



Treaty Series No. 98 (1973)

*Handwritten signature and date: 12/7/73*

# Agreement

between the Government of the  
United Kingdom of Great Britain and Northern Ireland  
and the Government of Mauritius  
for Air Services between their  
respective Territories

Port Louis, 12 July 1973

[The Agreement entered into force on 12 July 1973]

*Presented to Parliament  
by the Secretary of State for Foreign and Commonwealth Affairs  
by Command of Her Majesty  
September 1973*

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**AGREEMENT  
BETWEEN THE GOVERNMENT OF THE UNITED KINGDOM  
OF GREAT BRITAIN AND NORTHERN IRELAND  
AND THE GOVERNMENT OF MAURITIUS FOR AIR  
SERVICES BETWEEN THEIR RESPECTIVE  
TERRITORIES**

The Government of the United Kingdom of Great Britain and Northern Ireland and the Government of Mauritius:

Being parties to the Convention on International Civil Aviation opened for signature at Chicago on the seventh day of December 1944:(<sup>1</sup>)

Desiring to conclude an Agreement, supplementary to the said Convention, for the purpose of establishing air services between 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 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;(<sup>2</sup>)
- (b) the term "aeronautical authorities" means: in the case of the United Kingdom, the Secretary of State for Trade and Industry or any person or body authorised to perform a particular function to which this Agreement relates; and, in the case of Mauritius, the Ministry charged with responsibility for Civil Aviation and any person or body authorised to perform any functions at present exercisable by the said Ministry 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;

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(<sup>1</sup>) Treaty Series No. 8 (1953), Cmd. 8742.

(<sup>2</sup>) Treaty Series No. 63 (1961), Cmnd. 1448.

Treaty Series No. 24 (1958), Cmnd. 482.

Treaty Series No. 26 (1957), Cmnd. 107.

Treaty Series No. 59 (1962), Cmnd. 1826.

Treaty Series No. 115 (1969), Cmnd. 4198.

Treaty Series No. 62 (1973), Cmnd. 5310.

- (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.

## ARTICLE 2

### **Applicability of Chicago Convention**

The provisions of this Agreement shall be subject to the provisions of the Convention insofar 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 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.

(2) On receipt of such designations the other Contracting Party shall without delay, subject to the provisions of paragraphs (3) and (4) of this Article, grant to the airline or airlines designated in accordance with paragraph (1) of this Article 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 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 operate the agreed services, provided that tariffs established in accordance with the provisions of Article 9 of this Agreement are in force in respect of these 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 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) 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 rights shall be exercised only after consultations with the other Contracting Party.

#### 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 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 on 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) fuels and lubricants supplied to an aircraft of a designated airline of a Contracting Party engaged on an international air service in the territory of the other Contracting Party and used on an inward flight until that flight is completed, or on an outward flight from the time that flight commences or on a through-transitting flight, notwithstanding that on all such flights aircraft may make intermediate landings in that territory.

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 the designated airlines 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

##### **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) In operating the agreed services, the designated airlines of each Contracting Party shall take into account the interests of the designated 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 for 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) The aeronautical authorities of the Contracting Parties shall from time to time jointly determine the practical application of the principles contained in paragraph (3) of this Article for the operation of the agreed services by the designated airlines.

## ARTICLE 9

### Tariffs

(1) For the purpose of the following paragraphs, 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.

(2) 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.

(3) The tariffs referred to in paragraph (2) of this Article shall, if possible, be agreed by the designated airlines of both Contracting Parties, after consultation with the other airlines operating over the whole or part of the route, and such agreement shall, wherever possible, be reached by the use of the procedures of the International Air Transport Association for the working out of tariffs.

(4) The tariffs so agreed shall be submitted for the approval of the aeronautical authorities of both Contracting Parties at least ninety (90) days before the proposed date of their introduction. In special cases, this period may be reduced, subject to the agreement of the said authorities.

(5) This approval may be given expressly; if neither of the aeronautical authorities has expressed disapproval within thirty (30) days from the date of submission, in accordance with paragraph (4) of this Article, 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 (3) of this Article, or if, during the period applicable in accordance with paragraph (5) of this Article, one aeronautical authority gives the other aeronautical authority notice of its disapproval of a tariff agreed in accordance with the provisions of paragraph (5) 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 agree on any tariff submitted to them under paragraph (4) of this Article, 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 15 of this Agreement.

(8) 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 be prolonged by virtue of this paragraph for more than twelve (12) months after the date on which it would otherwise have expired.

## ARTICLE 10

### **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 relating to 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

### **Transfer of Earnings**

Each Contracting Party grants to the designated airlines of the other Contracting Party the right of free transfer of the excess of their receipts in its territory over their expenditure therein. Such transfers shall be effected on the basis of the prevailing foreign exchange market rates for current payments.

## ARTICLE 12

### **Airline Representation**

The designated airlines of one Contracting Party shall be entitled, subject to the laws and regulations relating to entry and residence of the other Contracting Party, to bring in and maintain on the territory of such other Contracting Party their own representatives together with such technical and commercial staff as are required for the provision of the agreed services.

## ARTICLE 13

### 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 14

### 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 13 of this Agreement, shall come into effect when confirmed by an exchange of Notes, through diplomatic channels.

## ARTICLE 15

### Settlement of Disputes

(1) If any dispute arises relating to the interpretation or application of the present Agreement, the aeronautical authorities of the Contracting Parties shall endeavour to settle it by negotiations between themselves, failing which the dispute shall be referred to the Contracting Parties for settlement.

(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 and if the compulsory jurisdiction of the International Court of Justice is not available for the determination of the dispute, 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 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.

## ARTICLE 16

### **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 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 Organisation.

## ARTICLE 17

### **Entry into Force**

This Agreement shall enter into force on the date of the signature.

In witness whereof the undersigned, being duly authorised thereto by their respective Governments, have signed the present Agreement.

DONE in duplicate at Port Louis this 12th day of July one thousand nine hundred and seventy-three.

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

**P. A. CARTER**  
*British High Commissioner*

For the Government of Mauritius:

**S. RAMGOOLAM**  
*Prime Minister*

## ROUTE SCHEDULE

### Section 1

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

Points in the United Kingdom–Nicosia–Cairo–Addis Ababa or Nairobi–Seychelles–A point in Mauritius.

*Notes*: 1. In both directions.

2. The designated airline or airlines of the United Kingdom may on any or all flights on the route serve the points included in it in any order and may omit calling at any of them provided that the services begin at a point in United Kingdom territory.
3. The use of the word “or” in the description of the specified routes in the Schedule to the Agreement means that any one of these points may be served on any flight at the choice of the relevant designated airline(s).

### Section 2

Route to be operated by the designated airline or airlines of Mauritius:

Points in Mauritius–A point in Seychelles–Addis Ababa or two points from Nairobi, Entebbe, Kilimanjaro and Dar es Salaam–Cairo–Two points from Rome, Frankfurt and Zurich–A point in the United Kingdom.

*Notes*: 1. In both directions.

2. The designated airline or airlines of Mauritius may on any or all flights on the route serve the points included in it in any order and may omit calling at any of them provided that the services begin at a point in Mauritian territory.
3. The use of the word “or” in the description of the specified routes in the Schedule to the Agreement means that any one of these points may be served on any flight at the choice of the relevant designated airline(s).

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