

No. 5043

**FINLAND
and
UNION OF SOVIET SOCIALIST REPUBLICS**

**Air Transport Agreement. Signed at Moscow, on 19 October
1955**

Official texts: Finnish and Russian.

Registered by the International Civil Aviation Organization on 11 March 1960.

**FINLANDE
et
UNION DES RÉPUBLIQUES SOCIALISTES
SOVIÉTIQUES**

**Convention sur le trafic aérien. Signée à Moscou, le
19 octobre 1955**

Textes officiels finnois et russe.

Enregistrée par l'Organisation de l'aviation civile internationale le 11 mars 1960.

[TRANSLATION — TRADUCTION]

No. 5043. AIR TRANSPORT AGREEMENT¹ BETWEEN THE GOVERNMENT OF FINLAND AND THE GOVERNMENT OF THE UNION OF SOVIET SOCIALIST REPUBLICS. SIGNED AT MOSCOW, ON 19 OCTOBER 1955

The Government of Finland and the Government of the Union of Soviet Socialist Republics, recognizing the need for further development of air transport between Finland and the USSR, have concluded this Agreement as follows :

Article 1

The Contracting Parties grant each other, on the basis of reciprocity and in equal measure, the following rights :

(1) The Government of the Union of Soviet Socialist Republics grants to civil aircraft of Finland the right to make scheduled flights from Finland to Moscow and vice versa.

(2) The Government of Finland grants to civil aircraft of the USSR the right to make scheduled flights from the USSR to Helsinki and vice versa.

(3) The purpose of the said flights shall be the international transport by air of passengers, baggage, cargo and mail in both directions.

The flight routes to be followed by aircraft shall be prescribed by each Contracting Party for its own territory, and the points at which aircraft are to cross the State frontiers shall be determined by agreement between the Contracting Parties.

Article 2

For the purpose of making flights in accordance with article 1 of this Agreement :
The Government of Finland designates Aero O/Y.

The Government of the USSR designates the Central Civil Aviation Board of the Council of Ministers of the USSR (Aeroflot).

All technical and commercial questions relating to flights by aircraft, in particular the fixing of flights schedules and transportation rates, the procedure for financial

¹ Came into force on 19 October 1955, the date of signature, in accordance with article 10.

settlements, flight safety and the servicing of aircraft, shall be dealt with in a separate agreement between Aero O/Y and Aeroflot.

Each Contracting Party reserves the right to designate another of its airlines to make the aforesaid flights. In this event it shall communicate to the other Party in writing the name of the airline and shall furnish proof that the said airline is entitled under its laws to operate international air services.

Article 3

In order to ensure the safety of flights made under article 1 of this Agreement, each Contracting Party shall place at the disposal of the other Party such radio and visual aids and meteorological and other services as are necessary for the performance of flights by aircraft of the other Party and shall also communicate to the other Party particulars of these aids and services, information concerning the airports at which landings may be made, and the flight routes to be followed by aircraft in its own territory.

Article 4

Each Contracting Party reserves the right to withhold an operating permit from the airline of the other Contracting Party referred to in article 2 of this Agreement or to revoke such permit if it has no proof that substantial ownership or effective control of that airline is vested in nationals or agencies of the latter Contracting Party.

Article 5

(1) Aircraft making flights in accordance with article 1 of this Agreement and fuel, lubricating oils, spare parts, equipment and stores present on board such aircraft shall, on arrival in or importation into or departure or export from the territory of the other Contracting Party, be exempt from customs duties, taxes and other charges, even though such supplies be used or consumed during flight over the said territory, except in cases where they are disposed of in that territory.

(2) Fuel, lubricating oils, spare parts and other materials which have been or are introduced on its own account by an airline for storage in the territory of the other Party and which are intended exclusively for the operating needs of that airline shall be exempt from customs duties, taxes and other charges.

Article 6

Aircraft of the airlines referred to in article 2 of this Agreement shall, on flights in the territory of the other Contracting Party, carry the identification marks of their State prescribed for international flights, certificates of registration, certificates of airworthiness and other aircraft documents prescribed by the civil aviation authorities of the Contracting Parties, and also their radio station licences.

The pilots and other members of the crew shall be in possession of the prescribed documents.

All such documents issued or confirmed by either Contracting Party shall be recognized as valid in the territory of the other Contracting Party.

Article 7

(1) The laws and regulations of each Contracting Party relating to the admission to or departure from its territory of aircraft engaged in international flights or to the operation and navigation of such aircraft within its territory shall also apply to aircraft of the airlines referred to in article 2 of this Agreement and shall be complied with by such aircraft upon entering or departing from or while within the territory of that Contracting Party.

(2) The laws and regulations of each Contracting Party relating to the admission to or departure from its territory of passengers, crews or cargo of aircraft, in particular the regulations relating to passports, customs, currency and quarantine, shall apply to the passengers, crews and cargo of the airlines referred to in article 2 of this Agreement upon entering or departing from or while within the territory of that Contracting Party.

Article 8

In order to deal with matters concerning air transport and the servicing of aircraft, the Contracting Parties grant to the airlines referred to in article 2 of this Agreement, on the basis of reciprocity, the right to maintain representatives at Helsinki and Moscow (Vnukovo) airports respectively.

The representatives referred to in this article and the members of the crews of aircraft making flights in accordance with article 1 of this Agreement shall be citizens of Finland and the USSR respectively.

Article 9

In the event of a forced landing by or damage or disaster to an aircraft of one Contracting Party in the territory of the other Contracting Party, the Party in whose territory the accident has occurred shall immediately notify the other Party thereof, take the necessary action to inquire into the causes of the accident, render urgent assistance to the crew and passengers, if injured in the accident, and provide for the safety of the mail, baggage and cargo on board the aircraft.

The Party conducting the inquiry into the accident shall report the findings thereof to the other Party, and the Party to which the aircraft belongs shall be entitled to appoint observers to attend the inquiry.

Article 10

This Agreement shall enter into force on the date of its signature and shall remain in force until either Contracting Party gives notice to the other Contracting Party of its desire to denounce this Agreement. In such event, the Agreement shall cease to have effect twelve months after delivery of the notice of denunciation to the other Contracting Party.

DONE in Moscow, on 19 October 1955, in two original copies, each in the Finnish and Russian languages, both texts being equally authentic.

For the Government of Finland :

Ralph ENCKELL

For the Government of the Union of Soviet
Socialist Republics :

N. A. ZAKHAROV
