

*Handwritten signature*

**PATRICIO UTRERAS DIAZ**  
SEGUNDO SECRETARIO

MINISTERIO DE RR. EE.  
MORANDE 441  
6982501

REPUBLICA DE CHILE  
PRESIDENCIA  
REGISTRO / ARCHIVO

NR. 93/9272

A: 03/MAY 93

P.A.A.	<input type="checkbox"/>	R.C.A.	<input type="checkbox"/>
C.B.E.	<input type="checkbox"/>	M.L.P.	<input type="checkbox"/>
M.T.O.	<input checked="" type="checkbox"/>	EDEC	<input type="checkbox"/>
M.Z.C.	<input type="checkbox"/>		

ARCHIVO

EMBAJADA DE CHILE  
FINLANDIA

DIG. SEG. HORA TX OP.

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CORRELATIVO
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MENSAJE OFICIAL  
TRANSMITIDO

TTY	FAX N° PAG.	DATA	NUMERO	DIA - HORA ORIGEN	MES	AÑO
	VELOCIDAD		109	281545	ABRIL	93
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DE: EMBACHIE FINLANDIA  
A: DIPESP.

INFO: DIPRO

GRADO RESERVA

PRIORIDAD

ORDINARIO

RUTINA

MINUTA:

Resutélex circ. 916.

*h. p. u.*  
*19-10-93*

1.- Infous. consultadas autoridades pertinentes Minrel y Administración Aviación Civil Finlandia, han señalado avión transporta Seprerep está exento pago derechos. Como complemento esta información, transmito a continuación fax recibido hoy de la Administración Aviación Civil.

2.- Adjunto presente fax remito US. formulario permiso sobrevuelo y aterrizaje. (anverso y reverso).

Saluda US.,

*Lucio Parada Dagnino*



LUCIO PARADA DAGNINO  
Embajador

REFERENCIA:

DETECNI

MINISTERIO DE RELACIONES EXTERIORES  
Dirección de Política Bilateral

AUTORIDAD ORIGEN

	DIA	MES	AÑO
	29	ABR	1993
SALIDA			



**ILMAILULAITOS**  
 LUFTFARTSVERKET  
 CIVIL AVIATION ADMINISTRATION  
 PL 50 SF-01531 VANTAA • PB 50 SF-01531 VANTA  
 P.O. BOX 50 SF-01531 VANTAA FINLAND

**TELEKOPIOSANOMA**  
**TELEKOPIERMEDELANDE**  
**TELEFAX TRANSMISSION**

2/8

Pvm - Datum - Date

28 April 1993

Vastaanottaja - Mottagare - To The Embassy of Chile Att. Mr. Carlos Moran	Lähetäjä - Avsändare - From Lisbeth Kullberg
Nro - Nr - No 631 505	Nro - Nr - No (90) 8277 2091 (Int + 358 0 8277 2091)
Asia - Ärenden - Subject Ref. our tel. call of today	Sivuja - Sidor - Pages 1
Sanoma - Meddelande - Message	

Sir,

I have the honour to forward you copies of our fees and charges regulations.

As you can find out in Chapter 1 "General provisions" aircraft used for official state visits are free of charges.

If the visit has not an official nature this decision applies to an aircraft using Finnish state-owned airports and air navigation facilities.

For more information do not hesitate to contact me again.

*Lisbeth Kullberg*  
 Lisbeth Kullberg  
 International Affairs  
 tel. 8277 2011

P.S. The contact person in our Economic Division is  
 Mr. Aimo Tervo, tel. 8277 2166.

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 SF-01531 VANTAA  
 FINLAND

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Telex  
 121247 avia  
 AFTN  
 EPHKYAYX

12/4867Ua

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9. SÄRSKILDA STADGANDE

- 9.1. För betalning av trafikavgifter som avses i detta beslut svarar luftfartygets brukare. Utlys avgiften inte av brukaren, är luftfartygets ägare skyldig att betala den.
- 9.2. Luftfartygets brukare och ägare är skyldiga att ge Luftfartsverket upplysningar och utredningar som behövs för bestämmande och indrivning av de avgifter som avses i detta beslut.
- 9.3. Landnings- och parkeringsavgifterna i tidshellsenlig inrikes trafik kan betalas på grund av tillgivna typer av luftfartyg och antalet landningar som uträknats enligt fastställda förtabeller.
- 9.4. Om ett luftfartyg avförs från luftfartygsregistret eller om det är bevisligen flygodugligt och om för det förskott har betalats säsongkort som nämns i punkt 6 ovan kan Luftfartsverket på ansökan återbetala avgiften för de hela månader för vilka den avgiftsbelagda rätten inte har utövats.
- 9.5. Om det har överenskommit om att trafikavgifterna betalas i efterskott kan för dem krävas en av Luftfartsverket godkänd säkerhet.
- 9.6. Luftfartygets start från en statlig flygplats i annan än reguljär utrikes trafik kan förhindras med stöd av 63 § 2 mom. Luftfartslagen tills avgifterna som avses i detta beslut har betalats eller en säkerhet för dem ställts.
- 9.7. En avgift som avses i detta beslut kan indrivas utsökningsväg utan dom eller utslag (12 § F om Luftfartsverket 1 i 24/90).
- 9.8. Luftfartsverket meddelar vid behov mera detaljerade föreskrifter och anvisningar om tillämpningen av detta beslut.

10. IKRAFTTRÄDANDE

Detta beslut träder i kraft 1.1.1993.

En tidsbestämd rätt som grundar sig på en avgift som har betalats innan beslutet träder i kraft förblir gällande tills tiden löper ut.

## FEES AND CHARGES APPLYING TO THE USE OF FINNISH STATE-OWNED AIRPORTS AND AIR NAVIGATION FACILITIES EFFECTIVE 1 JAN 1993

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1. GENERAL PROVISIONS

- 1.1. This decision applies to an aircraft using state airports (later airport) or air navigation facilities. This decision does not apply to Finnish military aircraft, frontier guard aircraft or aircraft used for official state visits.
- 1.2. Airport charges include landing, route, parking, electricity and passenger charges.

2. LANDING CHARGE

- 2.1. A landing charge shall be paid for the arrival of an aircraft at an airport during its operational hours for each 1000 kg, or part thereof, of the maximum take-off weight (MTOW) of an aircraft as follows:

in domestic air services      FIM 14,50  
in international air services      FIM 54,50

The minimum charge for each landing is, however, FIM 160 at Helsinki-Vantaa airport and FIM 100 at other airports.

- 2.2. If an airport, upon request, provides air traffic and maintenance services for the purpose of landing or departure outside the operational hours, the requesting operator is subject to a charge for each hour or part thereof. The charge shall be paid irrespective of whether the services are used. This charge is the amount of the landing charge redoubled, the minimum charge being, however, FIM 1200.
- 2.3. Exceptions to the landing charges determined in item 2.1. are given in item 7.

3. ROUTE CHARGE

- 3.1. For aircraft in international air traffic using a Finnish airport for landing or takeoff or flying through the Finnish flight information region (FIR) according to Instrument Flight Rules (IFR), a route charge for the use of the air traffic services shall be paid. The amount of the charge is determined on the basis of the great circle distance flown within the Finnish flight information region (FIR) and of a weight factor calculated on the basis of the maximum take-off weight (MTOW) of the aircraft in accordance with the following formula:

$$n = p \times d \times w$$

where n is the route charge in FIM, p the unit price FIM 2,70, d the distance flown in kilometres and w the weight factor as follows:

weight class	MTOW (kg)	weight factor (w)
1	5701— 16000	0,4
2	16001— 35000	1,0
3	35001— 65000	1,4
4	65001— 100000	2,0
5	100000— 200000	3,0
6	200000—	5,0

For an aircraft landing at or departing from a Finnish airport the flight distance determining the charge is the great circle distance minus 100 km. However, the minimum charge is calculated in the basis of a 40 km distance.

- 3.2. Exceptions to the route charges determined in item 3.1. are given in item 7.

4. PARKING CHARGE

- 4.1. A parking charge shall be paid for an aircraft parked within the movement area of an airport. The parking charge is FIM 7,55 for each 1000 kg, or part thereof, of the maximum take-off weight (MTOW) of the aircraft and for each period of 24 hours or part thereof. The minimum charge is, however, FIM 50 for each period of 24 hours or part thereof.

No parking charge is collected for an aircraft which has been parked at an airport less than two hours.

5. ELECTRICITY CHARGE

- 5.1. Each airport shall determine the charge for the use of electricity provided by the airport during the parking.

6. SEASON CARDS

- 6.1. Landing and parking charges for aircraft with a maximum take-off weight (MTOW) not exceeding 5700 kg, except for scheduled air services, can be paid by buying a monthly/yearly card.

The charge is determined for a period of three to twelve months according to the maximum take-off weight (MTOW) of the aircraft as follows:

MTOW kg	charge FIM per month		Other airports
	Helsinki-Vantaa	Helsinki-Malmi	
0—2000	1080	405	270
2001—3000	2160	810	540
3001—4000	2640	990	660
4001—5000	4320	1620	1080
5001—5700	5200	1950	1300

The charge for a season card for one month's period is 1,5 times the charges above.

If paid for a period of successive twelve months, the charge shall be paid according to the maximum take-off weight (MTOW) of an aircraft as follows:

MTOW kg	charge FIM per 12 month		Other airports
	Helsinki-Vantaa	Helsinki-Malmi	
0—2000	10800	4050	2700
2001—3000	21600	8100	5400
3001—4000	26400	9900	6600
4001—5000	43200	16200	10800
5001—5700	52000	19500	13000

6.2. Aircraft with a MTOW less than 2000 kg and registered in a foreign register may pay the landing and the parking charges by buying a weekly card which is valid for seven days at all the airports except Helsinki-Vantaa. The price of this card is 330 FIM.

6.3. The weekly/monthly/yearly card is valid from the date of purchase or from a later date chosen by the purchaser, however, not later than two months from the date of purchase.

The payment of the monthly/yearly charge does not absolve the purchaser from the charge referred to in item. 2.2.

A change of the owner or operator of the aircraft does not affect the right to which the monthly/yearly card entitles.

## 7. EXCEPTIONS TO THE CHARGES IN ITEMS 2 TO 4

7.1. Landing and route charges are not collected for:

- 1) flights made for search and rescue purposes;

2) aircraft used for inspection, maintenance or post-maintenance flight by order of an authority;

3) aircraft returning to the departure aerodrome for technical reason or due to adverse weather condition.

7.2. Landing, route and parking charges are not collected for:

1) glider, hangglider or aircraft which the Civil Aviation Administration has classified as antiquity or museum aircraft;

2) power driven glider, aircraft classified by the Civil Aviation Administration as experimental aircraft or ultra light aircraft.

7.3. Frequency discount

The Civil Aviation Administration may, on application grant a discount to the landing and route charges in international air services referred to in items 2.1. and 3.1.

The discount will be determined according to the number of landings by aircraft of a single operator at Finnish airports in international air services during a six months period prior to the application as follows:

number of landings	reduction
601—1200	
1201—1800	2 %
1801—2400	6 %
2401—3000	10 %
3001—	14 %
	16 %

The discount percentage will be determined for each operator for a period of six months ahead.

7.4. Discount on training and check-flights

If the aircraft is used for the training or check-flight of a company's own staff, the discount for the landing charge is 75 %.

## 8. PASSENGER CHARGE

8.1. A passenger charge shall be paid for every passenger having an appropriate flight ticket and departing from an airport on board an aircraft in commercial air services.

For aircraft with a maximum take-off weight of less than 5700 kg, the passenger charge is collected only in scheduled air services.

- 8.2. The passenger charge in domestic air services is FIM 44 and in international air services FIM 55.

The Civil Aviation Administration may, on application, grant a reduction of 20 per cent to the passenger charges to an operator using only aircraft with a maximum take-off weight not exceeding 15000 kg. Reduction of 50 % of passenger charges may be granted to operators operating aircraft with a maximum of 19 seats. These reductions shall be granted to each operator for six months at a time.

- 8.3. Passenger charges are not collected for:

- 1) children under two years of age;
- 2) a transit passenger in domestic air services who has arrived at the airport by an aircraft engaged in scheduled air services and a transit passenger in international air services who has arrived at the airport by an aircraft engaged in international scheduled air services not more than 12 hours earlier;
- 3) person duly assigned by an authority to attend the flight in order to inspect or control the proper functioning of the aircraft, its equipment or crew during the flight or is on the way to accomplish these duties;
- 4) aircraft crew members on a journey in connection with their duties (supernumerary crew);
- 5) flights which are to be regarded as exclusively ambulance or search and rescue flights;
- 6) passenger participating in a sightseeing flight.

The basis of the exemption must be shown on the air ticket.

#### 9. SPECIAL PROVISIONS

- 9.1. The responsibility to settle the charges referred to in this decision lies with the aircraft operator. If the charges are not received from the operator, the owner of the aircraft is obliged to settle them.
- 9.2. The owner and the operator of the aircraft are obliged to provide the Civil Aviation Administration with information considered necessary for the determination and collection of the charges referred to in this decision.

- 9.3. Landing and parking charges in scheduled domestic air services may be paid on the basis of the number of landings according to approved schedules and on the basis of the aircraft types notified by the operator.

- 9.4. When an aircraft is removed from the aircraft register due to having been destroyed or for other reasons, and the monthly/yearly card referred to in item 6. has been paid in advance, the Civil Aviation Administration may, upon request, return the charge for the remaining period in whole months.

- 9.5. When the airport charges are allowed to be paid regressively, a guarantee approved by the Civil Aviation Administration may be required.

- 9.6. The take-off of an aircraft in other than international scheduled air services may be forbidden by virtue of section 63, subsection 2 of the Aviation Act until the charges referred to in this decision have been settled or an appropriate guarantee has been given.

- 9.7. The charges referred to in these provisions are distrainable without special verdict or decision (Decree on the Civil Aviation Administration 1124/90, section 12).

- 9.8. The Civil Aviation Administration will issue further instructions on the application of this decision when necessary.

#### 10. THIS DECISION WILL BE EFFECTIVE FROM 1 JANUARY 1993.

A right for a fixed term, based on charges before 1 January 1993 is valid until the date given.



Applicant

# APPLICATION FOR FLIGHT AND LANDING PERMIT

Date

7/8

To  
 Ministry of Defence  
 PL31  
 00131 HELSINKI

To  
 National Board of Aviation  
 PL 60  
 01631 VANTAA

1. NATIONALITY OF AIRCRAFT	
2. TYPE OF AIRCRAFT AND IDENTIFICATION	
3. NAME OF PILOT-IN-COMMAND AND NUMBER OF CREW MEMBERS	
4. AIRPORT OF DEPARTURE	
5. AIR ROUTE (ARRIVING)	
6. DATE, TIME (GMT) AND POINT OF ENTRY (*) INTO FINNISH TERRITORY	
7. ESTIMATED TIME OF ARRIVAL (GMT) AND AIRPORT OF LANDING IN FINLAND	
8. FLIGHTS WITHIN FINNISH TERRITORY	
9. ESTIMATED TIME OF DEPARTURE (GMT) AND AIRPORT OF DEPARTURE FROM FINLAND	
10. DATE, TIME (GMT) AND POINT OF EXIT (*) FROM FINNISH TERRITORY	
11. AIR ROUTE (DEPARTING)	
12. AIRPORT OF DESTINATION	
13. RADIO CALL SIGNS AND FREQUENCIES	
14. FIXED ARMAMENTS AND AIR PHOTOGRAPHY EQUIPMENT OF AIRCRAFT	
15. PURPOSE OF FLIGHT	
16. ADDITIONAL REMARKS	
	Signature

(\*) Point of entry/exit not required when flying on airway(s)

### TO BE FILLED IN BY FINNISH AUTHORITIES

Vastaanotettu	
Lausunnot	
Ratkaisu	
Tiedoksi saattaminen	

PLMsol 2570

187808272U-12/10297



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CORRELATIVO	

**MENSAJE OFICIAL  
TRANSMITIDO**

TIY	FAX Nº PAG.	DATA	NUMERO	DIA- HORA ORIGEN	MES	AÑO
			149	261130	ABRIL	1993
	S F A					

DE: E. NORUEGA.  
A: DIPESP  
INFO: DIBILAT-DIPRO

GRADO RESERVA

PRIORIDAD

MINUTA:

RESUTELEX 916

*Handwritten signature and mark*

*h.7u.  
fil  
27/IV/93.*

EN RELACION CON DERECHOS DE ATERRIZAJE, ESTACIONAMIENTO Y DES-  
PEGUE DE AVION PRESIDENCIAL DURANTE VISITA A NORUEGA, INFO US.  
AUTORIDADES CANCELLERIA HAN SEÑALADO AERONAVE PRESIDENCIAL ES-  
TARA EXENTA DE CUALQUIER TIPO DE COBROS POR ESTOS CONCEPTOS.

MARTABIT



MINISTERIO DE RELACIONES EXTERIORES		
Dirección de Política Bilateral		
Nº		
ENTRADA	DIA	MES AÑO
TRAMITE	26	ABR. 1993
CIUDA		

REFERENCIA:

DERECHOS AVION PRESIDENCIAL.

DETECONI

AUTORIDAD ORIGEN

MENSAJE OFICIAL  
RECIBIDO

022823

TTY X	FAX	DATA	NUMERO 077	DIA-HORA ORIGEN 191545	MES ABRIL	AÑO 1993
	Nº PAG.					

DE : EMBACHILE SUECIA  
A : DIPESP  
INFO : DIPRO

GRADO RESERVA  
ORDINARIO

PRIORIDAD  
ROUTINA

MINUTA:

*AMG*

COMINF

RESUTELEX 916

INFOUS AVION PRESIDENCIAL ESTARA EXENTO DE PAGO DERECHOS ATERRI-  
ZAJE, ESTACIONAMIENTO Y SOBREVUELO. UNICO COSTO INVOLUCRADO  
SERA LIMPIEZA AVION DIA 23 MAYO A PARTIR 17:00 HRS. COSTO ESA  
GESTION ESTA INCLUIDO EN PRESUPUESTO ESTA MISION HARA LLEGAR  
ABREPO A US.

PARRA

MINISTERIO DE RELACIONES EXTERIORES			
Dirección de Política Bilateral			
Nº 1813			
	DIA	MES	AÑO
ENTRADA	20 ABR. 1993		
TRANITE			
SALIDA			

REFERENCIA: INFORMA COSTOS AVION PRESIDENCIAL

DETECNI-MISION

FECHA 19/04/93 HORA LLEGADA 191250

OPERADOR J.E.V.

CORRELATIVO 14306