

No. 9706

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

**Agreement for air services between and beyond their respective territories (with annex). Signed at Lusaka on 17 March 1967**

**Exchange of notes constituting an agreement amending the above-mentioned Agreement. Lusaka, 30 October 1968**

*Authentic texts: English.*

*Registered by the United Kingdom of Great Britain and Northern Ireland on 8 July 1969.*

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

**Accord relatif aux services aériens entre les territoires des deux pays et au-delà (avec annexe). Signé à Lusaka le 17 mars 1967**

**Échange de notes constituant un accord modifiant l'Accord susmentionné. Lusaka, 30 octobre 1968**

*Textes authentiques: anglais.*

*Enregistrés par le Royaume-Uni de Grande-Bretagne et d'Irlande du Nord le 8 juillet 1969.*

AGREEMENT<sup>1</sup> BETWEEN THE GOVERNMENT OF THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND AND THE GOVERNMENT OF THE REPUBLIC OF ZAMBIA FOR AIR SERVICES BETWEEN AND BEYOND THEIR RESPECTIVE TERRITORIES

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The Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Republic of Zambia;

Being parties to the Convention on International Civil Aviation opened for signature at Chicago on the seventh day of December, 1944;<sup>2</sup>

Desiring to conclude an Agreement, supplementary to the said Convention, for the purpose of establishing air services between and beyond their respective 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 so far as those Annexes and amendments have become effective for or been ratified by both Contracting Parties;

(b) the term " aeronautical authorities " means, in the case of the United Kingdom, the Board of Trade and any person or body authorised to perform any functions at present exercisable by the said Board or similar functions, and, in the case of Zambia, the Minister responsible for the subject of civil aviation or any person or body authorised to perform any functions at present exercisable by the said Minister or similar functions;

(c) the term " designated airline " means an airline which has been designated and authorised in accordance with Article 3 of the present Agreement;

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<sup>1</sup> Came into force on 1 November 1968, the date indicated to that effect by the exchange of notes of 30 October 1968 which also confirmed approval of the Agreement by each Contracting Party in conformity with its legal procedures, in accordance with article 17 of the Agreement and the provisions of the said exchange of notes.

<sup>2</sup> United Nations, *Treaty Series*, Vol. 15, p. 295; for the texts of the Protocols amending this Convention, see Vol. 320, pp. 209 and 217; Vol. 418, p. 161, and Vol. 514, p. 209.

(d) the term “ territory ” in relation to a State means the land areas and territorial waters adjacent thereto under the sovereignty, protection or trusteeship of that State; and

(e) the terms “ air service ”, “ 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 scheduled international air services on the routes specified in the appropriate Section of the Schedule annexed to the present Agreement. Such services and routes are hereafter called “ the agreed services ” and “ the specified routes ” respectively. The airlines designated by each Contracting Party shall enjoy, while operating an agreed service on a specified route, the following rights—

- (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, subject to any restriction specified in the Schedule to the present Agreement, at the points specified for that route in the Schedule for the purpose of putting down and taking up international traffic in passengers, cargo and mail.

(2) Nothing in paragraph (1) 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 the other Contracting Party.

### *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 such designation, the aeronautical authorities of 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 authorisations.

(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 to the operation of international air services by such authorities in conformity with the provisions of the Convention.

(4) The aeronautical authorities of each Contracting Party shall have the right to refuse to grant the operating authorisations referred to in paragraph (2) of this Article, or to impose such conditions as they may deem necessary on the exercise by a designated airline of the rights specified in Article 2 of the present Agreement, in any case where the said aeronautical authorities are not satisfied that substantial ownership and effective control of that airline are vested in the Contracting Party designating the airline or in its nationals.

(5) When an airline has been so designated and authorised, it may begin at any time to operate the agreed services, provided that a tariff established in accordance with the provisions of Article 9 of the present Agreement is in force in respect of that service.

#### *Article 4*

(1) The aeronautical authorities of each Contracting Party shall have the right to revoke an operating authorisation or to suspend the exercise of the rights specified in Article 2 of the present Agreement by an airline designated by the other Contracting Party, or to impose such conditions as they may deem necessary on the exercise of these rights—

- (a) in any case where they are not satisfied that substantial ownership and effective control of that airline are vested in the Contracting Party designating the airline or in nationals of such Contracting Party; or
- (b) in the case of failure by that airline to comply with the laws or regulations of the Contracting Party granting these rights; or
- (c) in case the airline otherwise fails to operate in accordance with the conditions prescribed under the present Agreement.

(2) Unless immediate revocation, suspension or imposition of the conditions mentioned in paragraph (1) of this Article is essential to prevent further infringements of laws or regulations, such right shall be exercised only after consultation with the other Contracting Party.

#### *Article 5*

(1) Aircraft operated on international services by the designated airlines of either Contracting Party, as well as their regular equipment, supplies of fuels and lubricants, and aircraft stores (including food, beverages and tobacco) on board such aircraft shall be exempt from all customs duties, inspection fees and other similar charges on arriving in the territory of the other Contracting Party, provided such equipment and supplies remain on board the aircraft up to such time as they are re-exported or are used on the part of the journey performed over that territory.

(2) There shall also be exempt from the same duties, fees and charges, with the exception of charges corresponding to the service performed—

- (a) aircraft stores taken on board in the territory of a Contracting Party, within limits fixed by the authorities of the said Contracting Party, and for use on board outbound aircraft engaged in an international service of the other Contracting Party;
- (b) spare parts introduced into the territory of either Contracting Party for the maintenance or repair of aircraft used on international services by the designated airlines of the other Contracting Party;
- (c) fuel and lubricants destined to supply outbound aircraft operated on international services by the designated airlines of the other Contracting Party, even when these supplies are to be used on the part of the journey performed over the territory of the Contracting Party in which they are taken on board.

Materials referred to in sub-paragraphs (a), (b) and (c) above may be required to be kept under Customs supervision or control.

#### *Article 6*

The regular airborne equipment, as well as the materials and supplies retained on board the aircraft of either Contracting Party, may be unloaded in the territory of the other Contracting Party only with the approval of the Customs authorities of that territory. In such case, they may be placed under the supervision of the said authorities up to such time as they are re-exported or otherwise disposed of in accordance with Customs regulations.

#### *Article 7*

(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 originating from or destined for the territory of the Contracting Party which has designated the airline. 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—

- (a) traffic requirements to and from the territory of the Contracting Party which has designated the airline;
- (b) traffic requirements of the area through which the agreed service passes, after taking account of other transport services established by airlines of the States comprising the area; and
- (c) the requirements of through airline operation.

#### *Article 8*

In operating an agreed service on any specified route a designated airline of one Contracting Party may substitute one aircraft for another at a point in the territory of the other Contracting Party on the following conditions only—

- (a) that it is justified by reason of economy of operation;
- (b) that the aircraft used on the section of the route more distant from the terminal in the territory of the first Contracting Party is not larger in capacity than that used on the nearer section;
- (c) that the aircraft used on the more distant section shall operate only in connexion with and as an extension of the service provided by the aircraft used on the nearer section 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 used on the nearer section; and its capacity shall be determined with primary reference to this purpose;
- (d) that there is an adequate volume of through traffic;
- (e) that the airline shall not hold itself out to the public by advertisement or otherwise as providing a service which originates at the point where the change of aircraft is made;
- (f) that the provisions of Article 7 of the present Agreement shall govern all arrangements made with regard to change of aircraft;
- (g) that in connexion with any one aircraft flight into the territory in which the change of aircraft is made, only one flight may be made out of that territory.

#### *Article 9*

(1) For the purpose of the following paragraphs the term “tariff” means the prices to be paid for carriage of passengers and freight and the conditions

on which they depend, including prices or conditions for agency and other auxiliary services but not including prices or conditions for carriage of mail.

(2) The tariffs to be charged by the airlines of one Contracting Party for carriage to or from the territory of the other Contracting Party shall be established at reasonable levels due regard being paid to all relevant factors including cost of operation, reasonable profit, the tariffs of other airlines.

(3) The tariffs referred to in paragraph (2) of this Article, together with the rates of agency commission applicable, shall, if possible, be agreed by the designated airlines concerned of both Contracting Parties, in consultation with other airlines operating over the whole or part of the specified routes, and such agreement shall, where possible, be reached through the rate-fixing machinery of the International Air Transport Association.

(4) The tariffs so agreed shall be submitted for the approval of the aeronautical authorities of both Contracting Parties at least thirty (30) days before the proposed date of their introduction; in special cases, this time limit may be reduced, subject to the agreement of the said authorities.

(5) If the designated airlines cannot agree on any particular tariff or if for some other reason any particular tariff cannot be fixed in accordance with the provisions of paragraph (3) of this Article, or if during the first fifteen (15) days of the thirty (30) days' period referred to in paragraph (4) of this Article one Contracting Party gives the other Contracting Party notice of its dissatisfaction with any particular tariff agreed in accordance with the provisions of paragraph (3) of this Article, the aeronautical authorities of the Contracting Parties shall try to determine that tariff by agreement between themselves.

(6) If the aeronautical authorities cannot agree on the approval of any particular tariff submitted to them under paragraph (4) of this Article or on the determination of any particular tariff under paragraph (5), the dispute shall be settled in accordance with the provisions of Article 13 of the present Agreement.

(7) Subject to the provisions of paragraph (6) of this Article, no tariff shall come into force if the aeronautical authorities of either Contracting Party have not approved it.

(8) The tariffs established in accordance with the provisions of this Article shall remain in force until new tariffs have been established in accordance with the provisions of this Article.

#### *Article 10*

The aeronautical authorities of a 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 Contracting Party referred to first in this Article. 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 11*

Each Contracting Party grants to the designated airlines of the other Contracting Party the right of free transfer at the official rate of exchange of the excess of receipts over expenditure earned by those airlines in its territory in connexion with the carriage of passengers, mail and cargo.

#### *Article 12*

(1) In a spirit of close co-operation, the aeronautical authorities of the Contracting Parties shall consult each other from time to time with a view to ensuring the implementation of, and satisfactory compliance with, the provisions of the present Agreement and the Schedule annexed hereto and shall also consult when necessary to provide for modification thereof.

(2) Either Contracting Party may request consultation, which may be through discussion or by correspondence and shall begin within a period of sixty (60) days of the date of the request, unless both Contracting Parties agree to an extension of this period.

#### *Article 13*

(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.

(2) If the Contracting Parties fail to reach a settlement by negotiation, they may agree to refer the dispute for decision to some person or body; if they do not so agree, the dispute shall at the request of either Contracting Party be submitted for decision to a tribunal of three arbitrators, one to be nominated by each Contracting Party and the third to be appointed by the two so nominated. Each of the Contracting Parties shall nominate an arbitrator within a period of sixty (60) days from the date of receipt by either Contracting Party from the other of a notice through diplomatic channels requesting arbitration of the dispute by such a tribunal and the third arbitrator shall be appointed within a further period of sixty (60) days. If either of the Contracting Parties fails to nominate an arbitrator within the period specified or if the third arbitrator is not appointed within the period specified, the President of the Council of the International Civil Aviation Organization may at the request of either Contracting Party



appoint an arbitrator or arbitrators as the case requires. In such case, the third arbitrator shall be a national of a third State and shall act as President of the arbitral tribunal.

3. The Contracting Parties undertake to accept the decision given and to adopt any provisional measures which might be ordered in the course of the arbitration proceedings.

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

5. A moiety of the expenses of the arbitral tribunal shall be borne by each Contracting Party.

#### *Article 14*

If either of the Contracting Parties considers it desirable to modify any provision of the present Agreement including the Schedule annexed hereto, such modification, if agreed between the Contracting Parties and if necessary after consultation in accordance with Article 12 of the present Agreement, shall come into effect when confirmed by an Exchange of Letters.

#### *Article 15*

The present Agreement and its Schedule shall be amended by an Exchange of Letters between the Contracting Parties so as to conform with any multilateral Convention or Agreement which may become binding on them.

#### *Article 16*

Either Contracting Party may at any time give notice to the other Contracting Party of its decision to terminate the present Agreement; such notice shall be simultaneously communicated to the International Civil Aviation Organisation. In such case the 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 acknowledgement 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 Organization.

*Article 17*

The present Agreement shall be approved by each Contracting Party in accordance with its legal procedures, and shall enter into force upon Exchange of diplomatic notes indicating such approval.

IN WITNESS WHEREOF the undersigned, being duly authorised thereto by their respective Governments, have signed the present Agreement.

DONE in duplicate at Lusaka this seventeenth day of March, nineteen hundred and sixty-seven.

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

J. L. PUMPHREY

For the Government  
of the Republic of Zambia :

S. M. KAPWEPWE

## ANNEX

1. Routes to be served by the airline or airlines designated by the Government of the United Kingdom of Great Britain and Northern Ireland will be agreed later.

2. Routes to be served by the airline or airlines designated by the Government of the Republic of Zambia will be agreed later.

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EXCHANGE OF NOTES CONSTITUTING AN AGREEMENT<sup>1</sup>  
AMENDING THE AGREEMENT OF 17 MARCH 1967  
BETWEEN THE UNITED KINGDOM OF GREAT BRITAIN  
AND NORTHERN IRELAND AND THE REPUBLIC  
OF ZAMBIA FOR AIR SERVICES BETWEEN AND BEYOND  
THEIR RESPECTIVE TERRITORIES

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I

*The United Kingdom High Commissioner at Lusaka to the Minister  
of Foreign Affairs of the Republic of Zambia*

BRITISH HIGH COMMISSION

No. 234

Lusaka, 30 October, 1968

Honourable Minister,

I have the honour to refer to the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Republic of Zambia for Air Services between and beyond their respective territories signed at Lusaka on the 17th of March, 1967<sup>2</sup> and to the discussions which took place in Lusaka on the 12th and 13th of September, 1968 and in London from the 26th of September to the 2nd of October, 1968 inclusive between delegations representing our two Governments. During these discussions it was agreed that that Agreement should be amended by substituting for the Annex thereto the Schedule set out in the Annex to this Note, and that the Agreement as so amended should now be brought into force by exchange of diplomatic Notes in accordance with Article 17 of the said Agreement.

I now have the honour to propose that the said Agreement should be amended by substituting for the Annex thereto the Schedule set out in the Annex to this Note. I also have the honour to indicate the approval of my Government to the Agreement as so amended, and to suggest that the Agreement as so amended shall enter into force on the 1st of November, 1968.

If the foregoing proposal is acceptable to the Government of Zambia, I have the honour to suggest that this Note together with its Annex and your reply indicating the agreement of the Government of Zambia to this proposal and its approval of the Agreement as amended should be regarded as constituting

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<sup>1</sup> Came into force on 30 October 1968 by the exchange of the said notes.

<sup>2</sup> See p. 209 of this volume.

an Agreement between our two Governments and that the Agreement of the 17th of March, 1967 as amended by this Agreement shall enter into force on the 1st of November, 1968.

I avail myself of this opportunity to renew to you, Honourable Minister, the assurances of my highest consideration.

L. J. PUMPHREY

## A N N E X

### SCHEDULE

#### SECTION I

Route to be served by the airline or airlines designated by the Government of Zambia (in both directions).

Zambia—points in Africa—a point in the Middle East—two points in Europe—United Kingdom.

#### SECTION II

Route to be served by the airline or airlines designated by the Government of the United Kingdom (in both directions).

United Kingdom—two points in Europe—a point in the Middle East—two points in Africa—Zambia—two points in Africa.

*Notes applying to both routes :*

(a) The designated airline or airlines may on any or all flights omit calling at any or all of the above mentioned points provided that the agreed service begins at a point in the route in the national territory of the airline.

(b) The 5th freedom rights to be exercised shall be determined by consultation between the aeronautical authorities.

## II

*The Minister of Foreign Affairs of the Republic of Zambia  
to the United Kingdom High Commissioner at Lusaka*

MINISTRY OF FOREIGN AFFAIRS

Lusaka, 30 October, 1968

Your Excellency,

I have the honour to acknowledge receipt of your Note No. 234 dated 30th of October, 1968 which reads as follows :

[See note I]

I have the honour to inform you that the above proposals are acceptable to the Government of Zambia who, therefore, agree that your Note together with its Annex and this reply shall be regarded as constituting an Agreement between our two Governments and that the Agreement of the 17th of March, 1967 as amended by this Agreement shall enter into force on the 1st of November, 1968.

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

R. C. KAMANGA