

## ARTICLE 7

1. The duties and taxes imposed in the territory of either Contracting Party for the use of airports and other aviation facilities by the aircraft of a designated airline of the other Contracting Party shall not be higher than those imposed on aircraft of a national airline engaged in similar international air services.

2. Neither of the Contracting Parties shall give a preference to its own or any other airline over an airline designated by the other Contracting Party in the application of its regulations dealing with customs, immigration, quarantine and other similar services or in the use of airways, air traffic services and associated facilities under its control.

## ARTICLE 8

1. There shall be fair and equal opportunity for the airlines of both Contracting Parties to operate the agreed services on the routes specified in the Annex.

2. In the operation of the agreed services, the airlines of both Contracting Parties shall consider the interests of the designated airlines of the other Contracting Party so as not to affect unduly the agreed services of the latter on the whole or part of the same route.

3. The main objective of the agreed services of each of the designated airlines of both Contracting Parties shall be to provide, at a normal load factor, capacity corresponding to normal and reasonably predictable traffic demands to and from the territory of the Contracting Party designating the airlines.

4. Provision for the carriage of passengers, cargo and mail both taken up and discharged at points on the specified routes in the territories of third countries shall be made in accordance with the general principles that capacity shall be related to:

- (a) traffic requirements to and from the territory of the Contracting Party which has designated the airline;
- (b) traffic requirements of the areas through which the airline passes, local and regional air services being taken into account and
- (c) the requirements of economical through airline operations.

## ARTICLE 9

The general schedules of the designated airlines of one Contracting Party shall be submitted for approval to the aeronautical authorities of the other Contracting Party.

These general schedules shall be sent at least one month prior to the beginning of operations and shall contain in particular timetables, the frequency of service and the type of aircraft used. It is understood that this approval shall be given in the shortest time possible.

Any subsequent alteration shall be communicated to the aeronautical authorities.