

**No. 24104**

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**UNITED KINGDOM OF GREAT BRITAIN  
AND NORTHERN IRELAND  
and  
ANTIGUA AND BARBUDA**

**Agreement for air services between and beyond their  
respective territories (with schedule of routes). Signed  
at London on 25 March 1985**

*Authentic text: English.*

*Registered by the United Kingdom of Great Britain and Northern Ireland  
on 19 May 1986.*

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

**Accord relatif aux services aériens entre leurs territoires  
respectifs et au-delà (avec tableau des routes). Signé à  
Londres le 25 mars 1985**

*Texte authentique : anglais.*

*Enregistré par le Royaume-Uni de Grande-Bretagne et d'Irlande du Nord  
le 19 mai 1986.*

# AGREEMENT<sup>1</sup> BETWEEN THE GOVERNMENT OF THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND AND THE GOVERNMENT OF ANTIGUA AND BARBUDA 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 Antigua and Barbuda;

Being parties to the Convention on International Civil Aviation opened for signature at Chicago on 7 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. DEFINITIONS

For the purpose of this Agreement, unless the context otherwise requires:

(a) The term “the Convention” means the Convention on International Civil Aviation, opened for signature at Chicago on 7 December, 1944, and includes any Annex adopted under Article 90 of that Convention and any amendment of the Annexes or Convention adopted under Articles 90 and 94 thereof, in so far as those Annexes and amendments have become effective for, or have been ratified by, both Contracting Parties;

(b) The term “aeronautical authorities” means, in the case of Antigua and Barbuda, 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, and, in the case of the United Kingdom, the Secretary of State for Transport and any person or body authorised to perform any functions at present exercisable by him or similar functions;

(c) The term “designated airline” means an airline which has been designated and authorised in accordance with Article 4 of this Agreement;

(d) The term “territory” in relation to a State has the meaning assigned to it in Article 2 of the Convention;

(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;

(f) The term “tariff” means:

- (i) The price charged by a designated airline for the carriage of passengers and their baggage on scheduled air services, and any conditions on which such price depends;

<sup>1</sup> Came into force on 25 March 1985 by signature, in accordance with article 20.

<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; vol. 514, p. 209; vol. 740, p. 21; vol. 893, p. 117; vol. 958, p. 217; vol. 1008, p. 213, and vol. 1175, p. 297.

- (ii) The price charged by a designated airline for the carriage of cargo (excluding mails) on scheduled air services, and any conditions on which such price rate depends;
- (iii) The price charged by a designated airline to a tour operator or wholesaler for the carriage of passengers and their baggage or cargo (excluding mails) on scheduled air services in space sold to that tour operator or wholesaler for resale by him to passengers or consignors of cargo, and any conditions on which such price depends; and
- (iv) The rate of commission paid by a designated airline to an agent in respect of tickets sold or air waybills completed by that agent for carriage on scheduled air services, and any conditions on which such rate of commission depends.

#### *Article 2. APPLICATION OF CHICAGO CONVENTION*

The provisions of this Agreement shall be subject to the provisions of the Convention in so far as those provisions are applicable to international air services.

#### *Article 3. GRANT OF RIGHTS*

(1) Each Contracting Party grants to the other Contracting Party the following rights in respect of its scheduled international air services:

- (a) The right to fly across its territory without landing;
- (b) The right to make stops in its territory for non-traffic purposes.

(2) Each Contracting Party grants to the other Contracting Party the rights specified in this Agreement for the purpose of establishing scheduled international air services on the routes specified in the appropriate Section of the Schedule annexed to this Agreement.

Such services and routes are hereafter called “the agreed services” and “the specified routes” respectively.

While operating an agreed service on a specified route the airlines designated by each Contracting Party shall enjoy in addition to the rights specified in paragraph (1) of this Article the right to make stops in the territory of the other Contracting Party at the points specified for that route in the Schedule to this Agreement for the purpose of taking on board and discharging passengers and cargo including mail.

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

#### *Article 4. DESIGNATION OF AND AUTHORISATION OF AIRLINES*

(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, and to withdraw or alter such designations.

(2) On receipt of such designations 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 3(2) of this 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, provided that a tariff established in accordance with the provisions of Article 11 of this Agreement is in force in respect of those services.

#### *Article 5. REVOCATION OR SUSPENSION OF OPERATING AUTHORISATIONS*

(1) Each Contracting Party shall have the right to revoke an operating authorisation or to suspend the exercise of the rights specified in Article 3(2) of this 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 of the Contracting Party granting these rights; or
- (c) In case the airline otherwise fails to operate in accordance with the conditions prescribed under this Agreement.

(2) Each Contracting Party may exercise the right to revoke, suspend or impose the conditions mentioned in paragraph (1) of this Article immediately if such revocation, suspension or imposition of conditions is essential to prevent further infringements of laws or regulations relating to safety or national security. In the case of infringements of other laws or regulations, or in other cases, the Contracting Party desiring to exercise the rights mentioned in paragraph (1) shall give notice thereof to the other Contracting Party and simultaneously to the designated airline concerned. Such notice shall state the basis for the proposed action and shall afford opportunity to the other Contracting Party to consult in regard thereto. Any revocation, suspension or imposition of conditions shall become effective on the date specified in such notice (which shall be not less than 60 days after the date on which the notice would, in the ordinary course of transmission, be received by the Contracting Party to whom it is addressed) unless the notice is withdrawn before such date.

#### *Article 6. EXEMPTION FROM CHARGES ON EQUIPMENT, FUEL, STORES, ETC.*

(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 services 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; and
- (c) Fuel and lubricants supplied in the territory of a Contracting Party to an outbound aircraft of a designated airline of the other Contracting Party engaged in an international air service, 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. UNLOADING OF EQUIPMENT, ETC.

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. AVIATION SECURITY

The Contracting Parties reaffirm their grave concern about acts or threats against the security of aircraft, which jeopardise the safety of persons or property, adversely affect the operation of air services and undermine public confidence in the safety of civil aviation. The Contracting Parties agree to provide maximum aid to each other with a view to preventing hijackings and sabotage to aircraft, airports and air navigation facilities and threats to aviation security. They shall have regard to the provisions of the Convention on Offences and certain other Acts Committed on board Aircraft, signed at Tokyo on 14 September 1963,<sup>1</sup> the Convention for the Suppression of Unlawful Seizure of Aircraft, signed at The Hague on 16 December 1970,<sup>2</sup> and the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, signed at Montreal on 23 September 1971.<sup>3</sup> The Contracting Parties shall also have regard to applicable aviation security provisions established by the International Civil Aviation Organization. When incidents or threats of hijacking or sabotage against aircraft,

<sup>1</sup> United Nations, *Treaty Series*, vol. 704, p. 219.

<sup>2</sup> *Ibid.*, vol. 860, p. 105.

<sup>3</sup> *Ibid.*, vol. 974, p. 177, and vol. 1217, p. 404 (corrigendum to vol. 974).

airports or air navigation facilities occur, the Contracting Parties shall assist each other by facilitating communications intended to terminate such incidents rapidly and safely. Each Contracting Party shall give sympathetic consideration to any requests from the other for special security measures for its aircraft or passengers to meet a particular threat.

*Article 9. PRINCIPLES GOVERNING OPERATION OF AGREED SERVICES*

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

(2) The designated airline or airlines of one Contracting Party shall take into account the interests of the designated airline or airlines of the other Contracting Party so as not to affect unduly that airline's or those airlines' services on all or part of the same routes.

(3) The agreed services provided by the designated airlines of the Contracting Parties shall bear a 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 and cargo including mail originating from or destined for the territory of the Contracting Party which has designated the airline. Provision for the carriage of passengers and cargo including mail both taken on board and discharged 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.

(4) If any difficulty arises over the application of the provisions of this Article either Contracting Party may request consultations in accordance with the procedure set out in Article 15(2) of this Agreement.

*Article 10. CHANGE OF GAUGE*

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 a point where the change of aircraft is made;
- (f) That the provisions of Article 9 of this 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 11. TARIFFS*

(1) The tariffs to be charged by the designated airlines of the Contracting Parties for carriage between their territories shall be those approved by the aeronautical authorities of both Contracting Parties and shall be established at reasonable levels, due regard being paid to all relevant factors, including cost of operations, the interests of users, reasonable profit and the tariffs of other airlines.

(2) The tariffs referred to in paragraph (1) of this Article shall, if possible, be agreed by consultation between the airline seeking approval of the tariff and the other designated airlines of both Contracting Parties. However, a designated airline shall not be precluded from filing any proposed tariff nor the aeronautical authorities from approving it if that airline has failed to obtain the agreement of the other designated airlines.

(3) No tariff shall be approved for carriage between the territories of the Contracting Parties unless it has been filed by the designated airline seeking that approval with the aeronautical authorities of both Contracting Parties, in such form as the aeronautical authorities of each Contracting Party may require to disclose the particulars referred to in sub-paragraph (f) of Article 1 of this Agreement, not less than 45 days (or such shorter period as the aeronautical authorities of both Contracting Parties may agree) prior to the proposed effective date. A tariff shall be treated as having been filed with the Contracting Party on the date on which it is received by the aeronautical authorities of that Contracting Party.

(4) Any tariff filed in accordance with paragraph (3) of this Article may be approved by the aeronautical authorities of either Contracting Party at any time and shall be treated as having been approved by the aeronautical authorities of a Contracting Party unless, not more than 45 days (or such shorter period as the aeronautical authorities of both Contracting Parties may agree) after the date of the filing, the aeronautical authorities of that Contracting Party have served on the aeronautical authorities of the other Contracting Party written notice of dissatisfaction with the proposed tariff. The Contracting Party expressing dissatisfaction shall also notify the airline filing the proposed tariff of the action which has been taken.

(5) If, during the period applicable in accordance with paragraph (4) of this Article the aeronautical authority of one Contracting Party gives the aeronautical authority of the other Contracting Party notice of its dissatisfaction with any tariff submitted for approval in accordance with the provisions of paragraph (3), the aeronautical authorities of the two Contracting Parties shall endeavour to

determine the tariff by mutual agreement. Either Contracting Party may within 30 days of a notice of dissatisfaction request consultations and, if so requested, consultations shall be held within 30 days of that request.

(6) If the aeronautical authorities cannot agree on any tariff submitted to them under paragraph (3) of this Article, or on the determination of any tariff under paragraph (5) of this Article, the dispute shall be settled in accordance with the provisions of Article 16 of this Agreement.

(7) A tariff established in accordance with the provisions of this Article shall remain in force until a new tariff has been established. Where, however, a dispute exists under paragraph (6) of this Article the aeronautical authorities of both Contracting Parties may agree on an interim tariff. In the absence of such agreement a tribunal established in accordance with Article 16 of this Agreement shall have power to settle an interim tariff pending the determination of the dispute by such tribunal. The application for an interim tariff may be made to the tribunal by either Contracting Party.

(8) The aeronautical authorities of one Contracting Party may, if the aeronautical authorities of the other Contracting Party so agree, serve on a designated airline notice of withdrawal of approval of a tariff and that tariff shall cease to be applied by that airline 120 days after service of that notice, or, if a tariff to replace that tariff has been approved by the aeronautical authorities of both Contracting Parties, on the date, if earlier, which those authorities agree as the effective date of the new tariff.

(9) The tariffs charged by the designated airlines of one Contracting Party for carriage between the territory of the other Contracting Party and the territory of a third State shall be subject to the approval of the other Contracting Party and such third State and the approval of such other Contracting State may be withdrawn on giving 90 days' notice to the designated airline of the Contracting Party applying the tariff; provided, however, that a Contracting Party shall not require a different tariff from the tariff of its own airlines for comparable service between the same points. The designated airlines of each Contracting Party shall file such tariffs with the other Contracting Party, in accordance with its requirements.

(10) Subject to the provisions of paragraphs (6) and (7) of this Article no tariff shall come into force unless it is approved by the aeronautical authorities of both Contracting Parties.

#### *Article 12. PROVISION OF STATISTICS*

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 the amount of traffic carried by those airlines on the agreed services and the origins and destinations of such traffic.

#### *Article 13. TRANSFER OF EARNINGS*

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 connection with the carriage of passengers, mail and cargo.

#### *Article 14. AIRLINE REPRESENTATION*

The designated airline or airlines of one Contracting Party shall be entitled, in accordance with the laws and regulations relating to entry, residence and employment of the other Contracting Party, to bring in and maintain in the territory of the other Contracting Party those of their own managerial, technical and other specialist staff who are required for the provision of air services.

#### *Article 15. CONSULTATION*

(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 this Agreement and the annexed Schedule and shall consult when necessary to provide for modifications thereof.

(2) Either Contracting Party may request consultation which may be either oral or in writing, 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 16. SETTLEMENT OF DISPUTES*

(1) If any dispute arises between the Contracting Parties relating to the interpretation or application of this 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 be 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 International Court of Justice 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) Except as otherwise agreed by the Contracting Parties, the arbitral tribunal shall determine the limits of its jurisdiction in accordance with this Agreement, and shall establish its own procedure. At the direction of the tribunal or at the request of either of the Contracting Parties, a conference to determine the precise issues to be arbitrated and the specific procedures to be followed shall be held not later than 15 days after the tribunal is fully constituted.

(4) Except as otherwise agreed by the Contracting Parties or prescribed by the tribunal, each Party shall submit a memorandum within 45 days of the time the

tribunal is fully constituted. Replies shall be due 60 days later. The tribunal shall hold a hearing at the request of either Party or at its discretion within 15 days after replies are due.

(5) The tribunal shall attempt to render a written decision within 30 days after the completion of the hearing or, if no hearing is held, after the date both replies are submitted, whichever is sooner. The decision of the majority of the tribunal shall prevail. The decision of the tribunal shall be binding on both Contracting Parties.

(6) The Contracting Parties may submit requests for clarification of the decision within 15 days after it is rendered and any clarification given shall be issued within 15 days of such request.

(7) Each Contracting Party shall bear the costs of the arbitrator appointed by it. The other costs of the tribunal shall be shared equally by the Contracting Parties including any expenses incurred by the President of the International Court of Justice in implementing the procedures in paragraph (2) of this Article.

#### *Article 17. AMENDMENT*

If either of the Contracting Parties considers it desirable to modify any provision of this Agreement including the annexed Schedule, such modification, if agreed between the Contracting Parties and if necessary after consultation in accordance with Article 15 of this Agreement, shall come into effect when confirmed by an Exchange of Notes, through the diplomatic channel.

#### *Article 18. TERMINATION*

Either Contracting Party may at any time give notice to the other Contracting Party of its decision to terminate this Agreement; such notice shall be simultaneously communicated to the International Civil Aviation Organization. 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 the receipt of the notice by the International Civil Aviation Organization.

#### *Article 19. REGISTRATION WITH ICAO*

This Agreement and all amendments thereto shall be registered by both Contracting Parties with the International Civil Aviation Organization.

#### *Article 20. ENTRY INTO FORCE*

This 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 this Agreement.

DONE in duplicate at London this 25th day of March 1985.

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

MICHAEL SPICER

For the Government  
of Antigua and Barbuda:

VERE BIRD (Jr)

## SCHEDULE OF ROUTES

*A. Route to be operated by the designated airline of the United Kingdom*

London—intermediate points—St John's—points beyond.

NOTES. (a) The designated airline of the United Kingdom may on any or all flights omit calling at any point on this route provided that the agreed services begin at a point in United Kingdom territory.

(b) No traffic may be taken up at any intermediate or beyond point which is destined for St John's nor may traffic be taken up at St John's which is destined for an intermediate or beyond point except such traffic as may be agreed from time to time between the aeronautical authorities of both Contracting Parties.

*B. Route to be operated by the designated airline of Antigua and Barbuda*

St John's—intermediate points—London—points beyond.

NOTES. (a) The designated airline of Antigua and Barbuda may on any or all flights omit calling at any point on this route provided that the agreed services begin at a point in the territory of Antigua and Barbuda.

(b) No traffic may be taken up at any intermediate or beyond point which is destined for London nor may traffic be taken up at London which is destined for an intermediate or beyond point except such traffic as may be agreed from time to time between the aeronautical authorities of both Contracting Parties.