

No. 7859

**FINLAND
and
LUXEMBOURG**

**Air Transport Agreement (with annex). Signed at Helsinki,
on 15 August 1961**

Official text: English.

Registered by Finland on 21 July 1965.

**FINLANDE
et
LUXEMBOURG**

**Accord (avec annexe) relatif aux transports aériens. Signé
à Helsinki, le 15 août 1961**

Texte officiel anglais.

Enregistré par la Finlande le 21 juillet 1965.

No. 7859. AIR TRANSPORT AGREEMENT¹ BETWEEN FINLAND AND THE GRAND DUCHY OF LUXEMBOURG.
SIGNED AT HELSINKI, ON 15 AUGUST 1961

The Government of Finland and the Government of the Grand Duchy of Luxembourg, considering

— that the possibilities of commercial aviation, as a means of transport have considerably increased,

— that it is desirable to organize scheduled air service in a safe and orderly manner and to further as much as possible the development of international co-operation in this field, and

— that it is necessary to conclude an agreement regulating scheduled air services between and through the Finnish and Luxembourg territories,

have appointed their representatives who being duly authorized to this effect have agreed as follows :

Article 1

(a) The Contracting Parties grant each other the rights specified in the Annex hereto for the establishment of the international services defined in this Annex, which pass through or serve their respective territories.

(b) Each Contracting Party shall designate one or more airlines to operate the services it is thus entitled to establish and shall decide upon the date of opening of such services.

Article 2

(a) Each Contracting Party shall, subject to the provisions of Article 7, issue the requisite operating permit to the airline or airlines designated by the other Contracting Party.

(b) Nevertheless, before being authorized to inaugurate the services described in the Annex, such airlines may be called upon to afford proof of qualification in accordance with the laws and regulations normally applied by the aeronautical authorities issuing the operating permit.

Article 3

Rates shall be fixed at reasonable levels, due regard being paid to economy of operation, reasonable profit and the characteristics of each service, such as

¹ Provisionally applied from 15 August 1961, the date of signature, and came into force on 20 May 1963, the date on which the Contracting Parties had notified each other of their approval of the Agreement, in accordance with article 10.

speed and comfort. The recommendations of the International Air Transport Association (IATA) shall also be taken into account. Failing any such recommendations, the Finnish and Luxembourg airlines shall consult the airlines of third countries operating over the same routes. Their arrangements shall be submitted for approval to the competent aeronautical authorities of the Contracting Parties. If the airlines fail to reach an agreement, the said authorities shall endeavour to find a solution. As a last resort, recourse shall be had to the procedure laid down in Article 8 of the present Agreement.

Article 4

(a) The Contracting Parties agree that the charges imposed on their respective airline or airlines for the use of airports and other facilities shall not be higher than would be paid for the use of such airports and facilities by their national aircraft engaged in similar international services.

(b) Fuel, lubricating oils, spare parts and equipment introduced into, or taken on board in the territory of one Contracting Party by or on behalf of an airline designated by the other Contracting Party, and intended solely for use by aircraft of that airline, shall be accorded national or most-favoured-nation treatment with respect to customs duties, inspection fees or other national duties and charges.

(c) Aircraft operated by the airline or airlines designated by one Contracting Party on the air services covered by the present Agreement, and supplies of fuel, lubricating oils, spare parts, normal equipment and aircraft stores retained on board the said aircraft shall be exempt on arrival in or departure from the territory of the other Contracting Party, from customs duties, inspection fees or other similar duties and charges, even though such supplies be used or consumed by or in such aircraft on flights within that territory.

Article 5

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 for the purpose of operating the services described in the Annex. Each Contracting Party reserves the right, however, to refuse to recognize as valid, for the purpose of flights above its own territory, certificates of competency and licences issued to its own nationals by another State.

Article 6

(a) The laws and regulations of one Contracting Party relating to entry into and departure from its own territory of aircraft engaged in international air