

No. 7285

**FINLAND
and
FRANCE**

**Air Transport Agreement (with annex). Signed at Paris, on
12 October 1962**

Official text : French.

Registered by the International Civil Aviation Organization on 8 June 1964.

**FINLANDE
et
FRANCE**

**Accord (avec annexe) relatif aux transports aériens. Signé
à Paris, le 12 octobre 1962**

Texte officiel français.

Enregistré par l'Organisation de l'aviation civile internationale le 8 juin 1964.

[TRANSLATION — TRADUCTION]

No. 7285. AIR TRANSPORT AGREEMENT¹ BETWEEN THE
REPUBLIC OF FINLAND AND THE FRENCH REPUBLIC.
SIGNED AT PARIS, ON 12 OCTOBER 1962

The Government of the Republic of Finland and the Government of the French Republic, having acceded to the Convention on International Civil Aviation, signed at Chicago on 7 December 1944,² and desiring to facilitate air relations between their respective territories, have for this purpose appointed representatives who, being duly authorized, have agreed as follows :

TITLE I

GENERAL PROVISIONS

Article I

For the purposes of the present Agreement and its annex :³

(1) The term "aeronautical authorities" means, in the case of Finland, the Civil Aviation Office of the Ministry of Communications and Public Works, and, in the case of France, the Secretariat-General of Civil Aviation, or, in either case, any person or body authorized to perform the functions at present exercised by them.

(2) The term "designated airline" applies to any airline which has been selected by one of the Contracting Parties to operate the agreed services listed in the annex, and in respect of which notification has been sent to the aeronautical authorities of the other Contracting Party in accordance with the provisions of article XII of the present Agreement.

Article II

The aircraft of each Contracting Party shall have the right, in the territory of the other Party, to fly without landing across that territory and to land thereon for non-traffic purposes at airports open to international traffic.

¹ Applied provisionally from 12 October 1962, the date of signature, and came into force on 8 July 1963, one month after the date on which the Contracting Parties notified each other that their constitutional requirements had been fulfilled, in accordance with the provisions of article XVIII.

² See footnote 2, p. 4 of this volume.

³ See p. 315 of this volume.

It is agreed that the aforesaid right does not apply in the case of zones where overflight is prohibited.

Article III

The airline or airlines of one of the Contracting Parties employed in air transport and serving the territory of the other Contracting Party may be required to furnish the aeronautical authorities of the latter Contracting Party with proof of capacity to fulfil the requirements prescribed under the laws and regulations normally applied by that Contracting Party to the operation of commercial airlines engaged in international air transport.

Article IV

Certificates of airworthiness, certificates of competency and licences issued or rendered valid by one Contracting Party shall be recognized as valid by the other Contracting Party during the period in which they are effective.

Each Contracting Party reserves the right, however, to refuse to recognize as valid for flights over its own territory certificates of competency and licences issued to its own nationals by the other Contracting Party or by a third State.

Article V

(1) The laws and regulations of each Contracting Party relating to the entry into, stay in or departure from its territory of aircraft engaged in international air navigation, or to the operation, handling and navigation of such aircraft while within its territory, shall apply to the aircraft of the airline or airlines of the other Contracting Party.

(2) Passengers, crews and shippers of goods shall be required, either personally or through a third party acting in their name and on their behalf, to comply with the laws and regulations in force in the territory of each Contracting Party governing the entry, stay and departure of passengers, crews and cargo, such as those relating to entry, clearance, immigration, customs and quarantine.

Article VI

(1) Aircraft employed in international service by the designated airlines of one Contracting Party together with their normal equipment, reserves of fuel and lubricants and aircraft stores (including food-stuffs, beverages and tobacco) shall, on arrival in the territory of the other Contracting Party, be exempt from all customs duties, inspection fees or other similar duties and charges, provided that such equipment and stores remain on board the aircraft until re-exported.

(2) The following shall likewise be exempt from these same duties and charges, excluding, however, fees or charges levied as consideration for services rendered :

- (a) Aircraft stores, irrespective of origin, introduced into the territory of one Contracting Party in quantities not exceeding the limits set by the authorities of the said Contracting Party, and taken on board aircraft of the other Contracting Party engaged in international air service ;
- (b) Spare parts imported into the territory of one Contracting Party for the maintenance or repair of aircraft of designated airlines of the other Contracting Party engaged in international navigation ;
- (c) Fuels and lubricants intended for aircraft used in international traffic by the designated airlines of the other Contracting Party, even though such supplies be consumed during that part of the flight which takes place over the territory of the Contracting Party in which they were taken aboard.

(3) Regular equipment, supplies and stores on board the aircraft of one Contracting Party shall not be unloaded in the territory of the other Contracting Party save with the consent of the customs authorities of that territory. When so unloaded, they may be placed under the supervision of the said authorities until they are re-exported or are declared to customs.

Article VII

Either Contracting Party may at any time request consultation between the competent authorities of the two Contracting Parties concerning the interpretation, application or modification of the present Agreement.

Such consultation shall begin within thirty days from the date of receipt of the request.

Such modifications as are decided upon shall enter into force after they have been confirmed by an exchange of diplomatic notes.

Article VIII

Either Contracting Party may at any time give notice to the other Contracting Party of its desire to denounce the present Agreement. Such notice shall be simultaneously communicated to the International Civil Aviation Organization. The denunciation shall take effect one year after the date of receipt of the notice by the other Contracting Party, unless the notice is withdrawn by agreement before the expiry of this period. If the Contracting Party receiving such notice fails to acknowledge it, the said notice shall be deemed to have been received fifteen days after its receipt at the headquarters of the International Civil Aviation Organization.