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**Latvia
and
Cyprus**

Air Services Agreement between the Government of the Republic of Latvia and the Government of the Republic of Cyprus (with annex). Riga, 26 March 1999

Entry into force: *24 September 1999, in accordance with article 23*

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**Lettonie
et
Chypre**

Accord relatif aux services aériens entre le Gouvernement de la République de Lettonie et le Gouvernement de la République de Chypre (avec annexe). Riga, 26 mars 1999

Entrée en vigueur : *24 septembre 1999, conformément à l'article 23*

Texte authentique : *anglais*

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AIR SERVICES AGREEMENT

**between
the Government of the Republic of Latvia
and
the Government of the Republic of Cyprus**

The Government of the Republic of Latvia and the Government of the Republic of Cyprus (hereinafter referred to in this Agreement as the Contracting Parties),

Being parties to the Convention on International Civil Aviation opened for signature at Chicago on the seventh day of December, 1944;

Desiring to conclude an Agreement for the purpose of establishing scheduled air services between and beyond their respective territories;

Have agreed as follows:

Article 1 DEFINITIONS

1. For the purpose of this Agreement, unless the context otherwise requires:
 - (a) the term "*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 Convention under Articles 90 and 94 thereof so far as those Annexes and amendments have become effective for both Contracting Parties;
 - (b) the term "*aeronautical authorities*" means in the case of the Government of the Republic of Latvia the Ministry of Transport and in the case of the Government of the Republic of Cyprus the Minister of Communications and Works or, in both cases, any other person or body authorized to perform any functions presently exercised by the said aeronautical authorities;

- (c) the term "*designated airline*" means an airline which has been designated and authorized in accordance with Article 4 of this Agreement;
- (d) the term "*tariff*" means the prices to be paid for the carriage of passengers and cargo and the conditions under which those prices apply, including prices and conditions for agency and other auxiliary services but excluding remuneration and conditions for the carriage of mail;
- (e) the term "*territory*" in relation to a State has the meaning assigned to it in Article 2 of the Convention;
- (f) 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.

2. It is understood that the titles given to the Articles of this Agreement do in no way restrict or extend the meaning of any of the provisions of this Agreement.

Article 2

APPLICABILITY OF CHICAGO CONVENTION

The provisions of this Agreement shall be subject to the provisions of the Convention insofar as those provisions are applicable to international air services.

Article 3

GRANTING OF RIGHTS

1. Each Contracting Party grants to the other Contracting Party the rights specified in this Agreement for the purpose of established and operating scheduled international air services on the routes specified in the Route Schedule annexed to this Agreement. Such services and routes are hereinafter called "*the agreed services*" and "*the specified routes*" respectively.

2. An airline designated by each Contracting Party shall enjoy, whilst operating an agreed service on a specified route, the following rights:

- (a) to fly, without landing, across the territory of the other Contracting Party;
- (b) to make stops in the said territory for non-traffic purposes; and
- (c) to make stops in the said territory at the points specified for that route in the Route Schedule annexed to this Agreement, for the purpose of putting down and taking on international traffic in passengers, cargo and mail.

3. Nothing in paragraphs 1 and 2 of this Article shall be deemed to confer on the airline of one Contracting Party the privilege of taking on, in the territory of the other Contracting Party, passengers, cargo or mail carried for remuneration or hire and destined for another point in the territory of that other Contracting Party.

Article 4

DESIGNATION OF AIRLINES

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 aeronautical authorities of the other Contracting Party shall, subject to the provisions of paragraph 3 of this Article and paragraph 1 of Article 5, without delay, grant to the airline designated the appropriate operating authorization.

3. The aeronautical authorities of one Contracting Party may require an airline designated by the other Contracting Party to satisfy them that it is qualified to fulfill the conditions prescribed under the laws and regulations normally applied to the operation of international air services by such authorities in conformity with the provisions of the Convention.

4. When an airline has been so designated and authorized it may begin at any time to operate the agreed services, provided that the airline complies with all applicable provisions of this Agreement, including the provisions of Article 16 relating to the tariffs in respect of those services.

Article 5

REFUSAL, REVOCATION OR SUSPENSION OF OPERATING AUTHORIZATION

1. Each Contracting Party shall have the right to refuse to grant or to revoke an operating authorization or to suspend the exercise of the rights specified in paragraph 2 of Article 3 of this Agreement by an airline designated by the other Contracting Party, or to impose such conditions as it may deem necessary on the exercise of those rights:

- (a) in any case where it is not satisfied that substantial ownership and effective control of that airline are vested in the Contracting Party designating the airline or in the nationals of such Contracting Party;
or

- (b) in case of failure by that airline to comply with the laws and/or regulations of the Contracting Party granting the rights; or
- (c) in case the airline otherwise fails to operate in accordance with the conditions prescribed under this Agreement.

2. Unless immediate revocation, suspension or imposition of the conditions mentioned in paragraph 1 of this Article is essential to prevent further infringements of laws and/or regulations, such rights shall be exercised only after consultation with the other Contracting Party

3. In the event of action by one Contracting Party under this Article, the rights of the other contracting Party under Article 19 shall not be prejudiced.

Article 6 CHARGES

The charges to be levied by either Contracting Party for the use of airports and other aviation facilities by the aircraft of the designated airline of the other Contracting Party shall not be higher than those paid by its national aircraft engaged in similar international services.

Article 7 EXEMPTION FROM CUSTOMS AND OTHER DUTIES

1. Aircraft of the designated airline of one Contracting Party operating international services as well as supplies of fuel, lubricating oils, other consumable technical supplies, spare parts, regular equipment and stores including food, beverages and tobacco shall, upon arriving in or leaving the territory of the other Contracting Party, be exempt on the basis of reciprocity from customs duties, inspection fees and other similar duties or charges, provided such equipment and supplies remain on board the aircraft up to such time as they are re-exported or are used or consumed by such aircraft on flights over that territory.

2. There shall also be exempt from all import duties and taxes, on a reciprocal basis, air tickets, shipping documents, labels for luggage, all printed with the name or the emblem of the airline and any printed advertising material, imported into the territory of either Contracting Party by the designated airline of the other Contracting Party or its agents, for the exclusive use for the servicing of its own aircraft and passengers.