

**No. 558**

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**SWEDEN  
and  
PORTUGAL**

**Air Transport Agreement (with annex). Signed at Lisbon,  
on 6 March 1947**

*Swedish, Portuguese and English official texts communicated by the Secretary-General of the International Civil Aviation Organization. The registration took place on 7 September 1949.*

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**SUEDE  
et  
PORTUGAL**

**Accord relatif aux transports aériens (avec annexe). Signé  
à Lisbonne, le 6 mars 1947**

*Textes officiels suédois, portugais et anglais communiqués par le Secrétaire général de l'Organisation de l'aviation civile internationale. L'enregistrement a eu lieu le 7 septembre 1949.*

No. 558. AIR TRANSPORT AGREEMENT<sup>1</sup> BETWEEN THE  
GOVERNMENTS OF SWEDEN AND PORTUGAL. SIGNED  
AT LISBON, ON 6 MARCH 1947

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The Governments of Sweden and Portugal considering:

that the possibilities of commercial aviation, as a means of transportation, have increased considerably;

that it seems desirable to organize, in a safe and orderly manner, the regular international air services and to develop as much as possible the international cooperation in respect of such services, and

that it is necessary to conclude an Agreement for the purpose of establishing regular air communications between and through the territories of Sweden and of Portugal,

have appointed representatives for this purpose who, being thereto duly authorized, have agreed as follows:

*Article 1*

Each contracting party grants to the other contracting party the rights specified in the Annex to this Agreement for the purpose of the establishment of the air services therein described (hereinafter referred to as the "agreed services"). The agreed services may be inaugurated immediately or at a later date at the option of the contracting party to whom the rights are granted.

*Article 2*

(1) Each of the agreed services may be put into operation as soon as the contracting party to whom the rights have been granted has designated an airline or airlines for the specified route or routes. The contracting party granting the rights shall, subject to the provisions of paragraph (2) of this Article and of Article 6, be bound to grant without delay the appropriate operating permission to the airline or airlines concerned.

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<sup>1</sup> Came into force on 6 March 1947, as from the date of signature, in accordance with article 13.

(2) The airlines designated may be required to satisfy the competent aeronautical authorities of the contracting party granting the rights that they are qualified to fulfil the conditions prescribed under the laws and regulations normally applied by these authorities to the operations of commercial airlines.

### *Article 3*

(1) The charges which either of the contracting parties may impose, or permit to be imposed, on the designated airlines of the other contracting party 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 its national aircraft engaged in similar international services.

(2) Fuel, lubricating oils and spare parts introduced into or taken on board aircraft in the territory of one contracting party by, or on behalf of, the airlines designated by the other contracting party and intended solely for use by the aircraft of such designated airlines shall be accorded, with respect to customs duties, inspection fees or similar charges imposed by the former contracting party, treatment not less favourable than that granted to national airlines engaged in international air transport or to the airline of the most favoured nation.

(3) Aircraft of the designated airlines of one contracting party operating on the agreed services and supplies of fuel, lubricating oils, spare parts, regular equipment and aircraft stores retained on board such aircraft shall be exempt in the territory of the other contracting party from customs duties, inspection fees or similar duties or charges, even though such supplies be used by such aircraft on flights in that territory.

### *Article 4*

Certificates of airworthiness, certificates of competency and licences issued or rendered valid by one contracting party and still in force shall be recognised as valid by the other contracting party for the purpose of operating the agreed services. Each contracting party reserves the right, however, to refuse to recognise, for the purpose of flight above its own territory, certificates of competency and licences granted to its own nationals by the other contracting party or any other State.

*Article 5*

(1) The laws and regulations of one contracting party relating to entry into, departure from or flights over its territory of aircraft engaged in international air navigation shall apply to aircraft of the designated airlines of the other contracting party.

(2) The laws and regulations of one contracting party relating to the entry into or departure from its territory of passengers, crew, or cargo of aircraft (such as regulations relating to entry, clearance, immigration, passports, customs and quarantine) shall be applicable to the passengers, crew or cargo of the aircraft of designated airlines of the other contracting party while in the territory of the first contracting party.

*Article 6*

Each contracting party reserves the right to withhold or revoke the rights specified in the Annex to this Agreement in any case in which it is not satisfied that principal ownership and effective control of a designated airline of the other contracting party are vested in nationals of either contracting party, or in case of failure by a designated airline to comply with its laws and regulations as referred to in Article 5, or otherwise to fulfil the conditions under which the rights are granted in accordance with this Agreement.

*Article 7*

This Agreement shall be registered with the Provisional International Civil Aviation Organisation set up by the Interim Agreement on International Civil Aviation signed at Chicago on the 7th December, 1944, or its successor.

*Article 8*

If either of the contracting parties considers it desirable to modify any provision or provisions of the Annex to this Agreement, such modification may be made by direct agreement between the competent aeronautical authorities of the contracting parties.

*Article 9*

Any dispute between the contracting parties relating to the interpretation or application of this Agreement or of the Annex thereto, shall be referred for decision to the Council of the Provisional International Civil Aviation Organisa-