

No. 2079

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

**Agreement (with annex) for air services between and beyond
their respective territories. Signed at London, on
8 May 1951**

Official text: English and French.

Registered by Belgium on 4 February 1953.

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

**Accord (avec annexe) relatif aux services aériens entre
leurs territoires respectifs et au-delà. Signé à Londres,
le 8 mai 1951**

Textes officiels anglais et français.

Enregistré par la Belgique le 4 février 1953.

No. 2079. AGREEMENT¹ BETWEEN THE GOVERNMENT OF THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND AND THE GOVERNMENT OF BELGIUM FOR AIR SERVICES BETWEEN AND BEYOND THEIR RESPECTIVE TERRITORIES. SIGNED IN LONDON, ON 8 MAY 1951

The Government of the United Kingdom of Great Britain and Northern Ireland and the Government of Belgium,

Being parties to the Convention on International Civil Aviation opened for signature at Chicago on the 7th 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 Belgian 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 7th 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 “ designated airline ” means an airline which one Contracting Party shall have designated, by written notification to the other Contracting Party, in accordance with Article 3 of the present Agreement, for the operation of air services on the routes specified in such notification;

(c) 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;

(d) 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

¹ Came into force provisionally on 8 May 1951 as from the date of signature and definitively on 21 January 1953 by the exchange of the instruments of ratification in Brussels, in accordance with article 15. This agreement is applicable to the territories of the Belgian Congo and Ruanda Urundi.

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.

(e) 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, whether or not such traffic is carried on a part of the journey by another airline or airlines.

Article 3

(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 competent 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 regula-

tions 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 4

Fuel, lubricating oil, 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 the 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 5

(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 all or part of the same routes.

(3) The agreed services provided by the designated airlines of the two Contracting Parties shall be maintained in reasonable relationship to the requirements of the public for air transport on the specified routes; their primary objective will be to provide at a reasonable load factor, capacity adequate to the current and reasonably expected requirements for the transport of passengers, freight and mail originating in or destined for the territory of the Contracting Party which has designated the airline.

(4) The capacity provided for above may be augmented by supplementary capacity adequate for the carriage of international air traffic both originating at and destined for points on the specified routes in the territories of States other than that designating the airline.

(5) Such supplementary capacity shall be related to the traffic demands of the areas through which the airline operates, after taking account of the air services established by the airlines of the other Contracting Party and of the States referred to above in so far as they are carrying international air traffic originating in or destined for their territories.

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 5 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. These tariffs shall be fixed in accordance with the following provisions of this Article.

(2) The tariffs referred to in paragraph (1) of this Article, together with the rates of agency commission used in conjunction with them shall, if possible, be agreed in respect of each of the specified routes between the designated airlines concerned, in consultation with other airlines operating over the whole or part of that 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 competent aeronautical authorities of both Contracting Parties.

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

(4) If the competent aeronautical authorities cannot agree on the approval of any tariff submitted to them under paragraph (2) of this Article or on the determination of any tariff under paragraph (3), the dispute shall be settled in accordance with the provisions of Article 10 of the present Agreement.

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

Article 8

The competent aeronautical authorities of either Contracting Party shall supply to the competent 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 consultation between the competent 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 International Court of Justice.

(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

The present Agreement supersedes any permissions, privileges or concessions already in existence at the time of its entry into force which have been granted for any reason by either of the Contracting Parties in favour of the air transport companies of the other Contracting Party.

Article 13

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 14

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

Article 15

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

(2) The present Agreement shall enter into force provisionally on the date of signature and definitively on the exchange of instruments of ratification.

(3) If Instruments of ratification are not exchanged within two years from the date of signature, either Contracting Party may terminate the provisional application of this Agreement by giving six months notice in writing to the other Contracting Party.

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 at London this 8th day of May, 1951, in duplicate in the English and French languages, both texts being equally authentic.

For the Government of Belgium :

(Signed) Obert de THIEUSIES

For the Government of the United Kingdom
of Great Britain and Northern Ireland :

(Signed) Herbert MORRISON

SCHEDULE

Section I

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

- 1) London-Brussels.
- 2) London-Brussels-Hanover or Düsseldorf-Berlin.
- 3) London-Brussels-Frankfurt or Cologne-Munich-Vienna.
- 4) London-Brussels-Prague.
- 5) N'dola-Elizabethville.
- 6) Nairobi-Costermansville and/or Usumbura.

The designated airline or airlines of the United Kingdom may on any or all flights omit calling at any of the above 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 Belgium :

- 1) Brussels-Antwerp-London.
- 2) Brussels-Le Zoute-Manchester.
- 3) Elizabethville-N'dola.
- 4) Costermansville-Usumbura-Entebbe-Nairobi.
- 5) Albertville-Tabora-Dar-es-Salaam.
- 6) Brussels-Shannon-Canada-United States of America, via a point in the United Kingdom to be agreed between the Contracting Parties.
- 7) Brussels, via intermediate points : Tripoli (*)-Kano (*)-Leopoldville.
- 8) Elizabethville-Bulawayo (*)-Johannesburg.

The designated airline or airlines of Belgium may on any or all flights omit calling at any of the above points, provided that the agreed services on these routes begin at a point in Belgian territory.

(*) Non-traffic stops.