

**No. 13905**

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**FRANCE  
and  
MALTA**

**Agreement for air services between and beyond their respective territories (with annex). Signed at Paris on 27 June 1974**

*Authentic texts: French and English.*

*Registered by France on 21 April 1975.*

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**FRANCE  
et  
MALTE**

**Accord relatif aux services aériens entre leurs territoires respectifs et au-delà de ceux-ci (avec annexe). Signé à Paris le 27 juin 1974**

*Textes authentiques : français et anglais.*

*Enregistré par la France le 21 avril 1975.*

## AGREEMENT<sup>1</sup> BETWEEN THE GOVERNMENT OF THE FRENCH REPUBLIC AND THE GOVERNMENT OF MALTA FOR AIR SERVICES BETWEEN AND BEYOND THEIR RESPECTIVE TERRITORIES

The Government of the French Republic and the Government of Malta,  
Being parties to the Convention on International Civil Aviation opened for signature at Chicago on the seventh day of December, 1944,<sup>2</sup> and

Desiring to conclude an agreement, supplementary to the said Convention, for the purpose of establishing air services between and beyond their respective territories,

Have agreed as follows:

*Article 1.* For the purpose of the present Agreement, unless the context otherwise requires:

*a)* The term “the 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 or been ratified by both Contracting Parties;

*b)* The term “aeronautical authorities” means in the case of the French Republic, the Secretariat General à l’Aviation Civile and any person or body authorised to perform any functions at present exercisable by the said Secretariat general or similar functions, and in the case of Malta, the Minister responsible for Civil Aviation and any person or body authorised to perform any function at present exercisable by the said Minister or similar functions;

*c)* The term “designated airline” means any airline which has been designated and authorised in accordance with article 3 of the present Agreement;

*d)* The term “territory” in relation to a State means the land areas and territorial waters adjacent thereto under the sovereignty, protection or trusteeship of that State; and

*e)* The terms “air service”, “international air service”, “airline” and “stop for non-traffic purposes” have the meanings respectively assigned to them in article 96 of the Convention;

*f)* The term “schedule” means the schedule to this Agreement or such schedule as amended in accordance with article 15 of this Agreement.

*Article 2.* 1. Each Contracting Party grants to the other Contracting Party the rights specified in the present Agreement for the purpose of establishing scheduled international air services on the routes specified in the appropriate part of the schedule annexed to the present Agreement. Such services and routes are hereafter called “the agreed services” and “the specified routes” respectively. The airlines designated by each Contracting Party shall enjoy, while operating an agreed service on a specified route, the following rights:

<sup>1</sup> Came into force on 27 June 1974 by signature, in accordance with article 18.

<sup>2</sup> United Nations, *Treaty Series*, vol. 15, p. 295. For the texts of the Protocols amending this Convention, see vol. 320, pp. 209 and 217; vol. 418, p. 161; vol. 514, p. 209; vol. 740, p. 21; and vol. 893, p. 117.

- a) to fly without landing across the territory of the other Contracting Party;
- b) to make stops in the said territory for nontraffic purposes; and
- c) to make stops in the said territory at the points specified for that route in the schedule to the present Agreement for the purpose of putting down and taking up international traffic in passengers, cargo and mail.

2. Nothing in paragraph (1) of this article shall be deemed to confer on the airlines of one Contracting Party, the privilege of taking up, 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 3.* 1. Each Contracting Party shall have the right to designate in writing to the other Contracting Party one or more airlines 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 paragraphs (3) and (4) of this article, without delay grant to the airline or airlines designated the appropriate operating authorisations.

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 fulfil the conditions prescribed under the laws and regulations normally and reasonably applied to the operation of international air services by such authorities in conformity with the provisions of the Convention.

4. The aeronautical authorities of each Contracting Party shall have the right to refuse to grant the operating authorisations referred to in paragraph (2) of this article, or to impose such conditions as it may deem necessary on the exercise by a designated airline of the rights specified in article 2 of the present Agreement, in any case where the said aeronautical authorities are not satisfied that substantial ownership and effective control of that airline are vested in the Contracting Party designating the airline or in its nationals.

5. When an airline has been so designated and authorised, it may begin at any time to operate the agreed services, provided that a tariff established in accordance with the provisions of article 10 of the present Agreement is in force in respect of that service.

6. Each Contracting Party shall have the right, by written notification to the other Contracting Party, to withdraw the designation of any airline and to substitute therefor the designation of another airline.

*Article 4.* 1. The aeronautical authorities of each Contracting Party shall have the right to revoke an operating authorisation or to suspend the exercise of the rights specified in article 2 of the present Agreement by an airline designated by the other Contracting Party, or to impose such conditions as they may deem necessary on the exercise of these rights:

- a) in any case where they are not satisfied that substantial ownership and effective control of that airline are vested in the Contracting Party designating the airline or in nationals of such Contracting Party, or
- b) in the case of failure by that airline to comply with the laws or regulations of the Contracting Party granting these rights, or
- c) in case the airline otherwise fails to operate in accordance with the conditions prescribed under the present 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 or regulations, such right shall be exercised only after consultation with the other Contracting Party.

*Article 5.* 1. Aircraft operated on international services by the designated airlines of either Contracting Party, as well as their regular equipment, supplies of fuels and lubricants, and aircraft stores (including food, beverages and tobacco) on board such aircraft shall be exempt from all customs duties, inspection fees and other similar charges on arriving in the territory of the other Contracting Party, provided such equipment and supplies remain on board the aircraft up to such time as they are re-exported or are used on the part of the journey performed over that territory.

2. There shall also be exempt from the same duties, fees and charges, with the exception of charges corresponding to the service performed:

- a) aircraft stores taken on board in the territory of a Contracting Party, within limits fixed by the authorities of the said Contracting Party, and for use on board outbound aircraft engaged in an international service of the other Contracting Party;
- b) spare parts introduced into the territory of either Contracting Party for the maintenance or repair of aircraft used on international services by the designated airlines of the other Contracting Party;
- c) fuel and lubricants destined to supply outbound aircraft operated on international services by the designated airlines of the other Contracting Party, even when these supplies are to be used on the part of the journey performed over the territory of the Contracting Party in which they are taken on board.

Materials referred to in sub-paragraphs (a), (b) and (c) above may be required to be kept under Customs supervision or control.

*Article 6.* The regular airborne equipment, as well as the materials and supplies retained on board the aircraft of either Contracting Party may be unloaded in the territory of the other Contracting Party only with the approval of the Customs authorities of that territory. In such case, they may be placed under the supervision of the said authorities up to such time as they are re-exported or otherwise disposed of in accordance with Customs regulations.

*Article 7.* 1. Certificates of airworthiness, certificates of competency and licences issued or validated by one of the Contracting Parties, and still in force, shall be recognised as valid by the other Contracting Party for the operation of the agreed services on the specified routes.

2. Each Contracting Party, however, reserves the right not to recognise as valid, for flights above its own territory, the certificates of competency and licences issued to its own nationals by the other Contracting Party, or another State.

*Article 8.* 1. The laws and regulations of either Contracting Party relating to the admission to 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 applied to the aircraft of the designated airlines of the other Contracting Party.

2. The laws and regulations of one Contracting Party governing in its territory the entry, stay or departure by aircraft of passengers, crew and cargo, such as regulations which apply to entry clearance formalities, immigration, passports and

quarantine must be observed either by the passengers, crew and cargo of the airline or airlines designated by the other Contracting Party or on their behalf on arrival, departure or during their stay in the territory of the first Contracting Party.

*Article 9.* 1. There shall be fair and equal opportunity for the airlines of both Contracting Parties to operate the agreed services on the specified routes between their respective territories.

2. In operating the agreed services, the airlines of each Contracting Party shall take into account the interests of the airlines of the other Contracting Party so as not to affect unduly the services which the latter provides on the whole or part of the same routes.

3. The agreed services provided by the designated airlines of the Contracting Parties shall bear close relationship to the requirements of the public for transportation on the specified routes and shall have as their primary objective the provision, at a reasonable load factor, of capacity adequate to carry the current and reasonably anticipated requirements for the carriage of passengers, cargo and mail originating from or destined for the territory of the Contracting Party which had designated the airline.

4. Provision for the carriage of passengers, cargo and mail both taken up and put down at points on the specified routes in the territories of States other than that designating the airline 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 area through which the airline passes, after taking account of other transport services established by airlines of the States comprising the area; and
- c) the requirements of through airline operation.

5. Additional capacity may from time to time be provided, in addition to that provided under paragraph (3) of this article, whenever the traffic requirements between the countries served by the airlines on the specified routes so justify.

*Article 10.* 1. The tariffs to be charged by the airlines of one Contracting Party for carriage to or from the territory of the other Contracting Party shall be established at reasonable levels due regard being paid to all relevant factors including cost of operation, reasonable profit and the tariffs of other airlines.

2. The tariffs referred to in paragraph (1) of this article, together with the rates of agency commission applicable, shall, if possible, be agreed by the designated airlines concerned of both Contracting Parties, in consultation with other airlines operating over the whole or part of the route, and such agreement shall, where possible, be reached through the rate-fixing machinery of the International Air Transport Association.

3. The tariffs so agreed shall be submitted for the approval of the aeronautical authorities of the Contracting Parties at least thirty (30) days before the proposed date of their introduction; in special cases, this time limit may be reduced, subject to the agreement of the said authorities.

4. If the designated airlines cannot agree on any particular tariffs, or if for some other reason any particular tariff cannot be fixed in accordance with the provisions of paragraph (2) of this article, or if during the first fifteen (15) days of the thirty (30) days period referred to in paragraph (3) of this article one Contracting

Party gives the other Contracting Party notice of its dissatisfaction with any particular tariff agreed in accordance with the provisions of paragraph (2) of this article, the aeronautical authorities of the Contracting Parties shall try to determine the tariff by agreement between themselves.

5. If the aeronautical authorities cannot agree on the approval of any particular tariff submitted to them under paragraph (3) of this article or on the determination of any particular tariff under paragraph (4), the dispute shall be settled in accordance with the provisions of article 13 of the present Agreement.

6. Subject to the provisions of paragraph (3) and (5) of this article, no tariff shall come into force if the aeronautical authorities of either Contracting Party have not approved it.

7. The tariffs established in accordance with the provisions of this article shall remain in force until new tariffs have been established in accordance with the provisions of this article.

*Article 11.* 1. The designated airline or airlines of each Contracting Party shall communicate for approval to the Aeronautical Authorities of the other Contracting Party not later than thirty days prior to the inauguration of services on the routes specified in accordance with article 2 of the present Agreement the types of aircraft to be used and the flight schedules. This shall likewise apply to later changes. Schedule and type of aircraft to be used on the specified routes shall be communicated for approval by the airline of each Contracting Party to the Aeronautical Authorities of the other Contracting Party at least once a year.

2. The aeronautical authorities of a Contracting Party shall supply to the aeronautical authorities of the other Contracting Party at their request such periodic or other statements of statistics as may be reasonably required for the purpose of reviewing the capacity provided on the agreed services by the designated airlines of the Contracting Party referred to first in this article. Such statements shall include all information required to determine the amount of traffic carried by those airlines on the agreed services.

*Article 12.* Each Contracting Party grants to the designated airlines of the other Contracting Party the right of free transfer at the official rate of exchange of the excess of receipts over expenditure earned by those airlines in its territory in connection with the carriage of passengers, mail and cargo.

*Article 13.* 1. In a spirit of close co-operation, the aeronautical authorities of the Contracting Parties shall consult each other from time to time with a view to ensuring the implementation of, and satisfactory compliance with, the provisions of the present Agreement and the Schedules annexed thereto and shall also consult when necessary to provide for modification thereof.

2. Either Contracting Party may request consultation, which may be through discussion or by correspondence and shall begin within a period of sixty (60) days of the date of the request, unless both Contracting Parties agree to an extension of this period.

*Article 14.* 1. If any dispute arises between the Contracting Parties relating to the interpretation or application of the present Agreement, the Contracting Parties shall in the first place endeavour to settle it by negotiation.

2. If the Contracting Parties fail to reach a settlement by negotiation, they may agree to refer the dispute for decision to some person or body; if they do not so

agree, the dispute shall at the request of either Contracting Party be submitted for decision to a tribunal of three arbitrators, one to be nominated by each Contracting Party and the third to be appointed by the two so nominated. Each of the Contracting Parties shall nominate an arbitrator within a period of sixty (60) days from the date of receipt by either Contracting Party from the other of a notice through diplomatic channels requesting arbitration of the dispute by such a tribunal and the third arbitrator shall be appointed within a further period of sixty (60) days. If either of the Contracting Parties fails to nominate an arbitrator within the period specified, or if the third arbitrator is not appointed within the period specified the President of the Council of the International Civil Aviation Organization at the request of either Contracting Party may appoint an arbitrator or arbitrators as the case requires. In such case, the third arbitrator shall be a national of a third State and shall act as President of the arbitral tribunal.

3. The Contracting Parties shall comply with any decision given under paragraph (2) of this article.

*Article 15.* If either of the Contracting Parties considers it desirable to modify any provision of the present Agreement including the Schedule annexed thereto, such modification, if agreed between the Contracting Parties, and if necessary after consultation in accordance with article 13 of the present Agreement, shall come into effect when confirmed by an Exchange of letters through diplomatic channels.

*Article 16.* The present Agreement and its Schedule shall be deemed to be amended without further agreement as may be necessary to conform with any multilateral Convention or Agreement which may become binding on both Contracting Parties.

*Article 17.* Either Contracting Party may at any time give notice to the other Contracting Party of its decision to terminate the present Agreement; such notice shall be simultaneously communicated to the International Civil Aviation Organization. In such case the Agreement shall terminate twelve (12) months after the date of receipt of the notice by the other Contracting Party, unless the notice to terminate is withdrawn by agreement before the expiry of this period. In the absence of acknowledgment of receipt by the other Contracting Party, notice shall be deemed to have been received fourteen (14) days after the receipt of the notice by the International Civil Aviation Organization.

*Article 18.* The present Agreement shall come into force on the date of signature.

IN WITNESS WHEREOF the undersigned, being duly authorised thereto by their respective Governments, have signed the present Agreement.

DONE in duplicate this 27th day of June 1974, in the French and English languages, both texts being equally authentic.

For the Government  
of the French Republic:

[Signed — Signé]<sup>1</sup>

For the Government  
of Malta:

[Signed — Signé]<sup>2</sup>

<sup>1</sup> Signed by J. P. Cabouat — Signé par J. P. Cabouat.

<sup>2</sup> Signed by J. Attard Kingswell — Signé par J. Attard Kingswell.

## ANNEX

## FRENCH ROUTES

*Route 1:* France – Malta and points beyond in Africa and vice versa.

*Route 2:* France – Malta and points beyond in the Gulf, Karachi, Colombo, Bangkok, one point in Cambodia, Saigon, Kuala Lumpur, Singapore, Jakarta, Sydney to the French Territories in the Pacific and vice versa.

NOTES. 1) The French designated airline or airlines may operate with fifth freedom traffic rights on three points on one or both of the above mentioned routes. However, any point or points on route 1 to be served with fifth freedom traffic rights will have to be determined later between the Aeronautical Authorities.

2) The designated airline or airlines of France may operate beyond Malta on one or more points on the above mentioned routes without exercising any commercial rights.

## MALTESE ROUTES

*Route 1:* Malta – Paris and the following points beyond: Brussels, Amsterdam, Hamburg, London, Manchester and vice versa.

*Route 2:* Malta – one point in France other than Paris to be determined later between the Aeronautical Authorities and vice versa.

NOTES. 1) The designated airline or airlines of Malta may operate with fifth freedom traffic rights between Paris and any two points on route 1.

2) The designated airline or airlines of Malta may operate between Paris and one or more points on route without exercising any commercial rights.

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