3. Fuel, lubricating oils, spare parts, regular equipment and aircraft stores introduced for the account of the designated airlines of either Contracting Party and stored in the territory of the other Contracting Party under customs supervisions for the purpose of supplying aircraft of those designated airlines shall, subject to the regulations of the latter Contracting Party, be exempt from customs duties, excise taxes, inspection fees and other similar duties, taxes or charges.

4. Nothing in this Article shall prevent either Contracting Party from imposing, on a non-discriminatory basis, taxes or other similar charges on fuel supplied in its territory for use by aircraft engaged in the agreed services operated by the designated airlines of the other Contracting Party for the journey performed:

(a) in the case of the designated airlines of Japan, between points in the territory of the Grand Duchy of Luxembourg or between a point in the territory of the Grand Duchy of Luxembourg and a point in the territory of another Member State; and

(b) in the case of the designated airlines of the Grand Duchy of Luxembourg, between points in the territory of Japan.

ARTICLE 7

Revocation of the privileges and other measures

1. Each Contracting Party reserves the right to withhold or revoke the privileges specified in paragraphs 1 and 2 of Article 4 of this Agreement in respect of an airline designated by the other Contracting Party, or to impose such conditions as it may deem necessary on the exercise by the airline of those privileges, in any case where one of the following conditions is satisfied:

(a) in the case of an airline designated by Japan, substantial ownership and effective control of the airline are not vested in Japan or in nationals of Japan; and

(b) in the case of an airline designated by the Grand Duchy of Luxembourg:

(i) the airline is not established in the territory of the Grand Duchy of Luxembourg or does not have a valid operating licence issued by a Member State in accordance with the law of the European Union;

(ii) effective regulatory control of the airline is not exercised or not maintained by the Member State responsible for issuing its air operator's certificate, or the relevant aeronautical authority is not clearly identified in the designation;

(iii) majority ownership and effective control of the airline are not vested in Member States or States listed in Annex II, or in nationals of such States;

(iv) the airline does not have its principal place of business in the territory of the Member State from which it has received its operating licence;

(v) the airline has been given operating permission under an agreement between Japan and another Member State for air services, and Japan can demonstrate that it would be circumventing restrictions on routes and capacity under that agreement by operating agreed services under this Agreement on a route which includes a point in that other Member State; or

(vi) the airline holds an air operator's certificate issued by a Member State and there is no agreement between Japan and that Member State for air services and that Member State has not consented to the operation of international air services by an airline of Japan between Japan and that Member State.