

No. 2116

**UNITED KINGDOM OF GREAT BRITAIN
AND NORTHERN IRELAND
and
LEBANON**

**Agreement (with exchange of notes) for air services between
and beyond their respective territories. Signed at
Beirut, on 15 August 1951**

Official texts of the Agreement: English and Arabic.

Official texts of the exchange of notes: English and French.

*Registered by the United Kingdom of Great Britain and Northern Ireland on
18 February 1953.*

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

**Accord (avec échange de notes) relatif aux services aériens
entre leurs territoires respectifs et au-delà. Signé à
Beyrouth, le 15 août 1951**

Textes officiels de l'Accord: anglais et arabe.

Textes officiels de l'échange de notes: anglais et français.

*Enregistré par le Royaume-Uni de Grande-Bretagne et d'Irlande du Nord le
18 février 1953.*

No. 2116. AGREEMENT¹ BETWEEN THE GOVERNMENT OF THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND AND THE GOVERNMENT OF THE LEBANESE REPUBLIC FOR AIR SERVICES BETWEEN AND BEYOND THEIR RESPECTIVE TERRITORIES. SIGNED AT BEIRUT, ON 15 AUGUST 1951

The Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Lebanese Republic being parties to the Convention on International Civil Aviation opened for signature at Chicago on the seventh day of December, 1944,² and

Desiring to conclude an Agreement, supplementary to the said Convention, for the purpose of establishing air services between and beyond United Kingdom and Lebanese territories,

Have agreed as follows :—

Article 1

For the purpose of the present Agreement, unless the context otherwise requires :—

- (a) the term “ the Convention ” means the Convention on International Civil Aviation opened for signature at Chicago on the seventh day of December 1944, and includes any Annex adopted under Article 90 of that Convention and any amendment of the Annexes or Convention under Articles 90 and 94 thereof;
- (b) the term “ aeronautical authorities ” means, in the case of the United Kingdom, the Minister of Civil Aviation and any person or body authorised to perform any functions presently exercised by the said Minister or similar functions, and, in the case of Lebanon, the Director of Civil Aviation and any person or body authorised to perform any functions presently exercised by the said Director or similar functions;
- (c) the term “ designated airline ” means an airline which one Contracting Party shall have designated, by written notification to the other Contracting Party, in accordance with Article 4 of the present Agreement, for the operation of air services on the routes specified in such notification;

¹ Came into force on 23 December 1952, by the exchange of the instruments of ratification at London, in accordance with article 14.

² United Nations, *Treaty Series*, Vol. 15, p. 295; Vol. 26, p. 420; Vol. 32, p. 402; Vol. 33, p. 352; Vol. 44, p. 346; Vol. 51, p. 336, and Vol. 139, p. 469.

- (d) the term "change of gauge" means the operation of an air service by a designated airline in such a way that one section of the route is flown by aircraft different in capacity from those used on another section;
- (e) the term "territory" in relation to a State means the land areas and territorial waters adjacent thereto under the sovereignty, suzerainty, protection or trusteeship of that State; and
- (f) the terms "air services," "international air service," "airline" and "stop for non-traffic purposes" have the meanings respectively assigned to them in Article 96 of the Convention.

Article 2

(1) Each Contracting Party grants to the other Contracting Party the rights specified in the present Agreement for the purpose of establishing air services on the routes specified in the appropriate Section of the Schedule thereto (hereinafter called "the agreed services" and "the specified routes").

(2) Subject to the provisions of the present Agreement, the airlines designated by each Contracting Party shall enjoy, while operating an agreed service on a specified route, the following privileges:—

- (a) to fly without landing across the territory of the other Contracting Party;
- (b) to make stops in the said territory for non-traffic purposes; and
- (c) to make stops in the said territory at the points specified for that route in the Schedule to the present Agreement for the purpose of putting down and taking on international traffic in passengers, cargo and mail coming from or destined for other points so specified.

(3) Nothing in paragraph (2) of this Article shall be deemed to confer on the airlines of one Contracting Party the privilege of taking up, in the territory of the other Contracting Party, passengers, cargo or mail carried for remuneration or hire and destined for another point in the territory of that other Contracting Party.

Article 3

(1) There shall be fair and equal opportunity for the airlines of both Contracting Parties to operate the agreed services on the specified routes between their respective territories.

(2) In operating the agreed services, the airlines of each Contracting Party shall take into account the interests of the airlines of the other Contracting Party so as not to affect unduly the services which the latter provide on the whole or part of the same routes.

(3) The agreed services provided by the designated airlines of the Contracting Parties shall bear close relationship to the requirements of the public for transportation on the specified routes and shall have as their primary objective the provision, at a reasonable load factor, of capacity adequate to carry the current and reasonably anticipated requirements for the carriage of passengers, cargo and mail between the territory of the Contracting Party designating the airline and the country of ultimate destination of the traffic. Provision for the carriage of passengers, cargo and mail both taken up and put down at points on the specified routes in the territories of States other than that designating the airline shall be made in accordance with the general principles that capacity shall be related to :—

- (i) traffic requirements between the country of origin and the country of destination of the traffic;
- (ii) traffic requirements of the area through which the airline passes, after taking account of other air transport services established by airlines of the States comprising the area; and
- (iii) the requirements of through airline operation.

Article 4

(1) Each Contracting Party shall have the right to designate in writing to the other Contracting Party one or more airlines for the purpose of operating the agreed services on the specified routes.

(2) On receipt of the designation, the other Contracting Party shall, subject to the provisions of paragraphs (3) and (4) of this Article, without delay, grant to the airline or airlines designated the appropriate operating authorisation.

(3) The aeronautical authorities of one Contracting Party may require an airline designated by the other Contracting Party to satisfy them that it is qualified to fulfil the conditions prescribed under the laws and regulations normally and reasonably applied by them in conformity with the provisions of the Convention to the operation of international commercial air services.

(4) Each Contracting Party shall have the right to refuse to accept the designation of an airline and to withhold or revoke the grant to an airline of the privileges specified in paragraph (2) of Article 2 of the present Agreement or to impose such conditions as it may deem necessary on the exercise by an airline of those privileges in any case where it is not satisfied that substantial ownership and effective control of that airline are vested in the Contracting Party designating the airline or in nationals of the Contracting Party designating the airline.

(5) Subject to the provisions of Article 7 of the present Agreement, at any time after the provisions of paragraphs (1) and (2) of this Article have been complied with, an airline so designated and authorised may begin to operate the agreed services.

(6) Each Contracting Party shall have the right to suspend the exercise by an airline of the privileges specified in paragraph (2) of Article 2 of the present Agreement or to impose such conditions as it may deem necessary on the exercise by an airline of those privileges in any case where the airline fails to comply with the laws or regulations of the Contracting Party granting those privileges or otherwise fails to operate in accordance with the conditions prescribed in the present Agreement; provided that, unless immediate suspension or imposition of conditions is essential to prevent further infringements of laws or regulations, this right shall be exercised only after consultation with the other Contracting Party.

Article 5

Fuel, lubricating oils, spare parts, regular aircraft equipment and aircraft stores introduced into the territory of one Contracting Party, or taken on board aircraft in that territory, by or on behalf of the other Contracting Party or its designated airline or airlines and intended solely for use by or in the aircraft of those airlines shall be accorded the following treatment by the first Contracting Party in respect of customs duties, inspection fees and other similar national or local duties and charges :—

- (a) in the case of fuel and lubricating oils remaining on board aircraft at the last airport of call before departure from the said territory, exemption; and
- (b) in the case of fuel and lubricating oils not included under (a) and spare parts, regular aircraft equipment and aircraft stores, treatment not less favourable than that accorded to similar supplies introduced into the said territory, or taken on board aircraft in that territory, and intended for use by or in the aircraft of a national airline of the first Contracting Party, or of the most favoured foreign airline, engaged in international air services.

This treatment shall be in addition to and without prejudice to that which each Contracting Party is under obligation to accord under Article 24 of the Convention.

Article 6

A designated airline of one Contracting Party may make a change of gauge at a point in the territory of the other Contracting Party only on the following conditions :—

- (i) that it is justified by reason of economy of operation;

- (ii) that the aircraft used on the section on which less traffic is carried by the airline to and from the territory of the first Contracting Party are smaller in capacity than those used on the other section;
- (iii) that the aircraft of smaller capacity shall operate only in connexion with the aircraft of larger capacity and shall be scheduled so to do; the former shall arrive at the point of change for the purpose of carrying traffic transferred from, or to be transferred into, the aircraft of larger capacity; and their capacity shall be determined with primary reference to this purpose;
- (iv) that there is an adequate volume of through traffic; and
- (v) that the provisions of Article 3 of the present Agreement shall govern all arrangements made with regard to change of gauge.

Article 7

(1) The tariffs on any agreed service shall be established at reasonable levels, due regard being paid to all relevant factors including cost of operation, reasonable profit, characteristics of service (such as standards of speed and accommodation) and the tariffs of other airlines for any part of the specified route.

(2) These tariffs, together with the rates of agency commission used in conjunction with them shall, if possible, be agreed between the designated airlines concerned, in consultation with other airlines operating over the whole or part of the route, and such agreement shall, where possible, be reached through the rate-fixing machinery of the International Air Transport Association. The tariffs so agreed shall be subject to the approval of the aeronautical authorities of both Contracting Parties.

(3) If the designated airlines cannot agree, or if for some other reason a tariff cannot be agreed in accordance with the provisions of paragraph (2), the aeronautical authorities of the Contracting Parties shall try to determine the tariffs by agreement between themselves.

(4) If the aeronautical authorities cannot agree, the dispute shall be settled in accordance with the provisions of Article 10.

(5) No tariff shall come into effect if the aeronautical authorities of either Contracting Party are dissatisfied with it except under the terms of paragraph (3) of Article 10.

Article 8

The aeronautical authorities of either Contracting Party shall supply to the aeronautical authorities of the other Contracting Party at their request such periodic or other statements of statistics as may be reasonably required for the purpose of reviewing the capacity provided on the agreed services by the designated airlines of the first Contracting Party. Such statements shall include all information required to determine the amount of traffic carried by those airlines on the agreed services and the origins and destinations of such traffic.

Article 9

There shall be regular and frequent consultations between the aeronautical authorities of the Contracting Parties to ensure close collaboration in all matters affecting the fulfilment of the present Agreement.

Article 10

(1) If any dispute arises between the Contracting Parties relating to the interpretation or application of the present Agreement, the Contracting Parties shall in the first place endeavour to settle it by negotiation between themselves.

(2) If the Contracting Parties fail to reach a settlement by negotiation,

- (a) they may agree to refer the dispute for decision to an arbitral tribunal appointed by agreement between them or to some other person or body; or
- (b) if they do not so agree, or if, having agreed to refer the dispute to an arbitral tribunal, they cannot reach agreement as to its composition, either Contracting Party may submit the dispute for decision to any tribunal competent to decide it which may hereafter be established within the International Civil Aviation Organisation, or, if there is no such tribunal, to the Council of the said Organisation.

(3) The Contracting Parties undertake to comply with any decision given under paragraph (2) of this Article.

(4) If and so long as either Contracting Party or a designated airline of either Contracting Party fails to comply with a decision given under paragraph (2) of this Article, the other Contracting Party may limit, withhold or revoke any rights or privileges which it has granted by virtue of the present Agreement to the Contracting Party in default or to the designated airline or airlines of that Contracting Party or to the designated airline in default.

Article 11

(1) If either of the Contracting Parties considers it desirable to modify any provision of the present Agreement, such modification, if agreed between the Contracting Parties, shall come into effect when confirmed by an Exchange of Notes.

(2) In the event of the conclusion of any general multilateral convention concerning air transport by which both Contracting Parties become bound, the present Agreement shall be amended so as to conform with the provisions of such convention.

Article 12

Either Contracting Party may at any time give notice to the other if it desires to terminate the present Agreement. Such notice shall be simultaneously communicated to the International Civil Aviation Organisation. If such notice is given, the present Agreement shall terminate twelve (12) months after the date of receipt of the notice by the other Contracting Party, unless the notice to terminate is withdrawn by agreement before the expiry of this period. In the absence of acknowledgment of receipt by the other Contracting Party, notice shall be deemed to have been received fourteen (14) days after the receipt of the notice by the International Civil Aviation Organisation.

Article 13

The present Agreement and any Exchange of Notes in accordance with Article 11 shall be registered with the International Civil Aviation Organisation.

Article 14

(1) The present agreement shall be subject to ratification and instruments of ratification shall be exchanged in London as soon as possible.

(2) The present agreement shall enter into force on the exchange of instruments of ratification.

IN WITNESS WHEREOF the undersigned plenipotentiaries, being duly authorised thereto by their respective Governments, have signed the present Agreement and affixed thereto their seals :

DONE this Fifteenth day of August, 1951, in duplicate, at Beirut in the English and Arabic languages, both texts being equally authentic.

For the Government
of the United Kingdom :
E. A. CHAPMAN-ANDREWS
[L.S.]

For the Government
of the Lebanese Republic :
Charles HELOU
[L.S.]

SCHEDULE

SECTION I

Routes to be operated by the designated airline or airlines of the United Kingdom:—

- (1) London via (a) Zürich and/or Rome or Malta or Tripoli (Libya)
or (b) Frankfurt - Vienna to Beirut and thence to Tehran or to Basra
(or Abadan) - Kuwait - Bahrain - Karachi and thence via intermediate points to the Far East and/or Australia;
- (2) Nicosia - Beirut;
- (3) Nicosia - Beirut and thence to Kuwait-Bahrain.

(NOTE.—The designated airline or airlines of the United Kingdom may on any or all flights omit calling at any of the above-mentioned points provided that the agreed services on these routes begin at a point in United Kingdom territory.)

SECTION II

Routes to be operated by the designated airline or airlines of the Lebanon:—

- (1) Beirut - Khartoum - Kano and thence via intermediate points not in United Kingdom territory to Accra-Freetown;
- (2) Beirut - Nicosia;
- (3) Beirut - Kuwait and/or Bahrain and thence to Dhahran and points beyond not in United Kingdom territory.

(NOTE.—The designated airline or airlines of the Lebanon may on any or all flights omit calling at any of the above-mentioned points provided that the agreed services on these routes begin at a point in Lebanese territory.)

EXCHANGE OF NOTES

I

His Majesty's Minister at Beirut to the Lebanese Minister for Foreign Affairs

BRITISH LEGATION

Beirut, 15th August, 1951

M. le Ministre,

With reference to Section II of the Schedule to the Agreement signed this day between the Government of the United Kingdom and the Government of the Lebanese Republic in accordance with which the designated airline or

airlines of the Lebanon will be granted permission to operate scheduled services to Kuwait and Bahrain, I have the honour to inform your Excellency that, in view of the state of the airfields at Kuwait and Bahrain, it is necessary to impose for the time being the following conditions on the exercise of the rights so granted :—

- (1) No four-engined aircraft can be permitted to use the existing airfields at Kuwait and Bahrain except by the special permission of the aeronautical authorities of the Government of the United Kingdom;
- (2) Since the airfield at Kuwait is not fenced and the facilities provided at Kuwait and Bahrain are at present in certain respects below normal safety standards, operations by the aircraft of the designated airline or airlines at these airfields must be undertaken at the risk of the airline concerned.

I have the honour to request your Excellency to confirm that the Government of the Lebanese Republic accepts the above-stated conditions as governing the exercise of rights at Kuwait and Bahrain by the designated airline or airlines of the Lebanon.

I have, &c.

E. A. CHAPMAN-ANDREWS

II

Le Ministre des affaires étrangères du Liban au Ministre de Sa Majesté britannique à Beyrouth

Beyrouth, le 15 août 1951

M. le Ministre,

J'ai l'honneur d'accuser réception de la lettre de votre Excellence en date de ce jour, dont la teneur suit :

[*Voir note I*]

En réponse à cette lettre j'ai l'honneur d'informer votre Excellence que le Gouvernement de la République libanaise accepte les conditions susmentionnées comme régissant l'exercice des droits du ou des services aériens libanais désignés, à Koweït et à Bahrein.

Veuillez agréer, etc.

Le Ministre des Affaires Étrangères et
des Libanais d'Outre-Mer,

Charles HELOU.