

No. 407

FRANCE
and
UNITED KINGDOM OF GREAT BRITAIN AND
NORTHERN IRELAND

Agreement relating to air transport between British and French territories (with annex and Exchange of Notes). Signed at London, on 28 February 1946

French and English official texts communicated by the Secretary-General of the International Civil Aviation Organization. The registration took place on 13 April 1949.

FRANCE
et
ROYAUME-UNI DE GRANDE-BRETAGNE ET
D'IRLANDE DU NORD

Accord relatif aux transports aériens entre les territoires français et britanniques (avec annexe et échange de notes). Signé à Londres, le 28 février 1946

Textes officiels français et anglais communiqués par le Secrétaire général de l'Organisation de l'aviation civile internationale. L'enregistrement a eu lieu le 13 avril 1949.

No. 407. AGREEMENT¹ RELATING TO AIR TRANSPORT
BETWEEN BRITISH AND FRENCH TERRITORIES.
SIGNED AT LONDON, ON 28 FEBRUARY 1946

THE GOVERNMENT OF THE UNITED KINGDOM OF GREAT BRITAIN AND
NORTHERN IRELAND AND THE PROVISIONAL GOVERNMENT OF THE FRENCH
REPUBLIC,

CONSIDERING

that the possibilities of civil aviation as a means of transport have been considerably increased,

that it is desirable to organise regular international air services in a reliable and orderly manner and to promote international cooperation in the greatest possible measure in this field,

and considering that the previous Agreements concluded between the two countries regarding the operation of regular air services should be superseded by a more general Agreement adapted to suit the altered circumstances of air transport,

have appointed their representatives who being duly authorised to this effect have agreed as follows.

Article I

Each contracting party grants to the other contracting party the rights specified in the Annex to this Agreement for the purpose of the establishment of the air services therein described. These services may be inaugurated immediately or at a later date at the option of the contracting party to whom the rights are granted.

Article II

(a) Each of the services specified in the Annex may be put into operation as soon as the contracting party to whom the rights specified in the Annex have been granted has designated an airline or airlines to operate the specified routes.

(b) The airline or airlines thus designated by one of the contracting parties may be required to satisfy the competent aeronautical authorities of the other

¹ Came into force on 28 February 1946, as from the date of signature, in accordance with article XII.

contracting party that they are qualified, both technically and commercially, under the laws and regulations in force in that country, before being permitted to engage in the operations contemplated by this agreement.

Article III

(a) Each of the contracting parties agrees that the charges imposed on the designated airline or airlines of the other contracting party for the use of airports and other facilities shall not be higher than would be paid for the use of such airports and facilities by its national aircraft engaged in similar international services.

(b) Fuel, lubricating oils and spare parts introduced into aircraft in the territory of one contracting party by, or on behalf of an airline designated by the other contracting party and intended solely for use by the aircraft of the other contracting party shall be accorded, with respect to customs duties, inspection fees or other charges imposed by the former contracting party, treatment not less favourable than that granted to national airlines or the airline of the most-favoured nation.

(c) All aircraft operated by the airline or airlines designated by one contracting party on the routes covered by the present Agreement and supplies of fuel, lubricating oils, spare parts, normal equipment and aircraft stores retained on board aircraft of the designated airline or airlines of one contracting party shall be exempt, on entry into or departure from the territory of the other contracting party, from customs duties, inspection fees or similar duties or charges, even though such supplies be used by such aircraft on flights in that territory.

Article IV

Certificates of airworthiness, certificates of competency and licences issued or rendered valid by one contracting party shall be recognised as valid by the other contracting party for the purpose of operating the services specified in the Annex. Each contracting party reserves the right, however, to refuse to recognise, for the purpose of flight above its own territory, certificates of competency and licences granted to its own nationals by another State.

Article V

(a) The laws and regulations of one contracting party relating to entry into or departure from its own territory of aircraft engaged in international air navigation or to the operation and navigation of such aircraft while within its

territory, shall apply to aircraft of the designated airline or airlines of the other contracting party.

(b) Passengers, crews and consignors of freight shall be required in the territory of either contracting party to comply either in person or through the intermediary of a third person acting in their name and on their account, with the laws and regulations governing the entry into, the presence in and the departure from that country of passengers, crews or freight, such as the regulations relating to entry, clearance, immigration, passports, customs and quarantine.

Article VI

Each contracting party reserves the right to withhold a certificate or permit to operate from an airline of another State, or to revoke it, in any case where it is not satisfied that substantial ownership and effective control are vested in nationals of the other party to this Agreement, or in case of failure by an airline to comply with the laws and regulations referred to in Article V, or to fulfil its obligations under this Agreement.

Article VII

The two contracting parties agree to appoint a Standing Joint Committee to coordinate their respective air services and, where necessary, to submit for the approval of the competent aeronautical authorities of the two countries proposals for the modification of the Annex of this Agreement.

This Committee shall be composed of two representatives of the competent aeronautical authorities of each of the contracting parties and of two representatives of the airlines of each of the two countries. The Committee shall meet alternately in London and Paris under the chairmanship of one of the representatives of the competent aeronautical authorities of the contracting party in whose territory the meeting is held.

Article VIII

(a) The contracting parties agree to submit to arbitration any dispute relating to the interpretation or application of this agreement or of the Annex thereto which cannot be settled by direct negotiation.

(b) Any such dispute shall be referred to the Council of the International Civil Aviation Organisation set up by the Convention on International Civil Aviation signed at Chicago on the 7th December, 1944¹ or, pending the entry

¹ United Nations, *Treaty Series*, Volume 15, page 295.

into force of the said Convention as between the two contracting parties, to the Interim Council set up by the Interim Agreement on International Civil Aviation signed at Chicago on the same date.

(c) Nevertheless, the contracting parties may, by mutual agreement, settle the dispute by referring it either to an Arbitral Tribunal or to any person or body that they may designate.

(d) The contracting parties undertake to comply with the decision given.

Article IX

If both contracting parties ratify a general multilateral Air Convention, or adhere to it, the present Agreement or its Annex shall be amended so as to conform with the provisions of the said Convention from the date of its entry into force as between them.

Article X

The present Agreement shall supersede all previous Anglo-French Agreements on air transport, notably those of 7th August, 1929 and 12th August, 1937.

Article XI

This Agreement and all contracts connected therewith shall be registered with the Provisional International Civil Aviation Organisation set up by the Interim Agreement on International Civil Aviation signed at Chicago on 7th December, 1944.

Article XII

This Agreement shall enter into force on the date of signature.

If either of the contracting parties considers it desirable to modify any provision or provisions of the Annex to this Agreement such modification may be made by direct agreement between the competent aeronautical authorities of both contracting parties.

Either contracting party may at any time give notice to the other contracting party that it desires to terminate this Agreement. Such notice shall take effect twelve months after the date of the receipt of the notice by the other contracting party, unless the notice to terminate is withdrawn by agreement before the expiry of this period.

DONE in London this twenty eighth of February, nineteen hundred and forty-six, in duplicate in the English and French languages, both texts being equally authentic.

Philip NOEL-BAKER
IVOR THOMAS

ANNEX

(I)

The Government of the United Kingdom grants to the Government of the French Republic the right for one or more airlines designated by the latter Government to operate air services on the routes specified in the Schedules attached hereto which traverse or operate to or through the United Kingdom or British territories.

(II)

The Government of the French Republic grants to the Government of the United Kingdom the right for one or more airlines designated by the latter Government to operate air services on the routes specified in the Schedules attached hereto which traverse or operate to or through Metropolitan France or French territories.

(III)

The airline or airlines designated by the Government of the French Republic shall, in accordance with the provisions of this Agreement, be accorded in the United Kingdom and in British territories on the routes specified in the Schedules attached hereto the following rights:

- (a) In the case of the routes specified in part A of Schedule I the right to traverse these territories without landing, to land for non-traffic purposes at the places mentioned therein, and also the right to use landing facilities elsewhere in these territories in emergency;
- (b) In the case of the routes specified in part B of Schedule I the right to set down and pick up at the places mentioned therein international traffic in passengers, mails and freight, and also the right to use landing facilities elsewhere in these territories in emergency.

(IV)

The airline or airlines designated by the Government of the United Kingdom shall, in accordance with the provisions of this Agreement, be accorded in Metropolitan France and in French territories on the routes specified in the Schedules attached hereto the following rights:

- (a) In the case of the routes specified in part A of Schedule III the right to traverse these territories without landing, to land for non-traffic purposes at the places mentioned therein, and also the right to use landing facilities elsewhere in these territories in emergency;
- (b) In the case of the routes specified in part B of Schedule III the right to set down and pick up at the places mentioned therein international traffic in passengers, mails and freight, and also the right to use landing facilities elsewhere in these territories in emergency.

(V)

It is agreed between the contracting parties

- (a) that the capacity provided by the airlines of the two countries shall bear a close relationship to the traffic demands;
- (b) that the airlines of the two countries shall, on those stages of any route which they operate in common, have regard to their mutual interests so as not to affect unduly their respective services;
- (c) that the services specified in the attached Schedules shall retain as their primary objective the provision of capacity adequate to the traffic demands between the country of which the designated airline is a national and the country of destination of the traffic;
- (d) that the right to embark or disembark international traffic destined for and coming from third countries at points on the routes specified shall be applied in accordance with the general principles of orderly development to which both Governments subscribe and in such a way that the capacity is related to
 - (1) traffic requirements between the country of origin and the countries of destination;
 - (2) the requirements of economical through airline operation;
 - (3) the traffic requirements of the area through which the airline passes, taking account of local and regional services.

(VI)

Tariffs shall be fixed at reasonable levels, due regard being paid in particular to economical operation, reasonable profit and the characteristics of each service, such as the standards of speed and comfort.

In fixing these tariffs account shall be taken of the recommendations of the International Air Transport Association.

In default of recommendations by the International Air Transport Association the British and French airlines shall reach agreement regarding the tariffs for passengers and freight to be applied on those stages of any route which they operate in common, after consultation if necessary with the airlines of third parties who are operating the same routes in whole or in part.

Any agreement so reached shall be subject to the approval of the competent aeronautical authorities of both countries.

If the airlines cannot reach agreement regarding tariffs the competent aeronautical authorities of both countries shall endeavour to reach a satisfactory settlement.

In the last resort recourse shall be had to arbitration as provided in Article VIII of the Agreement.

ADDITIONAL PROVISIONS
CONCERNING ROUTES BETWEEN METROPOLITAN
FRANCE AND THE UNITED KINGDOM

(a) The competent aeronautical authorities of both countries shall agree upon the capacity to be provided at the outset on each of the routes specified in Schedules II and IV attached hereto.

This capacity shall be adjusted from time to time in order to conform with traffic demands by direct agreement between the airlines concerned.

These airlines shall also make temporary adjustments of capacity to meet unexpected or exceptional traffic demands.

They shall report such adjustments forthwith to the competent aeronautical authorities of their respective countries, who may consult each other on the subject if they deem it expedient.

(b) The capacity shall be divided equally between the British and French airlines operating the same routes.

(c) If the competent aeronautical authorities of one of the two countries should not wish on one or more routes to operate in whole or in part the capacity which has been allotted to them they shall consult with the competent aeronautical authorities of the other country with a view to transferring to the latter the whole or part of such capacity within the limits of the agreed total.

The authorities which have thus transferred their rights in whole or in part may however at any time recover them.

(d) The rights granted to one country for the operation of an air route confer on the other country the right to participate in the operation of the same route.

(e) The airlines designated by the two countries operating services on the same route shall mutually agree on the conditions under which such services shall be operated.

This Agreement, which shall take into account the capacity to be provided by each airline, shall determine the frequency of the services, the timetables and in general the conditions under which the services shall be operated jointly and in pool by the designated airlines.

(f) The Agreements reached between the airlines and any modifications which may be made in them shall be subject to the approval of the competent aeronautical authorities of both countries.

SCHEDULE I.

A

POINTS OF DEPARTURE Any one or more of the following points.	INTERMEDIATE POINTS Any one or more of the following points, if desired.	BRITISH TERRITORY TRAVERSED WITH OR WITHOUT non-traffic stops.	DESTINATION Any one or more of the following points, if desired.
1. Points in France.....	.....	United Kingdom.....	Dublin. Shannon.
2. Points in France.....	Tunis..... Fort Lamy. Elisabethville.	Northern..... Rhodesia. Nyassaland.	Points in Madagascar. Reunion. Mauritius.
3. Nouméa.....	.....	Fidji Isles..... Tonga Isles.	Tabiti and points. In the Society-Islands.

B

POINTS OF DEPARTURE Any one or more of the following points.	INTERMEDIATE POINTS Any one or more of the following points, if desired.	DESTINATION IN BRITISH TERRITORY Any one or more of the following points, if desired.	POINTS BEYOND Any one or more of the following points, if desired.
1. Points in France.....	Cairo..... Basrah. Bahrein. Karachi. Calcutta. Mandalay. Hanoi.	Hongkong.....	Shanghai. Points in Japan.
2. Points in France.....	Cairo..... Basrah. Bahrein. Karachi. Calcutta. Rangoon.	.....	Bangkok. Saigon. Hanoi.
2 (a). Points in Indo-China.....	.....	Singapore.....	Points in : Netherlands East Indies. Australia. Nouméa.
3. Points in France.....	Tunis..... Cairo. Khartoum. Nairobi. Dar-es-Salaam.	Lindi.....	Points in Madagascar.
3 (a). Points in Madagascar.....	Reunion.....	Mauritius.....	

SCHEDULE I. (continued)

POINTS OF DEPARTURE Any one or more of the following points.	INTERMEDIATE POINTS Any one or more of the following points, if desired.	DESTINATION IN BRITISH TERRITORY Any one or more of the following points, if desired.	POINTS BEYOND Any one or more of the following points, if desired.
4. Algiers	Tunis..... Tripoli..... Benghazi..... El Adem..... Cairo..... Wadi Halfa..... Khartoum..... Asmara..... Djibouti..... Mogadiscio..... Nairobi..... Mombasa..... Zanzibar..... Dar-es-Salaam.....	Lindi.....	Points in Madagascar.
5. Points in France.....	Algiers..... Niamey..... Kano.....	Lagos.....	Pointe Noire. Brazzaville. Points in Angola. Windoeck. Johannesburg. Cape Town.
6. Dakar.....	Bamako..... Niamey.....	Kano.....	Fort Lamy. El Fasher. Khartoum.
7. Dakar.....	Bathurst..... Konsakry..... Freetown..... Points in Liberia. Abdijejan..... Accra..... Lomé..... Cotonou.....	Lagos.....	Douala. Libreville. Pointe Noire. Brazzaville.
8. Points in France.....	Shannon..... Azores..... Newfoundland. Labrador.*	.....	Points in Canada and United States of America.
9. Points in France.....	Azores.....	Bermuda..... (The right of commercial traffic between Bermuda on the one hand and the United States of America and Canada on the other is reserved).	Points in the United States of America.
10. Fort de France.....	St. Lucia..... Trinidad.....	Points in British Guiana.....	Cayenne. Points in Brazil.
11. Fort de France.....	.....	Trinidad.....	Points in Venezuela and Co lombia.
12. Fort de France.....	Guadeloupe.....	Antigua.....	Points in Porto Rico. St. Duminica. Haiti. Cuba.

SCHEDULE II.

POINTS OF DEPARTURE. Any one or more of the following points.	POINTS OF DESTINATION IN THE UNITED KINGDOM AND CHANNEL ISLANDS Any one or more of the following points, if desired.
Points in metropolitan France (including points in Algeria, Tunisia and Morocco).	London. Southampton. Birmingham. Glasgow. Edinburgh. Newcastle. Bristol. Liverpool. Manchester. Belfast. Plymouth. Jersey. Guernsey.

SCHEDULE III.

A

POINTS OF DEPARTURE Any one or more of the following points.	INTERMEDIATE POINTS Any one or more of the following points, if desired.	FRENCH TERRITORY TRAVERSED WITH OR WITHOUT non-traffic stops.	DESTINATION Any one or more of the following points, if desired.
1. Points in the United Kingdom.....	Points in : —..... Malta. Egypt. Iraq.	France.....	Points in India.
2. Points in the United Kingdom.....	Points in : Italy. Malta. Egypt. Sudan. East Africa. Southern Rhodesia.	France.....	Points in South Africa.
3. Points in the United Kingdom.....	Points in : —..... Palestine. Egypt. Iraq. India. Ceylon. Malaya. Netherlands East Indies.	France.....	Points in Australia and New Zealand.
4. Points in Gold Coast and Nigeria...	Points in Sudan.....	French West Africa..... French Equatorial Africa.	Points in Egypt.

SCHEDULE III. (continued)

POINTS OF DEPARTURE Any one or more of the following points.	INTERMEDIATE POINTS Any one or more of the following points, if desired.	FRENCH TERRITORY TRAVELLED WITH OR WITHOUT non-traffic stops.	DESTINATION Any one or more of the following points, if desired.
5. Points in the United Kingdom.	Points in : — Lisbon. Azores. Bermuda. Newfoundland.	France.	Points in Canada and United States of America.
6. Points in the United Kingdom.	France.	Guernsey. Jersey.
7. Points in the United Kingdom.	France.	Geneva. Basle. Zurich. Lucerne.
8. Points in the United Kingdom.	France.	Milan. Venice. Rome.
9. Points in the United Kingdom.	France.	Madrid. Lisbon. Balearic Isles.

B

POINTS OF DEPARTURE Any one or more of the following points.	INTERMEDIATE POINTS Any one or more of the following points, if desired.	DESTINATION IN FRENCH TERRITORY Any one or more of the following points, if desired.	POINTS BEYOND Any one or more of the following points, if desired.
1. Points in the United Kingdom.	Marseilles. Algiers. Aoulef. Gao. Niamey.	Gao. Niamev.	Points in Nigeria and the Gold Coast.
2. Points in the United Kingdom.	Biscarosse. Marseilles. Points in Italy.	Djerba.	Points in : Egypt. Iraq. Bahrein. India. Burma. Malaya.
3. Points in the United Kingdom	Bordeaux. Lisbon. Rabat. Agadir.	Port Etienne.	Points in : — Gambia. Sierra Leone. Gold Coast. Nigeria.
4. Points in the United Kingdom.	Lisbon. Madrid. Bathurst. Sal.	Dakar.	Points in South America.

SCHEDULE III. (continued)

POINTS OF DEPARTURE Any one or more of the following points.	INTERMEDIATE POINTS Any one or more of the following points, if desired.	DESTINATION IN FRENCH TERRITORY Any one or more of the following points, if desired.	POINTS BEYOND Any one or more of the following points, if desired.
5. Points in the United Kingdom.....	Points in : —..... Italy Palestine. Egypt. Iraq. Bahrein. India. Burma.	Points in Indo-China.....	Hong-Kong. Shanghai. Points in Japan.
6. Hong-Kong.....	Points in : —..... Philippines. Borneo. Malaya. Siam.	Points in Indo-China.....	Hong-Kong.
7. Points in East Africa.....	Points in Portuguese East-Africa.	Points in Madagascar and the Comores Islands.	Mauritius.
8. Points in Nigeria.....	Cotonou..... Lomé. Accra. Takoradi. Abidjean. Points in Liberia. Freetown. Konakry. Bathurst.	Dakar.....	—
8a. Points in Nigeria.....		Douala.....	—
9. Trinidad.....	Grenada..... St. Vincent. Barbados. St. Lucia. Martinique.	Pointe-à-Pitre.....	Antigua. St. Kitts. St. Martin. St. Juan and intermediate points to Miami.
10. Points in British Guiana.....	Paramaribo.....	Cayenne.....	Points in Brazil.
11. Points in the United Kingdom.....		Bordeaux..... Biarritz.	Barcelona. Madrid. Gibraltar. Lisbon. Tangier.
12. Points in the United Kingdom.....	Lyons..... Marseilles	Marseilles.....	Genoa. Rome. Naples. Athens. Istanbul. Ankara.

SCHEDULE IV.

POINTS OF DEPARTURE. Any one or more of the following points.	POINTS OF DESTINATION IN METROPOLITAN FRANCE (including points in Algeria, Tunisia and Morocco). Any one or more of the following points, if desired.
Points in the United Kingdom and the Channel Islands.	Paris. Cherbourg. Lille. Deauville. Dinard. Le Touquet. Nice. Cannes. Biarritz. Bordeaux. Lyons. Marseilles. Algiers. Points in Corsica. Points in Algeria, Tunisia and Morocco.

II

MINISTRY OF CIVIL AVIATION

ARIEL HOUSE, STRAND, LONDON, W.C.2

28th February, 1946

Monsieur le Ministre,

I have the honour to acknowledge the receipt of your letter dated 28th February, 1946, in which you state:

In the course of the negotiations which led up to the conclusion of the Agreement relating to air transport between French and British territory of to-day's date, the two Delegations have reached agreement on the following points:

(1) It will be among the functions of the Standing Joint Committee set up by Article VII of the Agreement to complete the list of Colonial air routes of regional or local interest affecting the Colonial territories of the two countries and to examine how far and on what routes or parts of a route it will be possible for each of the two countries to renounce, on a reciprocal basis, the privilege of cabotage normally reserved to its national airlines. The two Delegations have noted their agreement in principle on the great advantage which such reciprocal renunciation would have from the point of view of the users and from that of the economic operation of the services.

(2) It has become clear that, stated in general terms, the application of principles of the division of capacity and of the conclusion of agreements between companies on the common stages of the routes operated in Europe by the airlines of the two countries would be difficult but that this procedure is to be recommended in application of the principles stated in paragraph V of the Annex within the framework of European routes.

(3) It has been agreed that paragraph V (*d*) 2 of the Annex authorised the airlines of each of the two countries to operate their trunk routes on the basis of a minimum frequency to be determined by the Standing Joint Committee set up by Article VII of the Agreement and that, in particular, on the French trunk route to Indo-China, this frequency shall be six services a week.

I have the honour to inform Your Excellency that these arrangements have the full agreement of the Government of the United Kingdom.

I avail myself of this opportunity of renewing to Your Excellency the assurances of my highest consideration.

Ivor THOMAS

His Excellency Monsieur Jules Moch
Minister of Public Works and Transport
French Embassy
London

III

MINISTRY OF CIVIL AVIATION

ARIEL HOUSE, STRAND, LONDON, W.C.2

28th February, 1946

Monsieur le Ministre,

With reference to the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Provisional Government of the French Republic relating to air transport between British and French territories which we have signed today I have the honour to inform you as follows:

(a) The grant of the facilities desired by your Government in Newfoundland and Labrador on the route specified in Part B of Schedule I of the Annex to the Agreement is subject to consultation between the Government of the United Kingdom and the Government of Newfoundland;

(b) The Government of the United Kingdom is prepared to grant the facilities desired by your Government at Hongkong on the route between Paris and Tokyo, and at Singapore on the route between Saigon and the Society Islands, as specified in Part B of Schedule I of the Annex to the Agreement, subject to the conclusion of an agreement between your Government and the Governments of India and Australia, respectively, concerning facilities in the territories of those Governments. Facilities in Burma on these routes are subject to the concurrence of the Government of Burma;

(c) The grant of the facilities desired by your Government in Bermuda on the route specified in Part B of Schedule I of the Annex to the Agreement is subject to the consent of the Government of the United States in accordance with an Agreement between that Government and the Government of the United Kingdom;

(d) The Government of the United Kingdom is considering proposals for the establishment in due course of an air service between Canada-San-Francisco-Honolulu-Canton-Island-Fiji-Noumea-Australia and New Zeland, and it is proposed that the question of facilities in French territories for this service should form the subject of future negotiations.

I avail myself of this opportunity of renewing to Your Excellency the assurance of my highest consideration.

Ivor THOMAS

His Excellency Monsieur Jules Moch
Minister of Public Works and Transports
French Embassy
London

IV

AMBASSADE DE FRANCE À LONDRES

Londres, le 28 février 1946

“Monsieur le Ministre,

Vous avez bien voulu m'adresser, en date de ce jour, la lettre dont la teneur suit:

“Monsieur le Ministre,

“Me référant à l'Accord relatif aux Transports Aériens entre les territoires britannique et français conclu entre le Gouvernement du Royaume-Uni et d'Irlande du Nord et le Gouvernement Provisoire de la République française que nous avons signé aujourd'hui, j'ai l'honneur de vous faire connaître ce qui suit:

“a. L'octroi des facilités demandées par votre Gouvernement à Terre-Neuve et au Labrador, sur l'itinéraire spécifié à la partie B du tableau I joint à l'annexe à l'Accord, devra faire l'objet de consultations entre le Gouvernement du Royaume-Uni et le Gouvernement de Terre-Neuve.

“b. Le Gouvernement du Royaume-Uni est tout disposé à accorder les facilités demandées par votre Gouvernement à Hong-Kong sur un itinéraire reliant Paris à Tokio, ainsi qu'à Singapour sur un itinéraire reliant Saïgon aux Iles de la Société, telles qu'elles sont spécifiées à la partie B du tableau I joint à l'annexe à l'Accord, sous réserve de la conclusion d'un accord entre votre Gouvernement et les Gouvernements de l'Inde et de l'Australie respectivement, relatif aux facilités à obtenir sur les territoires de ces Gouvernements. Les facilités demandées en Birmanie sur lesdites routes sont accordées sous réserve de l'agrément du Gouvernement de la Birmanie;

“c. Les facilités demandées par votre Gouvernement aux Bermudes sur l’itinéraire spécifié à la partie B du tableau I joint à l’Annexe à l’Accord sont octroyées sous réserve de l’agrément du Gouvernement des Etats-Unis, conformément à un Accord conclu entre ledit Gouvernement et le Gouvernement du Royaume-Uni.

“d. Le Gouvernement du Royaume-Uni étudie un projet de création, le moment venu, d’un service aérien entre le Canada, San-Francisco, Honolulu, l’Ile de Canton, les Iles Fidji, Nouméa, l’Australie et la Nouvelle-Zélande, et il est proposé que la question des facilités à obtenir dans les territoires français à cette fin fasse l’objet de négociations ultérieures.

“Je saisis cette occasion pour renouveler à Votre Excellence les assurances de ma plus haute considération”.

J’ai l’honneur de vous faire savoir que le Gouvernement français n’a aucune objection à soulever à cet égard.

Veillez agréer, Monsieur le Ministre, les assurances de ma très haute considération.

(*Signé*) Jules MOCH

Monsieur Ivor Thomas, M. P.

Secrétaire Parlementaire au Ministère de l’Aviation civile
Londres

TRANSLATION — TRADUCTION

EXCHANGE OF NOTES

I

FRENCH EMBASSY, LONDON

London, 28 February 1946

Monsieur le Ministre,

In the course of the negotiations which led to the conclusion of the agreement relating to air transport between French and British territory of to-day’s date, the two delegations have reached agreement on the following points:

[*See note II, page 201*]

I have the honour to inform Your Excellency that these arrangements have the full agreement of the French Government.

I avail myself of this opportunity of renewing to Your Excellency the assurances of my highest consideration.

(*Signed*) Jules MOCH

Ivor Thomas, M.P.

Parliamentary Secretary, Ministry of Civil Aviation
London

IV

FRENCH EMBASSY, LONDON

London, 28 February 1946

Monsieur le Ministre,

I have the honour to refer to your letter of to-day's date reading as follows:

[See note III, page 202]

I have the honour to inform you that the French Government has no objection to raise with regard to this matter.

(Signed) Jules MOCHIvor Thomas, M.P.
Parliamentary Secretary, Ministry of Civil Aviation
London