

PRESIDÊNCIA DA REPÚBLICA

Decreto do Presidente da República n.º 165/2012

de 11 de dezembro

O Presidente da República decreta, nos termos do artigo 135.º, alínea b), da Constituição, o seguinte:

É ratificado o Acordo de Transporte Aéreo entre os Estados Unidos da América, por um lado, a União Europeia e os Seus Estados Membros, por outro, a Islândia, por outro, e o Reino da Noruega, por outro, assinado no Luxemburgo em 16 de junho de 2011 e em Oslo em 21 de junho de 2011, aprovado pela Resolução da Assembleia da República n.º 141/2012, em 26 de outubro de 2012.

Assinado em 29 de novembro de 2012.

Publique-se.

O Presidente da República, ANÍBAL CAVACO SILVA.

Referendado em 4 de dezembro de 2012.

O Primeiro-Ministro, *Pedro Passos Coelho*.

ASSEMBLEIA DA REPÚBLICA

Resolução da Assembleia da República n.º 141/2012

Aprova o Acordo de Transporte Aéreo entre os Estados Unidos da América, por um lado, a União Europeia e os Seus Estados Membros, por outro, a Islândia, por outro, e o Reino da Noruega, por outro, assinado no Luxemburgo em 16 de junho de 2011 e em Oslo em 21 de junho de 2011.

A Assembleia da República resolve, nos termos da alínea i) do artigo 161.º e do n.º 5 do artigo 166.º da Constituição, aprovar o Acordo de Transporte Aéreo entre os Estados Unidos da América, por um lado, a União Europeia e os Seus Estados Membros, por outro, a Islândia, por outro, e o Reino da Noruega, por outro, assinado no Luxemburgo em 16 de junho de 2011 e em Oslo em 21 de junho de 2011, cujo texto, na versão autenticada em língua inglesa e a respetiva tradução para língua portuguesa, se publica em anexo.

Aprovada em 26 de outubro de 2012.

O Presidente da Assembleia da República, em exercício, *António Filipe*.

AIR TRANSPORT AGREEMENT

The United States of America (hereinafter, «the United States»), of the first part, the Kingdom of Belgium, the Republic of Bulgaria, the Czech Republic, the Kingdom of Denmark, the Federal Republic of Germany, the Republic of Estonia, Ireland, the Hellenic Republic, the Kingdom of Spain, the French Republic, the Italian Republic, the Republic of Cyprus, the Republic of Latvia, the Republic of Lithuania, the Grand Duchy of Luxembourg, the Republic of Hungary, Malta, the Kingdom of the Netherlands, the Republic of Austria, the Republic of Poland, the Portuguese Republic, Romania, the Republic of Slovenia, the Slovak Republic, the Republic of Finland, the Kingdom

of Sweden, the United Kingdom of Great Britain and Northern Ireland, being parties to the Treaty on European Union and the Treaty on the Functioning of the European Union and being Member States of the European Union (hereinafter, «the Member States»), and the European Union, of the second part, Iceland, of the third part, and the Kingdom of Norway (hereinafter, «Norway»), of the fourth part:

Desiring to promote an international aviation system based on competition among airlines in the marketplace with minimum government interference and regulation;

Desiring to facilitate the expansion of international air transport opportunities, including through the development of air transportation networks to meet the needs of passengers and shippers for convenient air transportation services;

Desiring to make it possible for airlines to offer the travelling and shipping public competitive prices and services in open markets;

Desiring to have all sectors of the air transport industry, including airline workers, benefit in a liberalized agreement;

Desiring to ensure the highest degree of safety and security in international air transport and reaffirming their grave concern about acts or threats against the security of aircraft, which jeopardize the safety of persons or property, adversely affect the operation of air transportation, and undermine public confidence in the safety of civil aviation;

Noting the Convention on International Civil Aviation, opened for signature at Chicago on December 7, 1944;

Recognizing that government subsidies may adversely affect airline competition and may jeopardize the basic objectives of this Agreement;

Affirming the importance of protecting the environment in developing and implementing international aviation policy;

Noting the importance of protecting consumers, including the protections afforded by the Convention for the Unification of Certain Rules for International Carriage by Air, done at Montreal, May 28, 1999;

Intending to build upon the framework of existing agreements with the goal of opening access to markets and maximizing benefits for consumers, airlines, labor and communities on both sides of the Atlantic;

Recognizing the importance of enhancing the access of their airlines to global capital markets in order to strengthen competition and promote the objectives of this Agreement;

Intending to establish a precedent of global significance to promote the benefits of liberalization in this crucial economic sector;

Recognizing that the European Union replaced and succeeded the European Community as a consequence of the entry into force on December 1, 2009, of the Treaty of Lisbon amending the Treaty on European Union and the Treaty establishing the European Community, and that, as of that date, all the rights and obligations of and all the references to the European Community in the Air Transport Agreement, signed by the United States of America and the European Community and its Member States on April 25 and 30, 2007, apply to the European Union;