定める原則に従い、両締約国の航空当局の間の協議を通じて決定する。

第十一条

1 いずれの協定業務に対する運賃も、運営の経費、合理的な利潤、業務の特性（例えば、速力及び設備の程度）、当該特

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Contracting Party designating the airline and the countries of ultimate destination of the traffic.

Provision for the carriage of passengers, cargo and mail both taken on and discharged at points on the specified routes in the territories of States other than that

designating the airline shall be made in accordance with the general principles that capacity shall be related to:

(a) traffic requirements between the country of origin and the countries of ultimate destination of the traffic;

(b) the requirements of through airline operation; and

(c) traffic requirements of the area through which the airline passes, after taking account of local and regional services.

3. Frequency and type of aircraft in respect of the agreed services provided by the designated airlines of the Contracting Parties shall be determined through consultation between the aeronautical authorities of both Contracting Parties in accordance with the principles laid down in Articles 8, 9 and paragraphs 1 and 2 of this Article.

ARTICLE 11

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,

定路線のいずれかの区間について適用される他の航空企業の運賃その他のすべての関係要素を十分に考慮して、合理的な水準に定める。

2 1の運賃は、次の規定に従つて決定する。

(a) 運賃に関する合意は、可能なときは、関係指定航空企業が国際航空運送協会の運賃決定機関を通じて行う。それが不可能なときは、各特定路線及びその各区間について適用される運賃は、関係指定航空企業の間で合意する。運賃については、いかなる場合にも、認可を受けるため両締約国の航空当局に対し各締約国の法令の定めるところにより提出されるものとし、また、認可された運賃の遵守については、各締約国の法令の定めるところによる。

(b) 関係指定航空企業が運賃に関して(a)の合意をすることができなかつた場合又はいずれか一方の締約国の航空当局が提出された運賃について(a)の認可をしなかつた場合には、両締約国の航空当局は、適当な運賃について合意するよう努める。

reasonable profit, characteristics of service (such as standards of speed and accommodation) and the tariffs of other airlines for any part of the specified route.

2. These tariffs shall be fixed in accordance with the following provisions.

(a) Agreement on the tariffs shall, wherever 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 specified routes and sectors thereof shall be agreed between the designated airlines concerned. In any case the tariffs shall be submitted for the approval of the aeronautical authorities of both Contracting Parties and the tariffs so approved shall be observed in accordance with their respective laws and regulations.

(b) 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, in accordance with the provisions of paragraph 2 (a) of this Article, the aeronautical authorities of the Contracting Parties shall endeavour to reach agreement on the appropriate tariffs.

- (c) (b)の合意をすることができなかった場合には、紛争は、第十五条の規定に従つて解決する。

(d) 新たな運賃は、いずれか一方の締約国の航空当局が当該運賃について満足しない場合には、第十五条3の規定が適用される場合を除くほか、実施してはならない。この条の規定に従い運賃が定められるまでの間は、既に実施されている運賃が適用される。

第十二条

一方の締約国の航空当局は、他方の締約国の航空当局に対し、要請により、自国の一又は二以上の指定航空企業が協定業務において供給する輸送力について検討するために合理的に必要とされる定期的な又はその他の統計表を提供する。統計表には、自国の指定航空企業が協定業務において運送する貨客の総計を把握するのに必要なすべての情報を含める。

第十三条

両締約国は、民間航空の安全に対する不法な行為（飛行中の

不法行為

輸送力の
検討に必
要な統計
表の提供

- (c) If the agreement under the provisions of paragraph 2 (b) of this Article cannot be reached, the dispute shall be settled in accordance with the provisions of Article 15 of the present Agreement.
- (d) No new tariff shall come into effect if the aeronautical authorities of either Contracting Party are dissatisfied with it, except under the terms of paragraph 3 of Article 15 of the present Agreement. Pending determination of the tariffs in accordance with the provisions of this Article, the tariffs already in force shall prevail.

ARTICLE 12

The aeronautical authorities of either Contracting Party shall supply to the aeronautical authorities of the other Contracting Party at the latter's 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 or airlines of the first Contracting Party. Such statements shall include all information required to determine the amount of traffic carried by those airlines on the agreed services.

ARTICLE 13

The Contracting Parties, considering that unlawful

の防止の協
ための協
力

航空機の奪取又は管理の行為を含む。）が人及び財産の安全を害すること並びに航空業務の運営に深刻な影響を及ぼすことを考慮し、民間航空の安全に対する不法な行為又は不法な行為による脅迫を予防し及び防止するため緊密に協力する。

第十四条

両締約国の航空当局がこの協定の実施に関するあらゆる事項について緊密な協力を確保するため定期的にしばしば協議することは、両締約国の意図するところである。

第十五条

1 この協定の解釈又は適用に関して両締約国の間に紛争が生じた場合には、両締約国は、まず、両締約国間の交渉による紛争の解決に努める。

2 両締約国が交渉により紛争を解決することができなかった場合には、紛争は、いずれか一方の締約国の要請により、各締約国が指名する各一人の仲裁人とこのようにして選定された二人の仲裁人が合意する第三の仲裁人（締約国の国民でない者に限る。）との三人の仲裁人から成る仲裁裁判所に決定

紛争の解
決

協定実施
に関する
協議

acts against the safety of civil aviation including seizure or exercise of control of aircraft in flight jeopardize the safety of persons and property and seriously affect the operation of air service, shall cooperate closely for the prevention and suppression of unlawful acts against the safety of civil aviation or threat thereof.

ARTICLE 14

It is the intention of both Contracting Parties that there should be regular and frequent consultation between the aeronautical authorities of the Contracting Parties to ensure close collaboration in all matters affecting the fulfilment of the present Agreement.

ARTICLE 15

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

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 named by each Contracting Party and the third to be agreed upon by the two arbitrators so chosen, provided that such third arbitrator

のため付託することができる。各締約国は、紛争の仲裁を要請する外交上の公文を一方の締約国が他方の締約国から受領した日から六十日内に仲裁人を指名するものとし、第三の仲裁人は、その後の六十日の期間内に合意されるものとする。いずれか一方の締約国が六十日の期間内に自国の仲裁人を指名しなかつた場合又は第三の仲裁人につき所定の期間内に合意が得られなかつた場合には、いずれの一方の締約国も、国際民間航空機関の理事会の議長に対し、これらの仲裁人の任命を要請することができる。

3 両締約国は、2の規定に基づいて行われた決定に従うことを約束する。

第十六条

1 いずれの一方の締約国も、この協定を改正するため、いつでも他方の締約国との協議を要請することができる。この協議は、要請の受領の日から六十日内に開始する。

2 改正がこの協定（付表を除く。）の規定について行われる場合には、当該改正は、各締約国によりその憲法上の手続に

スリ・ランカとの航空協定

shall not be a national of either Contracting Party. Each of the Contracting Parties shall designate an arbitrator within a period of sixty days from the date of receipt by either Contracting Party from the other Contracting Party of a diplomatic note requesting arbitration of the dispute and the third arbitrator shall be agreed upon within a further period of sixty days. If either of the Contracting Parties fails to designate its own arbitrator within the period of sixty days or if the third arbitrator is not agreed upon within the period indicated, the President of the Council of the International Civil Aviation Organization may be requested by either Contracting Party to appoint an arbitrator or arbitrators.

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

ARTICLE 16

1. Either Contracting Party may at any time request consultation with the other Contracting Party for the purpose of amending the present Agreement. Such consultation shall begin within a period of sixty days from the date of receipt of such request.

2. If the amendment relates to the provisions of the Agreement other than those of the Schedule, the amendment

従つて承認されるものとし、その承認を通知する外交上の公文が交換された日に効力を生ずる。

3 改正が付表についてのみ行われる場合には、協議は、両締約国の航空当局の間で行う。両締約国の航空当局が新たな又は修正された付表について合意したときは、その合意された改正は、外交上の公文の交換によつて確認された後に効力を生ずる。

第十七条

航空運送に関する一般的な多数国間条約が両締約国について効力を生じた場合には、この協定は、当該多数国間条約に適合するように改正する。

第十八条

いずれの一方の締約国も、他方の締約国に対し、この協定を終了させる意思をいつでも通告することができる。通告の写しは、国際民間航空機関に対して同時に送付する。通告があつたときは、この協定は、当該他方の締約国が通告を受領した日の後一年で終了する。ただし、通告が両締約国の間の合意により当該一年の期間の満了前に取り消された場合は、この限りでな

shall be approved by each Contracting Party in accordance with its constitutional procedures and shall enter into force on the date of exchange of diplomatic notes indicating such approval.

3. If the amendment relates only to the Schedule, the consultation shall be between the aeronautical authorities of both Contracting Parties. When these authorities agree on a new or revised Schedule, the agreed amendments on the matter shall enter into force after they have been confirmed by exchange of diplomatic notes.

ARTICLE 17

If a general multilateral convention concerning air transport comes into force in respect of both Contracting Parties, the present Agreement shall be amended so as to conform with the provisions of such convention.

ARTICLE 18

Either of the Contracting Parties may at any time notify the other of its intention to terminate the present Agreement. A copy of the notice shall be sent simultaneously to the International Civil Aviation Organization. If such notice is given, the present Agreement shall terminate one year after the date of receipt by the other Contracting Party of the notice to terminate, unless by

航空運送
に関する
多数国間
条約との
関係

終了通告

い。通告は、当該他方の締約国がその受領を確認しなかった場合には、国際民間航空機関がその写しを受領した日の後十四日を経過した時に受領されたものとみなす。

第十九条

この協定及びその改正は、国際民間航空機関に登録する。

第二十条

この協定は、各締約国によりその憲法上の手続に従つて承認されるものとし、その承認を通知する外交上の公文が交換された日に効力を生ずる。

以上の証拠として、下名は、各自の政府から正当に委任を受けてこの協定に署名した。

千九百八十四年二月二十二日にコロomboで、ひとしく正文である日本語、シンハラ語及び英語により本書二通を作成した。解釈に相違がある場合には、英文による。

agreement between the Contracting Parties the notice under reference is withdrawn before the expiration of that period. If the other Contracting Party fails to acknowledge receipt, notice shall be deemed to have been received fourteen days after the date of receipt by the International Civil Aviation Organization of its copy.

ARTICLE 19

The present Agreement and any amendment thereto shall be registered with the International Civil Aviation Organization.

ARTICLE 20

The present Agreement shall be approved by each Contracting Party in accordance with its constitutional procedures and shall enter into force on the date of exchange of diplomatic notes indicating such approval.

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

DONE in duplicate, at Colombo, this twenty-second day of February, 1984, in the Japanese, Sinhala and English languages, each text being equally authentic. In case of any divergence of interpretation, the English text shall prevail.

スリ・ランカとの航空協定

日本国政府のために

大鷹 弘

スリ・ランカ民主社会主義共和国政府のために

D・S・アティガラ

一三五八

FOR THE GOVERNMENT OF
JAPAN

FOR THE GOVERNMENT OF
THE DEMOCRATIC SOCIALIST
REPUBLIC OF SRI LANKA

Hiroshi Ohtaka

D. S. Attygalle

付表

1 日本国の一又は二以上の指定航空企業が両方向に運営する
路線

日本国内の地点―後に特定される中間の二地点（注1、
注4）―コロンボ―後に特定される以遠の三地点（注2、
注3、注4）

注1 日本国は、中間の二地点を自国の選択により特
定することができる。

注2 日本国は、コロンボ以遠の三地点を自国の選択
により特定することができる。ただし、オマー
ン、カタル、バハレーン、クウェイト、サウディ
・アラビア、シャルジャ及びレバノン内の地点、
フランクフルト・アム・マイン並びにロンドンを
除く。

注3 日本国の一又は二以上の指定航空企業は、コロ
ンボ以遠の三地点に加え、日本国の選択により後
に特定されるコロンボ以遠の二地点にも運航する
ことができる。ただし、コロンボとこれらの追加
された二地点との間の区間については、運輸権を
行使しない。

注4 一度特定された地点は、別段の合意がない限り

スリ・ランカとの航空協定

SCHEDULE

1. Routes to be operated in both directions by the
designated airline or airlines of Japan:

Points in Japan - two intermediate points to be
specified later (Note 1, Note 4) - Colombo - three
points beyond to be specified later (Note 2, Note 3,
Note 4)

Note 1: Japan can specify at its option any two
intermediate points.

Note 2: Japan can specify at its option any three
points beyond Colombo other than points in
Oman, Qatar, Bahrain, Kuwait, Saudi Arabia,
Sharjah, Lebanon and Frankfurt am Main and
London.

Note 3: The designated airline or airlines of Japan
can operate to any two points beyond
Colombo to be specified later at the option
of Japan in addition to the three points
beyond Colombo, provided that no traffic
right shall be exercised between Colombo
and these two additional points.

Note 4: The points once specified shall not be

スリ・ランカとの航空協定

変更しない。

2 スリ・ランカ民主主義共和国の一又は二以上の指定航空企業が両方向に運営する路線

スリ・ランカ民主主義共和国の地点——香港、シンガポール、マニラ（注）——東京

注 スリ・ランカ民主主義共和国の一又は二以上の指定航空企業は、一の運航期間につき、中間の三地点のうち二地点のみを使用することができる。

3 いずれの締約国の一又は二以上の指定航空企業が提供する協定業務も、当該締約国の領域内の一地点をその起点としなければならぬが、特定路線上の他の地点は、いずれかの又はすべての飛行に当たり当該指定航空企業の選択によつて省略することができる。

一三六〇

changed unless otherwise mutually agreed upon.

2. Routes to be operated in both directions by the designated airline or airlines of the Democratic Socialist Republic of Sri Lanka:

Points in the Democratic Socialist Republic of Sri Lanka - Hong Kong (Note) - Tokyo
Singapore
Manila

Note: The designated airline or airlines of the Democratic Socialist Republic of Sri Lanka can use only two of the three intermediate points during any one given operational period.

3. The agreed services provided by the designated airline or airlines of either Contracting Party shall begin at a point in the territory of that Contracting Party, but other points on the route may at the option of the designated airline or airlines be omitted on any or all flights.

අදහස් කෙරේ;

- (ඉ) "සාමාන්තර ලැබීමේ දේශිය" යන පාලියෙන් එක් රාජ්‍යයකට එළඹ ගන්නා රාජ්‍යයකින් දේශපාලනික උපයෝගීතාවය ලැබීමේ හැකියාව ලැබීමේ හැකියාව ලැබීමේ දේශියක් අදහස් නොවේ;

- (ඊ) "ඉවිත් ඔවුන්ට පවසනම්" යන පාඨයෙන් ජාත්‍යන්තර ඉවිත් සේවයක් පවත්වානු හෝ වෙනම වත්කමක් හෝ ඉවිත් ප්‍රතිගත ව්‍යාපාරයක් ඇදහා ගත හැකි;

- (2) "විවිෂ්ණයක් බැගරු කාර්යයක් සදහා ඇවැරවීම" යන පාඨයෙන් මිනිස්, බුදු නොහොත් පැවැරූ පරිහා භූමිම හෝ හෙබවැවූම හෝ හැර වෙත යම කාර්යයක් සදහා හෙබවැවූම අදහස් කෙරේ;

- (2) "ငဝဇဉ်ယော" သော ဝါဒီအနေနှင့်, ဇေတိ ဖိလိဗ္ဗဇေတိ ငဝဇဉ်ယော
 ဇေတိ ဇေတိ ၁၄ ဝါဒ ဝါဒီအနေနှင့် ဝါဒီ ဝါဒီယော ငဝဇဉ်ယော
 ဇေတိ ငဝဇဉ်ယော ဇေတိ;

- (ඵ) "සේවය කරන්නේ කෙසේද" යන ප්‍රශ්නයක් උපදෙස් ලබාදීම.

- (7) " ಹಿರಿದಯ್ ದೆರೊ" ಎತ ರುತೀಪತ, ಸಿಖರೀಗ ಅರತೆ ರೀಗಿ
ದೆರ್ದೆ ದೆರೊಯಿತ್ತ ರೀಗತ ಜರಿರ ಣುಗಿ ಉರಿತೆ ದೆರೊಯಿಪ್ ರ್ತುಯ
ತೊರೇ.

(ආ) අධිරාජ්‍යාචාර පරිපාලන මණ්ඩලයේ

විෂයයේ 2 වන ඡේදයට පසු 7 වන වගුවේ

1 වැනි ඡේදයට පමණක් සමතුලිත වශයෙන්

වන පරිදි, පරිපාලන මණ්ඩලයේ

සෑම සාමාජිකයෙකුටම සමාන වශයෙන්

සියලුම අයිතිවාසිකම් ඇත.

වෙනම සමාජය.

2. සමාජයේ සියලුම සාමාජිකයන් සමාජයේ සියලුම

විෂය වලදී සමාන වශයෙන් සමාන වශයෙන්

අනෙකුත් සාමාජිකයන් සමාන වශයෙන් සමාන

ලෙසට සමාන වශයෙන් සමාන වශයෙන් සමාන

වශයෙන් සමාන වශයෙන් සමාන වශයෙන් සමාන

වශයෙන් සමාන වශයෙන් සමාන වශයෙන් සමාන

4 වන වගුව

1. වගුවේ සියලුම සාමාජිකයන් සමාන වශයෙන් සමාන

වශයෙන් සමාන වශයෙන් සමාන වශයෙන් සමාන

(අ) අනෙකුත් සමාජයේ සියලුම සාමාජිකයන් සමාන

වගුවේ සියලුම සාමාජිකයන් සමාන

[illegible]

6 වන වගන්තිය

- [illegible]

- [illegible]

3. එක් හිටිපුර්කාර පාඨවියන් අම් කළ ණවක් ඇරි පමාගමේ නොහොත් ණවක් ඇරි පමාගමේවල ණවක් පානාවලට පැටවිම පැයක එක් ණවක් ඇරි පමාගමේ නොහොත් ණවක් ඇරි පමාගමේ වෙනුවෙන් ගෙනෙනු ලැබූ රේඛා අවිජ්ජනා යටතේ අනෙක් හිටිපුර්කාර පාඨවියන් දේශය තුළ බඩවා කරනු ලබන ඉස්මත, ජනතාගාර, අභාර නොවර, නිසා උපරිකරණ සහ ණවක් පානා බඩුවලිලි, දෙවනුව කි පාඨවියන් බිහිවලට යැවීම රේඛා බඩුවලිලි ද පුරාබඩුව වලින් ද පිරිපිටුපි හැරු වලින් ද ඒ හා පමාන ගෙනත් පිටු හැරු, බඩු හෝ අප කිවිමේ පානාදියෙන් ද කිදහස් විය යුතුය.

7 වන වගන්තිය

1. එක් හිටිපුර්කාර පාඨවියන් වසින් කළ ණවක් ඇරි පමාගමක පැරණි යුතු අධිකරණයක් සහ ප්‍රබල පාලකයන් ඒ ණවක් ඇරි පමාගම කපි කළ හිටිපුර්කාර පාඨවිය වෙත හෝ වම හිටිපුර්කාර පාඨවියන් ජාතිකයින් වෙත හෝ පැවරි අති බවට පමන් පැවරුමට පත් නොවන බිහිවිම වෙත, අනෙක් හිටිපුර්කාර පාඨවියන් කපි කළ ණවක් ඇරි පමාගමක් පාඨවියන්ගෙන් දෙවි හිටිපුර්කාර 4 වන වගන්තියේ 1 වන සහ 2 වන දේදවල කිසිවක වරප්‍රසාද පැවරීමට අත්හිටිමට හෝ අවලංගු කිරීමට හෝ අවසාන පැවි පැවරුමෙන් කිසිවක් පැවරීමට හෝ අති අධිකරණ එක් එක් හිටිපුර්කාර පාඨවියන් පමන් පැවරුමට නොව නොහැකි.

2. අනෙක් හිටිපුර්කාර පාඨවියන් කපි කළ ණවක් ඇරි පමාගමක් ඉහත 1 වන දේදවේ පැවරුමට පිරිපිටුපි හිටිපුර්කාර පාඨවියන් කිසිවක පිරිපිටුපිමට අපොහොසත් වන හෝ, මෙම හිටිපුර්කාර කිසිවක නොව අති නොකිසිව වලට අනුව වෙනුවෙන් පැවරුමට හෝ වෙනත් අධිකරණ, අපොහොසත් වන

10 වන වගුව

- [illegible]

- [illegible]

- (੫) ਸੁਰਿ ਹਰਿ ਸਭ ਅਭਿਅਭਰੀਅਤਿ ਫੁਲੀਰੇ ਬਿਜਲਾਨੀ ਧਰਮੁਰਿ
ਫਾਰ ਅਭਿਅਭਰੀਅਤਿ ਫਰੀਅਭਾਰੀਅਤੀਰੁ ॥
- (੬) ਬਿਦੀਅਤਿ ਅਭ ਫੁਲੀਅਤਿ ਸਾਜਾਅਤਿ ਚੇਰੇਅਭਾਉਅਤਿ ਫਰੀਅਭਾਰੀਅਤੀਰੁ ॥
- (੭) ਫੇਰੀਅਤਿ ਸਭ ਭਰੀਅਤਿ ਫੇਰੀਅਤਿ ਸਾਉਅਤੀਰੁ ਅਭੀਅਤਿ ਸਤੁ
ਫੁਲੀਅਤਿ ਫੇਰੀਅਤਿ ਪਤੁਅਤਿ ਅਭ ਚੇਰੇਅਤੀਰੁ ਅਭਿਅਭਰੀਅਤਿ ਫਰੀਅ
ਭਾਰੀਅਤੀਰੁ ॥

ದಿಗ್‌ಭಯದ ಕಾರಣವಾಗಿ ನೆಲ ಮುಳುಗಿ ಹೋಗಿತ್ತು.

3. ಹೆಬ್ಬರಹಾರ ಜುಲೈ ೨೯ ನೇ ದಿನದಿಂದ ೨೯ನೇ ದಿನದವರೆಗೆ

හිටිතත් රේචාවන් පත්‍රිකාවටයෙන් අවුත් යානා යනන වාර ගණන සහ ඊටයේ වර්ග කිලෝමීටර කළ යුත්තේ 8 වන සහ 9 වන වගන්තිවලින්, ඒ වගන්තියේ 1 වන සහ 2 වන ඡේදවලින් පනවා ඇති බුද්ධිමත් අනුව, දෙපාර්තමේන්තු ගනනාපිළික බලධාරීන් අතර අදාළ වටිනාකම් බෙදීම.

11 වන වගන්තිය

1. යම් හිටිතත් රේචාවන් පදනම අවුත් හාඳු කිටුරු කළ යුත්තේ, එය වෙනෙව්වෙම පිරවීම, සාධාරණ ලාභයක්, (වේගය සහ ඉඩ පහසුකම් වැනි) රේචාවේ වෘත්තීය ලක්ෂණ හා කිසිවක ගබ්සේ බලගත් යම් පනවනක් පදනම ඇසුරු අවුත් ඇති පමාගබ්වල අවුත් හාඳු ඇතුළු වියුල අදාළ පාඩන ස්වරූපී පැවැත්වීමට ගෙන සාධාරණ බර්ට්මන්ට්.

2. වෙනෙව්වු අවුත් හාඳු පිටු පදනමේ වටිනාකමට අනුව කිටුරු කළ යුතුය ;

(අ) අදාළ කල් කළ අවුත් ඇති පමාගම් වටිනාකම් පැවරු වෙනෙව්වු අවුත් හාඳු වෙනෙව්වියනව වැඩිකළ යුතයේ රාගානේකර අවුත් ව්‍යාපෘති පාලනයේ හාඳු කිටුරු පිටිවෙම සාරය පත්වුව පිහිටි. එය කළ නොහැකි වන විට එක් එක් කිසිවක ගබ්සේ ගෙන යාමට පදනම අවුත් හාඳු අදාළ කල් කළ අවුත් ඇති පමාගම් අතරේ හිටිපහන යුතුයේ. ඊ පවර අන්දමක් වුවද, හිටිපුපිකාර දෙපාර්තමේන්තු ගනනා පිළික බලධාරීන්ගේ අනුමැතිය පදනම අවුත් හාඳු ඉදිරිපත් නොව, එසේ අනුමත කරනු ලබන

ਉਹਨਾਂ ਘਾਟ, ਹਰੇ ਹਰੇ ਦੇ ਆਰੰਭ ਵਿਚੋਂ ਹੋਣ ਵਾਲੇ
ਪ੍ਰਭੂ ਦੇ.

(c)

ಉಪ್ಪೆ ತುಲಿ ದುಡಿವಣಿ ಸಲಹಾಪಾಲದ ಕಠಿಣಾತ್ ಹೇಗೆ, ನೆರೆ
 ಬಾಹ್ಯದ 2 (4) ರೇಡಿಯೊ ಸ್ತುತಿ ಕ್ಷೇತ್ರದ ಪ್ರತಿ ಉಪ್ಪೆ
 ಹಾಡು ಪ್ರತಿಷ್ಠಾಪನಾ ಸೇವಾಕರ್ತೃಗಳಿಂದ ಪರಿ ರಚಿಸಲಾಯಿತು ಹೇಗೆ
 ಹಾಗೂ ಹಾಡು ಹಿರಿಯರಿಗೆ ಸ್ವಲ್ಪವೇ ಹೊಂದಿಕೊಂಡು ತಾವೆ ಹೇಗೆ
 ಹಿರಿಯ ಉಪ್ಪೆ ಹಾಡು ಕೇಳಿದಾಗ ಬಿಡುಗಡೆಯಾಗುವ ರೀತಿಯಲ್ಲಿ
 ಪ್ರತಿಷ್ಠಾಪನಾ ಸೇವಾಕರ್ತೃಗಳಿಂದ ಹಾಗೂ ಹಾಡು ಹಿರಿಯರಿಗೆ
 ದಯೆ ಕ್ಷಮೆ.

(2b)

[illegible]

(41)

ଏକେ ମିଟ୍ରପୁର ୧.୧୫ ପା ଗୋଟିଏର ୩ ପା ଚର୍ଯୁର
 ଗିରିପାଳୀ ଘରର ଲୁଗା, ମିଟ୍ରପୁରର ଚାପାଳୀର ଘରର
 ଗୋଟିଏ ଲୁଗା ଗିରିପାଳୀର ଘର ଘର ଲୁଗା ଲୁଗା
 ଗିରିପାଳୀ ଲୁଗା ଗିରିପାଳୀ ଘର ଗୋଟିଏ ଲୁଗା, ଗୋଟିଏ
 ଲୁଗା ଗିରିପାଳୀ ଲୁଗା ଗୋଟିଏ ଲୁଗା ଗିରିପାଳୀ
 ଗିରିପାଳୀ ଘର ଗୋଟିଏ ଲୁଗା ଗୋଟିଏ ଲୁଗା ଗିରିପାଳୀ
 ଗୋଟିଏ ଲୁଗା ଗିରିପାଳୀ ଗୋଟିଏ ଲୁଗା ଗିରିପାଳୀ

බලපැවැත්විය යුතුය.

12 වන වගන්තිය

එහි බේට්ටුපිණාර පාඨවිසාක නම් නළු භූමිත් ඇටි පමනගම නොහොත් භූමිත් ඇටි පමනගමි ටිප්පිත් හේවනගත් ජෝමාවන්ති පැටපුම් ලබන ටාරිසාරිය පමනෙදෙව්නා කිරිමේ කාර්යය පැයක කාමාරණ ලෙස අවශ්‍ය විය හැටි වාර්තා හෝ වෙනත් පාංශෙදේමණ ටිප්පිබ්බ ටාරිසා බේට්ටුපිණාර දෙපාඨවයෙන් නවරෙභුයෝ හෝ හතක පාරිසික බලපැවැත්මේ ලැරැටිමි ටිව අනෙක් බේට්ටුපිණාර පාඨවයේ හතක පාරිසික බලපැවැත් ටිප්පිත් පළවු පාඨවයේ හතක පාරිසික බලපැවැත් වෙත පැවරුව යුතුය. බේට්ටුපිණාර ජෝමාවන්ති එහි භූමිත් ඇටි පමනගමි ටිප්පිත් පදයක ලද භූමිකව පමනෙයන් කිහිවනා කිරිමට අවශ්‍ය සියලු තොරතුරු එබ්බු ටාරිසාවල ඇතුලත්විය යුතුය.

13 වන වගන්තිය

ටියාපර කෙරෙන භූමිත් පානකාණ් අර්ථා හැනම නොහොත් එහි පාලකය අතට හැනමි අඟුරු පිටිරැ භූමිත් ජෝමයේ ආරක්ෂාවට අත්‍යවාර වන කිසි ටිවරැලි ක්‍රියා කියා පුරුහැටිමේයේ සහ දෙපැට්ටල ආරක්ෂාවට හානි පැවිණ භූමිත් ජෝමා පැවැත්මිමට එයින් බලවත් පහරක් එරැල වන බව, බේට්ටුපිණාර පාඨවයන් පැලැටිලිලට හනිමින් පිටිරැ භූමිත් ජෝමයේ ආරක්ෂාවට හානිකර කිසිවරෙකි ක්‍රියාද එවැනි පරිපැය වැළැක්විම සහ බැව පැවැත්මිම ටිකිසා පමිප පහයෝහයෙන් ක්‍රියා නළු යුතුය.

3. **සංචාරකයෙක් සංචාරයේදී රටපිටතේ සිටින්නාගේ පවත්නා තත්වය**,
 අදහස් කළදිනට පැවැත්වෙන පුද්ගලික වෘත්තීය සේවාවන්ගේ සහය ප්‍රතිපත්ති
 බලපෑමක් ඇතිව පවතී. ඇත්තේ සේවාවන්ගේ සේවාවන්ගේ සේවාවන්ගේ සේවාවන්
 බලපෑමක් ඇතිව පවතී, එය සාමාන්‍යයෙන් සේවාවන්ගේ සේවාවන්ගේ සේවාවන්
 පසු සේවාවන් සංචාරක බලකොටස මගින් සිදු වේ.

17 වන වගන්තිය

භූමිකා ප්‍රවාහනය පිළිබඳ පොදු බලය පාලන ක්‍රියාවන් සම්බන්ධයෙන්
 දෙපාර්තමේන්තු කෙරෙහි බලකොටස මගින් ප්‍රවේශය, එහි පිළිගැනීම පිළිබඳ
 වලට අනුකූල වන පරිදි සේ සම්බන්ධ සංචාරක සඳහා වේ.

18 වන වගන්තිය

සේ සම්බන්ධ ප්‍රවාහනය සම්බන්ධ වන අදහස් සඳහා බව, සම්බන්ධයෙන්
 දෙපාර්තමේන්තු කෙරෙහි පිළිගැනීම සේ අනෙක් පාර්ශ්වය වෙත සම්බන්ධ වුවද
 දැනටමත් දිය හැකි වේ. ඒ කෙරෙහිදී සේවාවන් පිටතෙන් ඒ පිළිගැනීම පිළිබඳ
 භූමිකා සේවාව සංචාරක වෙත දැනටමත් පවතී. එය කෙරෙහිදී සේවාවන් දෙපාර්
 තමාගේ, පාර්ශ්වයන් සම්බන්ධ කෙරෙහි සේවාවන් සම්බන්ධයෙන් අනෙක්
 පාර්ශ්වය වෙත පැමිණි දින පිට අවුරුද්දක් තෙමේ පාර්ශ්වය පිට සම්බන්ධයෙන්
 දෙපාර්තමේන්තු කෙරෙහි සේවාවන් සම්බන්ධයෙන් පිළිගැනීම සේවාවන් දෙපාර්
 තමාගේ සම්බන්ධයෙන් සේවාවන් පාර්ශ්වය වෙත පවතී. පැමිණි බව දැනටමත්
 සේවාව සම්බන්ධයෙන් සේවාවන් පාර්ශ්වය වෙත පවතී. පැමිණි බව දැනටමත්
 සේවාව සම්බන්ධයෙන් සේවාවන් පාර්ශ්වය වෙත පවතී. පැමිණි බව දැනටමත්
 සේවාව සම්බන්ධයෙන් සේවාවන් පාර්ශ්වය වෙත පවතී. පැමිණි බව දැනටමත්

19 වන වගන්තිය

ඒ හිව්නුමද, එහි පාලකයෙක් සිටුවන් වෙනස් වියද යාමැණික
සිරිද් ලබන් දෙවා පාවිසාපයේ උයාපද්ධි නොව තැබිය යුතුයි.

20 වන වගන්තිය

[illegible]

පිටි පාන්ති පිළිස, ඒ ඒ රජයන්ගේ ක්ෂේත්‍ර ප්‍රඥප්තියන් වන අයුරින් කරන වැනැත්තන් පේ හිටපුපිටි අයුරින් පාමින්කට යෙදුනාහ.

[illegible]

රාජ්‍යයේ රජය විවෘතවේ.

ශ්‍රී ලංකා ප්‍රජාතාන්ත්‍රික සමාජවාදී
ජනරජයේ රජය විවෘතවේ

Harsha Attika

every place

உயரகீழைகள்

1. රජයෙන් නව සලසා ඇති පනතට නොගොස් භූමි පනතේ 1976 දී සම්මත වූ පනතට අනුව භූමි පනත:

ಯಾತನೇ ಯೋಜನೆಯಲ್ಲಿ ಅತಿ ಹೆಚ್ಚಿನ ಸಮೀಕ್ಷೆಗಳು ಯೋಜನೆ
(1 ಮೂಲ, 4 ಮೂಲ) - ಅನುಷ್ಠಾನದಲ್ಲಿ ಅತಿ ಹೆಚ್ಚಿನ ಸಮೀಕ್ಷೆ
ಯೋಜನೆಗಳು (2 ಮೂಲ, 3 ಮೂಲ, 4 ಮೂಲ)

1. ದಾರ್ಪಣಿ
- ಈಗಲೂ ಇದೆ. ಇದರಲ್ಲಿ ಇನ್ನೂ
ಮಾಹಿತಿ ಇದೆ.
2. ದಾರ್ಪಣಿ
- ಇದರಲ್ಲಿ ಇನ್ನೂ
ಮಾಹಿತಿ ಇದೆ.

- [illegible]

೩. ದ್ವಾದಶ - ಬಾಲ್ಯದಿಂದಲೂ ಮೇಳೋಟೆಗೆ ಹೋಗಿ ಕುಳಿತುಕೊಂಡು, ಅಲ್ಲಿಯೇ ಇರುವಂತಹ ವಿದ್ಯಾರಣ್ಯನಿಗೆ ಈ ಪಂಥಕ್ಕೆ ಸಂಬಂಧವಿದೆ ಎಂಬುದನ್ನು ತಿಳಿಸುತ್ತಿದ್ದಾನೆ.

පාලිවි නෙකඳුලු වේ.

4. පැලැකිය - වරක් පව් කුල ද්වයාන අනෙකක වනාන්තරයෙන්
විස ඇවිම වෙකඳු හැසිවි.

2. ශ්‍රී ලංකා ප්‍රජාතාන්ත්‍රික පක්ෂයේ පක්ෂයේ පව් කුල ඇවි
පක්ෂයේ නෙකෙත් ඇවි පක්ෂයේ වරක් දෙදිපාවරම වෙකෙවිවර
අති ගව්ස් කිහි:

ශ්‍රී ලංකා ප්‍රජාතාන්ත්‍රික පක්ෂයේ - කෙකෙක (පැලැකිය) -
පක්ෂයේ ද්වයාන වෙකියෝ

පිංතර්පුරාව

මැකිය

පැලැකිය : පව්කිව වක් වෙකෙවිවර කුලපිකිය දි

ශ්‍රී ලංකා ප්‍රජාතාන්ත්‍රික පක්ෂයේ පක්ෂයේ
කුල ඇවි පක්ෂයේ නෙකෙත් ඇවි
පක්ෂයේ වරක් කුල ඇවි පක්ෂයේ
පිංතර්පුරාව ද්වයාන අනෙකක වෙකියෝ

3. කුලපිකිය දෙකෙවර පව් කුල ඇවි පක්ෂයේ නෙකෙත් ඇවි
පක්ෂයේ වරක් පැලැකිය වෙකියෝ කුලපිකිය වරක් කුලපිකිය
දෙකෙවර ද්වයාන පිංතර්පුරාව වරක් කුලපිකිය වෙකියෝ
කුලපිකිය කුල ඇවි පක්ෂයේ නෙකෙත් ඇවි පක්ෂයේ
කුලපිකිය වරක්, ගව්ස් කුලපිකිය වරක් ද්වයාන අනෙකක
කුලපිකිය වෙකියෝ.

(航空業務に関する日本国政府とスリ・ランカ民主社会主義共和国政府との間の協定に関する交換公文)

(日本側書簡)

(訳文)

書簡をもつて啓上いたします。本使は、本日署名された航空業務に関する日本国政府とスリ・ランカ民主社会主義共和国政府との間の協定に言及するとともに、両国政府がそれぞれの国において施行されている法令の範囲内でとるべき次の措置に関し、同協定に関する交渉の過程において両国政府の代表者の間で到達した了解を日本国政府に代わつて確認する光栄を有します。

1 一方の締約国の一又は二以上の指定航空企業は、他方の締約国の領域内において、支店を設置し及び維持し並びに協定業務の運営に必要な活動に従事することを許される。

2 一方の締約国の一又は二以上の指定航空企業は、他方の締約国の領域内にある支店に管理職員、技術職員、運航職員その他の航空業務の提供に必要な専門職員を派遣し及び常置させることができる。

スリ・ランカとの航空協定

(Japanese Note)

Colombo, February 22, 1984

Sir,

I have the honour to refer to the Agreement between the Government of Japan and the Government of the Democratic Socialist Republic of Sri Lanka for Air Services signed today and to confirm, on behalf of the Government of Japan, the understanding reached between the representatives of the Governments of both countries during the course of the negotiations on the said Agreement concerning the following measures to be taken by their Governments within the scope of the laws and regulations in force in the respective countries:

1. The designated airline or airlines of either Contracting Party shall be permitted within the territory of the other Contracting Party to establish and maintain their branches and to engage in activities necessary for the operation of the agreed services.
2. The designated airline or airlines of either Contracting Party shall be entitled to bring in and maintain at their branches in the territory of the other Contracting Party their own managerial, technical, operational and other specialist staff who are required for the provision of air services.

3 一方の締約国の一又は二以上の指定航空企業は、協定業務の運営に関連して他方の締約国の領域内において得た収入のうち支出を超える部分を交換可能な通貨で送金の時の公の市場における為替相場により自由に送金すること並びに協定業務の運営のため外国通貨建ての及び交換可能な内国通貨建ての預金勘定を開設し及び維持することを許される。

4 各締約国は、他方の締約国の一又は二以上の指定航空企業が、権限のある当局の付することのある合理的な制限に従うことを条件として、自ら地上取扱業務を提供すること、その業務の全部若しくは一部を権限のある当局の認可を受けた他の航空企業、他の航空企業の支配下にある機関若しくは代理業者に委託すること又はその業務を権限のある当局に委託することのいずれかを選択することができるよう最善の努力を払うことを合意する。

本使は、更に、貴官が前記の了解がスリ・ランカ民主社会主義共和国政府の了解でもあることを貴国政府に代わつて確認されることを要請する光栄を有します。

3. The designated airline or airlines of either Contracting Party shall be permitted to transfer freely, in convertible currencies, at the prevailing rate of exchange in the official market at the time of remittance, the excess of receipts over expenditure earned by those airlines in the territory of the other Contracting Party in connection with the operation of the agreed services, and to establish and maintain, for the operation of such agreed services, deposit accounts in foreign currencies and in convertible domestic currency.

4. Each Contracting Party agrees to use its best efforts to ensure that the designated airline or airlines of the other Contracting Party are offered the choice, subject to reasonable limitations which may be imposed by its competent authorities, of providing their own services for ground handling operations; of having such operations performed entirely or in part by other airlines, organizations controlled by other airlines, or servicing agents, as authorized by its competent authorities; or of having such operations performed by its competent authorities.

I have further the honour to request you to be good enough to confirm, on behalf of your Government, that this is also the understanding of the Government of the Democratic Socialist Republic of Sri Lanka.

本使は、以上を申し進めるに際し、ここに貴官に向かつて敬意を表します。

千九百八十四年二月二十一日にコロンボで

スリ・ランカ民主主義共和国駐在
日本国特命全權大使 大鷹 弘

スリ・ランカ民主主義共和国国防次官
ドン・セバラ・アティガラ閣下

I avail myself of this opportunity to extend to
you the assurance of my high consideration.

Hiroshi Ohtaka
Ambassador Extraordinary
and Plenipotentiary of Japan
to the Democratic Socialist Republic
of Sri Lanka

General Don Sepala Attygalle
Secretary,
Ministry of Defence,
Government of the Democratic Socialist Republic
of Sri Lanka,
Colombo.

スリ・ランカとの航空協定

(スリ・ランカ側書簡)

(訳文)

書簡をもつて啓上いたします。本官は、本日付けの閣下の次の書簡を受領したことを確認する光栄を有します。

(日本側書簡)

本官は、更に、受領を確認した閣下の書簡に記載された了解をスリ・ランカ民主主義共和国政府に代わつて確認する光栄を有します。

本官は、以上を申し進めるに際し、ここに閣下に向かって敬意を表します。

千九百八十四年二月二十二日にコロンボで

国防次官 D・S・アティガラ

スリ・ランカ民主主義共和国駐在

日本国特命全権大使 大鷹 弘閣下

一三八四

(Sri Lankan Note)

Colombo, February 22, 1984

Excellency,

I have the honour to acknowledge the receipt of your Excellency's Note of today's date, which reads as follows:

"(Japanese Note)"

I have further the honour to confirm, on behalf of the Government of the Democratic Socialist Republic of Sri Lanka, the understanding contained in Your Excellency's Note under acknowledgement.

I avail myself of this opportunity to extend to your Excellency the assurance of my highest consideration.

D. S. Atiyagalle
Secretary,
Ministry of Defence

His Excellency
Mr. Hiroshi Ohtaka
Ambassador Extraordinary
and Plenipotentiary of Japan
to the Democratic Socialist Republic
of Sri Lanka

(参考)

この協定は、日本国とスリ・ランカ民主主義共和国がそれぞれ相手国に対しその航空企業が特定路線における航空業務を運営する権利を与えることを規定し、その他業務の開始及び運営についての手続、条件等を定めている。