

No. 11634

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

Agreement for air services between and beyond their respective territories (with schedule of routes). Signed at Bridgetown on 6 September 1971

Authentic text : English.

Registered by the United Kingdom of Great Britain and Northern Ireland on 15 March 1972.

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

Accord relatif aux services aériens entre leurs territoires respectifs et au-delà (avec tableau de routes). Signé à Bridgetown le 6 septembre 1971

Texte authentique : anglais.

Enregistré par le Royaume-Uni de Grande-Bretagne et d'Irlande du Nord le 15 mars 1972.

AGREEMENT¹ BETWEEN THE GOVERNMENT OF THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND AND THE GOVERNMENT OF BARBADOS FOR AIR SERVICES BETWEEN AND BEYOND THEIR RESPECTIVE TERRITORIES

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

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

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 Secretary of State for Trade and Industry and any person or body authorised to perform any functions at present exercisable by him or similar functions, and, in the case of Barbados, the Minister responsible for Civil Aviation and 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;
- (d) the term “ territory ” in relation to a State means the land areas and terri-

¹ Came into force on 6 September 1971 by signature, in accordance with article 18.

² 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; vol. 514, p. 209, and vol. 740, p. 21.

- torial waters adjacent thereto under the sovereignty, protection or trusteeship of that State;
- (e) the term “ air service ” means any scheduled air service performed by aircraft for the public transport of passengers, mail or cargo;
 - (f) the term “ international air service ” means an air service which passes through the air space over the territory of more than one State;
 - (g) the term “ airline ” means any air transport enterprise offering or operating an international air service;
 - (h) the term “ stop for non-traffic purposes ” means a landing for any purpose other than taking on or discharging passengers, cargo or mail; and
 - (i) the term “ tariff ” means the prices to be paid for the carriage of passengers and cargo and the conditions under which those prices apply, including prices and conditions for agency and other auxiliary services, but excluding remuneration and conditions for the carriage of mail.

Article 2

1. Each Contracting Party grants to the other Contracting Party the rights specified in the present Agreement for the purpose of establishing 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 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. 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 it 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 Contracting Party is 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 for which it has been designated provided that a tariff established in accordance with the provisions of article 10 of the present Agreement is in force in respect of those services.

6. Notwithstanding the provisions of paragraph 5 of this article, where the aeronautical authorities of one Contracting Party have disapproved a tariff submitted under article 10 of the present Agreement, and if, within the period of twelve (12) months after the date on which the existing tariff would have expired, referred to in paragraph 9 of article 10, no tariff has been established by agreement between the aeronautical authorities of the Contracting Parties or settled by arbitration under the present Agreement, the agreed services on the route or sector of the route concerned shall cease at the end of the above-mentioned 12 months' period.

Article 4

1. The aeronautical authorities of a Contracting Party may require the designated airline or airlines of the other Contracting Party to inform them in writing of the schedules in respect of any agreed service to be operated by such airline or airlines on a specified route, provided that it also requires all airlines operating international air services to or from its territory to provide similar

information. The aeronautical authorities may not require that they be informed of these schedules more than 45 days before the proposed dates of their implementation.

2. The type of aircraft to be used in the performance of a particular service, the frequency of that service, and the times of arrival at and departure from the various points on the route concerned shall be shown on such schedules.

3. Notwithstanding the period stipulated under paragraph 1 of this article, at any time prior to their implementation, a designated airline may make changes in such schedules if in its view circumstances have arisen since the original preparation of the schedules requiring the changes. That designated airline shall notify the aeronautical authorities concerned in writing of the changes and of the reasons for them.

Article 5

1. 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 it may deem necessary on the exercise of these rights :

- (a) 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 such Contracting Party; or
- (b) in the case of failure by that airline to comply with the laws or regulations in force in the territory 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 6

1. Aircraft operated on international air services by the designated airlines of either Contracting Party, as well as their regular equipment, supplies of fuel 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 air 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 air services by the designated airlines of the other Contracting Party;
- (c) fuel and lubricants destined to supply outbound aircraft operated on international air 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 7

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 8

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 meet 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 9

In operating any 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 connection 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 8 of the present Agreement shall govern all arrangements made with regard to change of aircraft;
- (g) that in connection 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 10

1. The tariffs to be charged by the designated 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, and the tariffs of other airlines.

2. The tariffs referred to in paragraph 1 of this article shall, if possible, be agreed between the designated airlines of both Contracting Parties. These airlines may consult other airlines operating over the whole or part of the route.

3. Where one Contracting Party has not designated an airline, the tariffs shall be drawn up by the designated airline or airlines of the other Contracting Party.

4. The tariffs so agreed or drawn up shall be submitted to the aeronautical authorities of the Contracting Parties for approval at least ninety (90) days before the proposed date of their introduction, in the following manner :

- (a) where each Contracting Party has designated an airline or airlines, the designated airline or airlines of each Contracting Party shall submit the tariffs to its or their own aeronautical authorities;
- (b) where only one Contracting Party has designated an airline or airlines, that airline or those airlines shall submit the tariffs to the aeronautical authorities of both Contracting Parties.

In special cases the above-mentioned period may be reduced, subject to the agreement of the aeronautical authorities of both Contracting Parties.

5. The approval of the aeronautical authorities may be given expressly. If neither of the aeronautical authorities has expressed disapproval in writing to the aeronautical authorities of the other Contracting Party and to the designated airlines within thirty (30) days from the date of submission of the tariffs for the approval of the said authorities, these tariffs shall be considered as approved. In the event of the period for submission being reduced, as provided for in paragraph 4, the aeronautical authorities may agree that the period within which any disapproval must be notified shall be less than thirty (30) days.

6. If a tariff cannot be agreed in accordance with paragraph 2 of this article, or if, during the period applicable in accordance with paragraph 5 of this article, the aeronautical authorities of one Contracting Party give the aeronautical authorities of the other Contracting Party notice of their disapproval of a tariff agreed in accordance with the provisions of paragraph 2 of this article, or drawn up in accordance with the provisions of paragraph 3 of this article, the aeronautical authorities of the two Contracting Parties shall, after consultation with the aeronautical authorities of any other State whose advice they consider useful, endeavour to determine the tariff by mutual agreement.

7. If the aeronautical authorities cannot, within six (6) months after it has been submitted to them under paragraph 4 of this article, agree on any tariff, or on the determination of any tariff under paragraph 6 of this article, the dispute shall be settled in accordance with the provisions of article 14 of the present Agreement.

8. Subject to the provisions of paragraph 7 of this article, no tariff shall come into force unless it is approved by the aeronautical authorities of both Contracting Parties.

9. A tariff established in accordance with the provisions of this article shall remain in force until a new tariff has been established. Nevertheless, a tariff shall not remain in force by virtue of this paragraph for more than twelve (12) months after the date on which it otherwise would have expired.

Article 11

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 12

Each Contracting Party shall grant 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 connection with the carriage of passengers, mail and cargo.

Article 13

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 thereto and shall 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 receipt of the request, unless both Contracting Parties agree to an extension of this period.

Article 14

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 who shall act as President of the tribunal 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 Organisation 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 shall comply with any decision given under paragraph 2 of this article.

4. Unless the tribunal otherwise determines, the expenses of the arbitral tribunal shall be shared equally by the Contracting Parties.

Article 15

If either of the Contracting Parties considers it desirable to modify any provision of the present Agreement, including the schedule annexed thereto, such modification, if agreed between the Contracting Parties and if necessary after consultation in accordance with article 13 of the present Agreement, shall come into effect when confirmed by an exchange of notes.

Article 16

The present Agreement and its schedule shall be amended by an exchange of notes between the Contracting Parties so as to conform with any multilateral convention or agreement which may become binding on them.

Article 17

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 acknowledgment of receipt by the other Contracting Party, notice shall be deemed to have been received fourteen (14) days after receipt of the notice by the International Civil Aviation Organisation.

Article 18

The present Agreement shall enter into force on the date of signature.

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

DONE in duplicate at Bridgetown this sixth day of September, 1971.

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

D. A. ROBERTS

For the Government
of Barbados :

ERROL W. BARROW

SCHEDULE OF ROUTES

SECTION I. ROUTES TO BE OPERATED BY THE AIRLINE OR AIRLINES DESIGNATED BY THE GOVERNMENT OF BARBADOS

1. Barbados – Antigua – Bahamas – Windsor – Teneriffe – Luxembourg – London – Brussels – Frankfurt – Geneva – Beirut.
2. Another route or other routes to be agreed.

NOTES

1. In both directions.
2. The designated airline or airlines of Barbados may on any or all flights on Route 1 serve the points included in it in any order and may, subject to Note 4, omit calling at any of them provided that the services begin at a point in Barbados.
3. In Route 1 the designated airline or airlines shall not pick up traffic, including interline or stopover traffic, in Luxembourg to be set down in London, or *vice versa*.
4. Services on Route 1 shall serve London and flights serving Brussels shall also serve Frankfurt or Geneva.

SECTION II. ROUTES TO BE OPERATED BY THE AIRLINE OR AIRLINES DESIGNATED
BY THE GOVERNMENT OF THE UNITED KINGDOM

1. Points in United Kingdom – Montreal or Toronto or New York – Bermuda – Bahamas – St. Kitts – Antigua – St. Lucia – Barbados – Trinidad and Tobago – Georgetown – Caracas – Bogotá – Lima – Santiago de Chile.
2. Another route or other routes to be agreed.

Notes

1. In both directions.
 2. The designated airline or airlines of the United Kingdom may on any or all flights on Route 1 serve the points included in that route in any order and may omit calling at any of them provided that the services begin at a point in the United Kingdom.
 3. The designated airline or airlines shall not operate a service between Montreal or Toronto and Barbados while it is or they are operating a service between New York and Barbados, and *vice versa*.
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