

INDIA - FRANCE
AIR SERVICES AGREEMENT
SUMMARY OF CONCLUSIONS REACHED IN DISCUSSIONS
IN PARIS IN OCTOBER 1971

1. Inter-Governmental consultations opened in Paris on 4th October 1971, on the basis provided for in the Air Services Agreement between the Government of India and the Government of the French Republic dated 16th July, 1947, as amended on 30th October 1961 and 31st January 1969.

The composition of the delegations is given at Appendix A.

2. The Delegations of the Government of India and of the Government of the French Republic agreed that Section I and Section II of the Annex to the present Air Services Agreement dated 16th July, 1947, as amended on 30th October 1961 and 31st January 1969, shall be revised to read as follows :

" Section I

An airline designated by the Government of the French Republic shall be entitled to operate air services in both directions on the route specified in this Section and to land for traffic purposes in the territory of India at each of the points specified.

France - a point in Germany - a point in Austria - a point in Switzerland - a point in Italy - a point in Czechoslovakia - a point in Yugoslavia - a point in Greece - a point in Turkey - a point in U.A.R. - a point in Lebanon - a point in Israël - a point in Saudi Arabia - a point in Iraq - a point in Iran - a point in Afghanistan - a point in Pakistan to Delhi or Bombay and beyond to a point in Burma - a point in Thailand - a point in Cambodia - a point in Laos - a point in Viet Nam - a point in Philippines - a point in China - Biak - a point in New Caledonia - Hong Kong - a point in Japan.

Section II

An airline designated by the Government of India shall be entitled to operate air services in both directions on the route specified in this Section and to land for traffic purposes in the territory of France at each of the points specified.

.../.../...

RL
/

Handwritten signature

India - a point in Pakistan - a point in Afghanistan - Bahrein - a point in Kuwait - other points in the Gulf and in Trucial Oman - point in Saudi Arabia - a point in Iran - a point in Iraq - a point in Israel - a point in Lebanon - a point in U.A.R. - a point in Turkey - a point in Greece - a point in Yugoslavia - a point in Czechoslovakia - a point in Italy - a point in Switzerland - a point in Austria - a point in U.S.S.R. - a point in Germany to Paris or Nice and beyond to a point in Belgium - a point in Netherlands - a point in Scandinavia - a point in the United Kingdom - a point in Ireland - Montreal - New-York."

3. The two delegations agreed that the above modifications shall be confirmed, as soon as possible by an exchange of diplomatic notes in pursuance of article X B of the Air Services Agreement.

4. The two delegations agreed that AIR FRANCE may operate five transit services per week, in each direction through India with Boeing 747 or 707 aircraft, with full traffic rights on all the sectors of the route specified in Section I of the Annex to the Air Services Agreement (as amended) subject to the condition that not more than 3 services per week in each direction shall be routed through Delhi and not more than two services per week in each direction shall be routed through Bombay and subject further to the condition that AIR FRANCE shall not be entitled to exercise traffic rights at more than one point in India on the same service. It was agreed that effective april 1st 1973, AIR FRANCE may operate six transit services per week, in each direction, through India with Boeing 747 or 707 aircraft, with full traffic rights on all the sectors of the route specified in Section I of the Annex to the Air Services Agreement (as amended), subject to the condition that not more than four services per week in each direction shall be routed through Delhi and that not more than three services per week in each direction shall be routed through Bombay and subject to the condition that AIR FRANCE shall not be entitled to exercise traffic rights at more than one point in India on one and the same service.

5. It was also agreed that AIR INDIA may operate six transit services per week through Paris with Boeing 747 or 707 aircraft with full traffic rights on all the sectors of the route specified in Section II of the Annex on the Air Services Agreement (as amended). It was agreed that effective 1 april 1973 AIR INDIA may operate seven transit services per week in each direction through Paris with Boeing 747 or 707 aircraft with full traffic rights on all the sectors of the route specified in Section II of the Annex to the Air Services Agreement (as amended).

.../.../...

Handwritten signature

Handwritten initials

6. It was further agreed that if in any consecutive 12 month period the total number of passengers from India to France and from France to India on AIR INDIA'S services amounts to 13,500, AIR FRANCE may, subject to the provisions of paragraph 4 above relating to the allocation of frequencies between Bombay and New Delhi, operate a total number of 6 frequencies per week through India, and AIR INDIA may operate a total number of 7 frequencies through France, unless the two airlines have mutually agreed to the earlier introduction of the 6th frequency by AIR FRANCE and the 7th frequency by AIR INDIA. In that event, the higher level of frequencies may be introduced by AIR FRANCE and AIR INDIA respectively on such earlier date.

7. For the purposes of paragraph 6 above the aeronautical authorities shall frequently and regularly exchange statistics of the traffic carried by the airlines.

8. In supercession of paragraph 6 of the Summary of Conclusions reached in discussions in New Delhi in May 1960 and in supercession of paragraph 6 of the Summary of Conclusions reached in discussions in New Delhi in July 1967, it was agreed that the restrictions set out therein on the exercise of traffic rights by AIR INDIA between Paris and Montreal/New York shall no longer be applicable.

9. The provisions of paragraph 8 above shall come into effect as soon as AIR FRANCE and AIR INDIA become entitled to operate the additional frequencies in terms of paragraph 5 and 6 above.

10. It was lastly agreed that the arrangements specified herein shall come into force from this day's date and shall remain in force until amended by mutual agreement.

Agreed for the Indian
Delegation


N. SAHGAL

Agreed for the French
Delegation


B. LATHIERE

Paris 6 October 1971.

APPENDIX A

Indian Delegation

Government :

Mr N. SAHGAL Secretary-Ministry of Tourism and Civil Aviation
Mr B.S. GIDWANI Deputy Director General Civil Aviation
Mr M.K. ROY Counsellor, Embassy of India.

Airline :

Air Marshal M.S. CHATURVEDI General Manager AIR INDIA
Mr. N.H. DASTUR Regional Manager Europe. AIR INDIA
Mr. L.J.P. de ANDRADE Commercial Manager. International Relations AIR INDIA.
Mr S.K. DATTA Planning Manager. AIR INDIA
Mr. M. BARRETTO Manager France. AIR INDIA

French Delegation

Government :

M. R. LATHIERE Directeur des Transports Aériens
M. R. ESPEROU Sous-Directeur. Affaires Internationales D.T.A.
M. M. SOCIE Bureau des Négociations bilatérales D.T.A.
M. J.B. de VAIVRE Chargé de mission. Ministère des Affaires Etrangères.

Airline :

M. J.P. SERRANT Sous-Directeur des Accords. AIR FRANCE
M. Cl. DELMAS Division des Droits Aériens. AIR FRANCE
M. Cl. PINEAU Représentant régional en Inde. AIR FRANCE.

Adler

16