

# TRACTATENBLAD

VAN HET

KONINKRIJK DER NEDERLANDEN

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JAARGANG 1990 Nr. 178

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A. TITEL

*Luchtvaartovereenkomst tussen het Koninkrijk der Nederlanden  
en de Republiek Indonesië, met Bijlage;  
's-Gravenhage, 23 november 1990*

B. TEKST

**Air Transport Agreement between the Government of the Kingdom of the  
Netherlands and the Government of the Republic of Indonesia**

The Government of the Kingdom of the Netherlands and the Government of the Republic of Indonesia being parties to the Convention on International Civil Aviation opened for signature at Chicago on the seventh day of December 1944;

desiring to conclude a new and revised 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 and its Annex, 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 Annex adopted under Article 90 of that Convention and any amendment of the Annexes or the Convention under Articles 90 en 94 thereof, insofar as those Annexes and amendments have become effective for, or been ratified by both Contracting Parties;

b) the term “aeronautical authorities” means:  
– for the Kingdom of the Netherlands the Minister of Transport and Public Works;

– for the Republic of Indonesia the Minister of Communications; or in either case any person or body authorized to perform any functions at present 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” in relation to a Contracting Party means the land areas and the territorial waters under the sovereignty of that Contracting Party as defined in its laws and in accordance with international law;

the exercise of sovereignty by the Republic of Indonesia extends to the airspace over its archipelagic waters subject to the provisions of Part IV of the United Nations Convention on the Law of the Sea, 1982;

e) the terms “air service”, “international air service”, “airline” and “stop for non-traffic purposes” have the meaning respectively assigned to them in Article 96 of the Convention;

f) the terms “agreed service” and “specified route” mean international air service pursuant to Article 2 of this Agreement and the route specified in the appropriate Section of the Annex to this Agreement respectively, or any other route specifically agreed upon between the Contracting Parties;

g) the term “stores” means articles of a readily consumable nature for use or sale on board an aircraft during flight, including commissary supplies;

h) the term “Agreement” means this Agreement, its Annex drawn up in application thereof, and any amendments to the Agreement or to the Annex;

i) the term “tariff” means any amount charged or to be charged by airlines, directly or through their agents, to any person or entity for the carriage of passengers (and their baggage) and cargo (excluding mail) in air transportation, including:

I. the conditions governing the availability and applicability of a tariff, and

II. the charges and conditions for any services ancillary to such carriage which are offered by or on behalf of airlines.

## Article 2

### *Grant of Rights*

1. Each Contracting Party grants to the other Contracting Party except as otherwise specified in the Annex the following rights for the

conduct of international air transportation by the designated airline of the other Contracting Party:

- a) the right to fly across its territory without landing;
  - b) the right to make stops in its territory for non-traffic purposes;
- and
- c) while operating an agreed service on a specified route, the right to make stops in its territory for the purpose of taking up and discharging international traffic in passengers, cargo and mail, separately or in combination.

2. Nothing in paragraph 1 of this Article shall be deemed to grant the right for one Contracting Party's airline to participate in air transportation between points in the territory of the other Contracting Party.

### Article 3

#### *Designation and Authorization*

1. Each Contracting Party shall have the right to designate in writing to the other Contracting Party one 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 4 and 5 of this Article, without delay grant to the designated airline the appropriate operating authorizations.

3. Each Contracting Party shall have the right, by written notification to the other Contracting Party, to withdraw the designation of any such airline and to designate another one.

4. The airline designated by either Contracting Party may be required to satisfy the other Contracting Party that it is qualified to fulfill the conditions prescribed by the laws and regulations normally and reasonably applied by this Contracting Party to the operation of international air services in conformity with the provisions of the Convention.

5. Each Contracting Party shall have the right to refuse to grant the operating authorization referred to in paragraph 2 of this Article, or to impose such conditions as it may deem necessary on the exercise by an airline of the rights specified in Article 2 of the 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 and/or in its nationals.

6. Upon receipt of the operating authorization of paragraph 2 of this Article the designated airline may at any time begin to operate the agreed services, in part or in whole, provided that it complies with the

provisions of this Agreement and that tariffs for such services have been established in accordance with the provisions of Article 5 of this Agreement.

#### Article 4

##### *Revocation and Suspension of Authorization*

1. The aeronautical authorities of each Contracting Party shall have the right to withhold the authorizations referred to in Article 3 with respect to an airline designated by the other Contracting Party, to revoke or suspend such authorizations or impose conditions:

a) in the event of failure by such airline to qualify before the aeronautical authorities of that Contracting Party under the laws and regulations normally and reasonably applied by these authorities in conformity with the Convention;

b) in the event of failure by such airline to comply with the laws and regulations of that Contracting Party, normally and reasonably applied in conformity with the Convention;

c) in the event that they are not satisfied that substantial ownership and effective control of the airline are vested in the Contracting Party designating the airline and/or in its nationals; and

d) in case the airline otherwise fails to operate in accordance with the conditions prescribed under this Agreement.

2. Unless immediate action is essential to prevent further infringement of the laws and regulations referred to above, the rights enumerated in paragraph 1 of this Article shall be exercised only after consultations with the aeronautical authorities of the other Contracting Party. Unless otherwise agreed by the Contracting Parties, such consultations shall begin within a period of sixty (60) days from the date of receipt of the request.

#### Article 5

##### *Tariffs*

1. The tariffs to be charged by the designated airlines of the Contracting Parties for carriage between their territories shall be those approved by the aeronautical authorities of both Contracting Parties and 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 for any part of the specified route.

2. Tariffs referred to in paragraph 1 of this Article shall, whenever possible, be agreed by the designated airlines through the use of the procedures of the International Air Transport Association for the

fixation of tariffs. When this is not possible the tariffs shall be agreed between the designated airlines.

3. All tariffs so agreed shall be submitted for approval to the aeronautical authorities of both Contracting Parties at least sixty (60) days before the proposed date of their introduction, except where the said authorities agree to reduce this period in special cases.

4. Approval of tariffs may be given expressly; or, 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, the tariffs shall be considered 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 reduced accordingly.

5. If a tariff cannot be agreed in accordance with paragraph 2 of this Article, or if, during the period applicable in accordance with paragraph 4 of this Article, an aeronautical authority gives the other aeronautical authority notice of its disapproval of any tariff agreed in accordance with the provisions of paragraph 2 of this Article, the aeronautical authorities of the two Contracting Parties shall endeavour to determine the tariff by mutual agreement.

6. If the aeronautical authorities cannot agree on a tariff submitted to them under paragraph 3 of this Article, or on the determination of a tariff under paragraph 5 of this Article, the dispute shall be settled in accordance with the provisions of Article 17 of this Agreement.

7. Tariffs established in accordance with the provisions of this Article shall remain in force until new tariffs have been established, unless otherwise agreed.

8. The designated airlines of both Contracting Parties may not charge tariffs different from those which have been approved in conformity with the provisions of this Article.

## Article 6

### *Commercial Activities*

1. The designated airlines of both Contracting Parties shall be allowed to establish in the territory of the other Contracting Party offices for the promotion of air transportation and sale of air tickets, as well as other facilities required for the provisions of air transportation.

2. The designated airline of one Contracting Party shall be allowed,

to bring in and maintain in the territory of the other Contracting Party its managerial, commercial, operational and technical staff as it may require in connection with the provision of air transportation.

3. These staff requirements may, at the option of the designated airline, be satisfied by its own personnel or by using the services of any other organization, company or airline operating in the territory of the other Contracting Party, and authorized to perform such services in the territory of that Contracting Party.

4. Both Contracting Parties shall dispense with the requirement of employment authorizations or visitor visas or other similar documents for personnel performing certain temporary services and duties except in special circumstances determined by the national authorities concerned. Where such authorizations, visas or documents are required, they shall be issued promptly so as not to delay the entry of the personnel concerned into the territory of the other Contracting Party.

5. The above activities shall be carried out in accordance with the laws and regulations of the other Contracting Party.

## Article 7

### *Fair Competition*

1. There shall be fair and equal opportunity for the designated airlines of both Parties to participate in the international air transportation covered by this Agreement.

2. Each Party shall take all appropriate action within its jurisdiction to eliminate all forms of discrimination or unfair competitive practices adversely affecting the competitive position of the designated airline of the other Party.

3. Any limitation or restriction of the volume of traffic, frequency or regularity of service, or the aircraft type or types operated by the designated airline of one Contracting Party, may be imposed by the other Contracting Party, only if required for customs, technical, operational or environmental reasons on a non-discriminatory basis under uniform conditions consistent with the Convention.

## Article 8

### *Capacity Provisions*

Any increase in the capacity to be provided or frequency of services to be operated by the designated airline of either Contracting Party over and above the capacity and frequency entitlements already in force shall be agreed upon between the aeronautical authorities on the

basis of, inter alia, the estimated requirements of traffic between the territories of the two Parties and any other traffic to be jointly agreed and determined. Pending such agreement the capacity and frequency entitlements already in force shall prevail.

## Article 9

### *Timetable*

The airline designated by each Contracting Party shall submit to the aeronautical authorities of the other Contracting Party for approval, 30 days in advance, the timetable of its intended services, specifying the frequency, type of aircraft, configuration and number of seats to be made available to the public.

## Article 10

### *Customs and other Duties*

1. Aircraft operated on international air services by the designated airline of either Contracting Party, as well as their regular equipment, spare parts, supplies of fuels and lubricants, aircraft stores (including food, beverages and tobacco) on board as well as advertising and promotional material kept on board such aircraft shall be exempt from all customs duties, inspection fees and similar national or local duties and charges, on arrival in the territory of the Contracting Party, provided such equipment and supplies remain on board the aircraft up to such time as they are re-exported.

2. With regard to regular equipment, spare parts, supplies of fuels and lubricants and aircraft stores introduced into the territory of one Contracting Party by or on behalf of a designated airline of the other Contracting Party or taken on board the aircraft operated by such designated airline and intended solely for use on board aircraft while operating international services, no duties and charges, including customs duties and inspection fees, and similar national or local duties and charges, imposed in the territory of the first Contracting Party, shall be applied, even when these supplies are to be used on the parts of the journey performed over the territory of the Contracting Party in which they are taken on board.

The articles referred to above may be required to be kept under customs supervision and control.

3. Regular airborne equipment, spare parts, supplies of fuels and lubricants and aircraft stores retained on board the aircraft of either Contracting Party may be unloaded in the territory of the other Contracting Party only with the approval of the customs authorities of

that Party, who may require that these materials be placed under their supervision up to such time as they are re-exported or otherwise disposed of in accordance with customs regulations.

4. Baggage and cargo in direct transit across the territory of either Contracting Party and not leaving the area of the airport reserved for such purpose shall be exempt from customs, duties and other similar charges.

## Article 11

### *Financial Provisions*

1. The airlines of the Contracting Parties shall be free to sell air transport services in the territories of both the Contracting Parties, either directly or through an agent, in any currency.

2. The airlines of the Contracting Parties shall be free to transfer from the territory of sale to their home territory the excess, in the territory of sale, of receipts over expenditure. Included in such net transfer shall be revenues from sales, made directly or through agents, of air transport services, and ancillary or supplemental services, and normal commercial interest earned on such revenues while on deposit awaiting transfer.

3. The airlines of the Contracting Parties shall receive approval for such transfer within at most thirty (30) days of application, into a freely convertible currency, at the official rate of exchange for conversion of local currency, as at the date of sale. The airlines of the Contracting Parties shall be free to effect the actual transfer on receipt of approval.

## Article 12

### *Application of Laws, Regulations and Procedures*

1. The laws, regulations and procedures of either Contracting Party relating to the admission to or departure from its territory of aircraft engaged in international air services, or to the operation and navigation of such aircraft, shall be complied with by the designated airline of the other Contracting Party upon its entrance into, until and including its departure from, the said territory.

2. The laws, regulations and procedures of either Contracting Party relating to immigration, passports, or other approved travel documents, entry, clearance, customs and quarantine shall be complied with by or on behalf of crews, passengers, cargo and mail carried by aircraft of the designated airline of the other Contracting Party upon

their entrance into, and until and including their departure from, the territory of the said Contracting Party.

3. Passengers, baggage and cargo in direct transport across the territory of either Contracting Party and not leaving the area of the airport reserved for such purpose shall, except in respect of security measures against violence and air piracy, be subject to no more than a simplified control.

### Article 13

#### *Fees, Charges and Preferences*

1. Fees and charges applied in the territory of either Contracting Party to the airline operations of the other Contracting Party for the use of airports and other aviation facilities in the territory of the first Party, shall not be higher than those applied to the operations of the airline of the first Party or any other airline engaged in similar operations.

2. Neither of the Contracting Parties shall give preference to any other airline over the designated airline of the other Contracting Party in the application of its customs, immigration, quarantine, and similar regulations; or in the use of airports, airways and air traffic services and associated facilities under its control.

### Article 14

#### *Recognition of Certificates and Licences*

Certificates of airworthiness, certificates of competency and licences issued, or validated, by one Contracting Party and unexpired shall be recognized as valid by the other Contracting Party for the purpose of operating the agreed services on the specified routes, provided always that such certificates or licences were issued, or validated, in conformity with the standards established under the Convention.

Each Contracting Party, however, reserves the right to refuse to recognize, for flights above its own territory, certificates of competency and licences granted to its own nationals by the other Contracting Party.

### Article 15

#### *Aviation Security*

1. Consistent with their rights and obligations under international law, the Contracting Parties reaffirm that their obligation 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 of 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, insofar as the Contracting Parties are both Party to these Conventions.

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 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 to the extent that such security provisions are applicable to the 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 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 sympathetic 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. Accordingly each Contracting Party shall advise the other

Contracting Party of any difference between its national regulations and practices and the aforementioned aviation security provisions. Either Contracting Party may request immediate consultations with the other Contracting Party at any time to discuss any such differences.

#### Article 16

##### *Consultation and Modification*

1. In a spirit of close cooperation the aeronautical authorities of the Contracting Parties shall consult each other from time to time with a view to ensuring the implementation of, and satisfactory compliance with, the provisions of the Agreement.

2. Either Contracting Party may request consultations with a view to modify the present Agreement or its Annex. These consultations shall begin within sixty (60) days from the date of the receipt of the request by the other Contracting Party, unless otherwise agreed. Such consultations may be conducted through discussion or by correspondence.

3. Any modification to the present Agreement agreed upon by the Contracting Parties, shall come into force on the date on which the Contracting Parties have informed each other in writing of the completion of their respective constitutional requirements.

4. Any modification of the Annex to the present Agreement shall be agreed upon in writing between the aeronautical authorities and shall take effect on a date to be determined by the said authorities.

#### Article 17

##### *Settlement of Disputes*

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 negotiations.

2. If the Contracting Parties fail to reach a settlement by negotiation, they may agree to refer the dispute for decision to some person or body, or 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 (60) days from the date of receipt by either Contracting Party from the other Contracting Party 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. In any case, the third arbitrator shall be a national of a third State and shall act as president of the arbitral body.

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

4. If and so long as either Contracting Party or a designated airline of either Contracting Party fails to comply with a decision given under paragraph 2 of this Article, the other Contracting Party may limit, withhold or revoke any rights or privileges which it has granted by virtue of the Agreement to the Contracting Party in default or to the designated airline in default.

## Article 18

### *Termination*

Either Contracting Party may at any time give written notice through diplomatic channels 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, 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

### *Registration with ICAO*

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

## Article 20

*Applicability of Multilateral Agreements*

1. The provisions of the Convention shall be applied to this Agreement.

2. If a multilateral agreement concerning any matter covered by this Agreement, accepted by both Parties, enters into force, the relevant provisions of that agreement shall supersede the relevant provisions of the present Agreement.

## Article 21

*Applicability*

As regards the Kingdom of the Netherlands, this Agreement shall apply to the Kingdom in Europe only.

## Article 22

*Entry into force*

1. This Agreement shall come into force on the first day of the second month following the date on which the Contracting Parties have informed each other in writing that the formalities constitutionally required in their respective countries have been complied with.

2. Upon entry into force this Agreement shall replace the Agreement between the Government of the Kingdom of the Netherlands and the Government of the Republic of Indonesia for air services between and beyond their respective territories, done at The Hague on 12 July 1966, as amended.

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

DONE in duplicate at The Hague this twenty third day of November, of the year one thousand nine hundred and ninety, in the English language.

*For the Government of the Kingdom of the Netherlands*

(sd.) J. R. H. MAIJ-WEGGEN

*For the Government of the Republic of Indonesia*

(sd.) AZWAR ANAS

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## Annex

## 1. Route Schedule

A. Routes to be operated by the airline designated by the Government of the Republic of Indonesia:

*Points in Indonesia* - Singapore - Kuala Lumpur - Bangkok - Ho Tji Minh City - Colombo - Bombay - Karachi - points in the USSR and two points in Eastern Europe - one point in Saudi Arabia - Kuwait - Teheran - Cairo - Amman - one point in the UAE - Istanbul or Ankara - Athens - Rome - Zurich - Paris - Marseille or Nice - Frankfurt - Munich - Madrid - Brussels - Vienna - *Amsterdam* - Copenhagen - Stockholm - London - points in the USA: New York or Los Angeles or San Francisco - points in Canada: Montreal or Toronto.

B. Routes to be operated by the airline designated by the Government of the Kingdom of the Netherlands:

*Points in the Netherlands* - points in the Gulf area including Muscat, Abu Dhabi, Dubai, Doha, Bahrain and Kuwait - Delhi - Bangkok - Kuala Lumpur - Singapore - *Jakarta* - Perth - Melbourne - Sydney.

2. The airlines may at their discretion omit points mentioned in the routes described above.

3. The airlines may serve points other than those specified in sections A and B of the Route Schedule provided that no fifth freedom traffic is carried between such points and the territory of the other Party, unless otherwise agreed between the aeronautical authorities of both Parties.

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D. PARLEMENT

De Overeenkomst behoeft ingevolge artikel 91 van de Grondwet de goedkeuring van de Staten-Generaal, alvorens het Koninkrijk aan de Overeenkomst kan worden gebonden.

G. INWERKINGTREDING

De bepalingen van de Overeenkomst zullen ingevolge artikel 22, eerste lid, in werking treden op de eerste dag van de tweede maand volgend op de datum waarop de Overeenkomstsluitende Partijen elkaar schriftelijk ervan in kennis hebben gesteld dat de grondwettelijke vereiste formaliteiten in hun onderscheiden landen zijn voltooid.

Wat het Koninkrijk der Nederlanden betreft, zal de Overeenkomst ingevolge artikel 21 alleen voor Nederland gelden.

J. GEGEVENS

Van het op 7 december 1944 te Chicago tot stand gekomen Verdrag inzake de internationale burgerluchtvaart, naar welk Verdrag onder meer in de preambule tot de onderhavige Overeenkomst wordt verwezen, is de Engelse tekst bekend gemaakt in *Stb.* H 165. De vertaling in het Nederlands, bijgewerkt tot en met het Protocol van 21 juni 1961, is geplaatst in *Trb.* 1973, 109; zie ook, laatstelijk, *Trb.* 1985, 45.

Van het op 10 december 1982 te Montego Bay tot stand gekomen Verdrag van de Verenigde Naties inzake het recht van de zee, naar welk Verdrag in artikel 1 van de onderhavige Overeenkomst wordt verwezen, is de tekst geplaatst in *Trb.* 1983, 83 en de vertaling in *Trb.* 1984, 55.

Van het op 14 september 1963 te Tokio tot stand gekomen Verdrag inzake strafbare feiten en bepaalde andere handelingen begaan aan boord van luchtvaartuigen, naar welk Verdrag in artikel 15, eerste lid, van de onderhavige Overeenkomst wordt verwezen, is de tekst geplaatst in *Trb.* 1964, 115 en de vertaling in *Trb.* 1964, 186; zie ook, laatstelijk, *Trb.* 1981, 113.

Van het op 16 december 1970 te 's-Gravenhage tot stand gekomen Verdrag tot bestrijding van het wederrechtelijk in zijn macht brengen van luchtvaartuigen, naar welk Verdrag in artikel 15, eerste lid, van de onderhavige Overeenkomst wordt verwezen, zijn tekst en vertaling geplaatst in *Trb.* 1971, 50; zie ook, laatstelijk, *Trb.* 1981, 114.

Van het op 23 september 1971 te Montreal tot stand gekomen Verdrag tot bestrijding van wederrechtelijke gedragingen gericht tegen de veiligheid van de burgerluchtvaart, naar welk Verdrag in artikel 15, eerste lid, van de onderhavige Overeenkomst wordt verwezen, zijn tekst en vertaling geplaatst in *Trb.* 1971, 218; zie ook, laatstelijk, *Trb.* 1981, 115.

Van de op 12 juli 1966 te 's-Gravenhage tot stand gekomen Overeenkomst tussen het Koninkrijk der Nederlanden en de Republiek Indonesië inzake luchtdiensten tussen en via hun onderscheiden grondgebieden, welke Overeenkomst zal worden vervangen door de onderhavige Overeenkomst, zijn tekst en vertaling geplaatst in *Trb.* 1966, 180; zie ook, laatstelijk, *Trb.* 1972, 11.

Uitgegeven de *achtentwintigste* december 1990.

*De Minister van Buitenlandse Zaken,*

H. VAN DEN BROEK