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(1) Neither of them will give a preference to its own airlines against the airlines of the other State in the application of its national air traffic laws and regulations in the case of international air services.

## AGREEMENT BETWEEN THE GOVERNMENT OF CANADA AND THE GOVERNMENT OF SWEDEN FOR AIR SERVICES BETWEEN CANADIAN AND SWEDISH TERRITORIES.

*Signed at Ottawa, June 27, 1947*

The Government of Canada and the Government of Sweden, hereinafter described as the "Contracting Parties", desiring to establish direct air communications between Canada and Sweden, agree 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 and 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.

(2) The airline or 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 international commercial airlines.

### ARTICLE 3

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

(1) Each of them may impose or permit to be imposed on airlines of the other State just and reasonable charges for the use of public airports and other facilities on its territory provided that these charges 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 and oil, aircraft stores, spare parts and equipment introduced into the territory of one State by the other State or by nationals of the other State, and intended solely for use by aircraft of such other State shall be accorded national and most-favoured-nation treatment with respect to the imposition of customs and excise duties and taxes, inspection fees or other national duties or charges by the state whose territory is entered.

(3) The fuel and oil, aircraft stores, spare parts and equipment retained on board civil aircraft of the airlines authorized to operate the routes and services described in the Annex, shall, upon arriving in or leaving the territory of the other State, be exempt from the imposition of customs and excise duties and taxes, inspection fees or other national duties or charges even though such supplies be used or consumed by such aircraft on flights in that territory;