

No. 780

**NORWAY
and
FINLAND**

**Air Transport Agreement (with annex). Signed at Helsinki,
on 24 August 1949**

Official texts: Norwegian and Finnish.

Registered by the International Civil Aviation Organization on 1 May 1950.

**NORVÈGE
et
FINLANDE**

**Accord relatif aux transports aériens (avec annexe). Signé à
Helsinki, le 24 août 1949**

Textes officiels norvégien et finnois.

Enregistré par l'Organisation de l'aviation civile internationale le 1^{er} mai 1950.

TRANSLATION¹ — TRADUCTION²

No. 780. AIR TRANSPORT AGREEMENT³ BETWEEN THE
GOVERNMENT OF FINLAND AND THE GOVERNMENT
OF NORWAY. SIGNED AT HELSINKI, ON 24 AUGUST
1949

The Government of Finland and the Government of Norway having decided to conclude an Agreement regarding civil air communications between Finland and Norway, have accordingly appointed representatives authorized for this purpose, who have agreed as follows:

Article 1

The contracting parties grant to each other the rights specified in the Annex to this Agreement, necessary for the establishment of the air routes and services therein indicated. The contracting party to whom the rights have been granted, may at its option take up traffic on these routes immediately or at a later date.

Article 2

(a) Each of the air services which one contracting party has granted the other the rights to establish, shall be put into operation as soon as the latter party has designated an airline or airlines to operate the route concerned. The contracting party granting the rights shall, subject to the stipulations of Article 6 hereof, be bound to grant without delay the appropriate operating permission to the airline or airlines designated.

(b) The contracting party granting the rights may, before giving the appropriate operating permission to the designated airline or airlines, to operate the air routes indicated in this Agreement, require such airline or airlines to qualify under the laws and regulations in force by aeronautical authorities of that contracting party.

¹ Translation communicated by the International Civil Aviation Organization.

² Traduction transmise par l'Organisation de l'aviation civile internationale.

³ Came into force on 24 August 1949, as from the date of signature, in accordance with article 11.

Article 3

In order to prevent discriminatory practices and to ensure equality of treatment, both contracting parties agree that:

(a) The charges which either of the contracting parties may impose on 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.

(b) Fuel, lubricating oils and spare parts introduced into 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 the aircraft of that airline, shall, with respect to the imposition of customs duties, inspection fees or other national duties or charges by the contracting party whose territory is entered be accorded treatment not less favourable than that granted to national airlines or to the airlines of the most favoured nation.

(c) Fuel, lubricating oils, spare parts, regular equipment and aircraft stores retained on board civil aircraft of the airlines of one contracting party authorized to operate the routes and services described in the Annex shall, upon arriving in or leaving the territory of the other contracting party, be exempt from customs duties, inspection fees or similar duties or charges, even though such supplies be used or consumed by such aircraft on flights above the territory of the latter party.

Article 4

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 routes and services described in the Annex. Each contracting party reserves the right, however, to refuse to recognize, for the purpose of flight above its own territory, certificates of competency and licences granted to its own nationals by another state.

Article 5

(a) The laws and regulations of one contracting party relating to the admission into or departure from its territory of aircraft engaged in international air navigation, or to the operation and navigation of such aircraft while within its territory, shall be applicable to the aircraft of the airline or airlines designated by the other contracting party.