

ETHIOPIA



Treaty Series No. 32 (1973)

# Exchange of Notes

between the Government of  
the United Kingdom of Great Britain and Northern Ireland  
and the Imperial Ethiopian Government  
amending the Air Services Agreement  
signed at London on 7 July 1958

Addis Ababa, 30 November 1972

[The Exchange of Notes entered into force on 30 November 1972]

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

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**EXCHANGE OF NOTES**  
**BETWEEN THE GOVERNMENT OF THE UNITED KINGDOM**  
**OF GREAT BRITAIN AND NORTHERN IRELAND AND**  
**THE IMPERIAL ETHIOPIAN GOVERNMENT AMENDING THE**  
**AIR SERVICES AGREEMENT SIGNED AT LONDON ON**  
**7 JULY 1958**

No. 1

*Her Majesty's Ambassador at Addis Ababa to the Minister of  
Communications, Telecommunications and Posts of Ethiopia*

*British Embassy,  
Addis Ababa.*

Your Excellency,

*30 November, 1972.*

I have the honour to refer to the discussions between official delegations which took place in Addis Ababa from 20 to 24 June 1972 concerning the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Imperial Ethiopian Government for air services between and beyond their respective territories signed at London on 7 July 1958.<sup>(1)</sup>

I now have the honour to propose, in accordance with the decisions reached in the discussions, that Article 4 of the Agreement be replaced by the following:

- “(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;

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(1) Treaty Series No. 25 (1959), Cmnd. 692.

- (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."

I also have the honour to propose that the Schedule annexed to the Agreement be replaced by the following:—

#### “ SECTION I

Route to be Operated by the Designated Airlines of the United Kingdom.

Points in the United Kingdom—Intermediate points—Addis Ababa—Seychelles—Points beyond.

*Notes :*

1. Intermediate and beyond points and the traffic rights to be exercised at each shall be specified by agreement between the aeronautical authorities of the Contracting Parties.
2. Points may be served in any order.
3. Any point or points may be omitted on each or any flight provided that services begin or end at a point in United Kingdom territory.

#### SECTION II

Routes to be Operated by the Designated Airline or Airlines of Ethiopia.

*Route 1*

Points in Ethiopia—Intermediate points—London.

*Route 2*

Points in Ethiopia—Intermediate points—Seychelles.

*Notes :*

1. Intermediate and beyond points and the traffic rights to be exercised at each shall be specified by agreement between the aeronautical authorities of the Contracting Parties.
2. Points may be served in any order.
3. Any point or points may be omitted on each or any flight, provided that services begin or end at a point in Ethiopian territory."

If the above proposals are acceptable to the Imperial Ethiopian Government I have the honour to propose that this Note and your reply to that effect shall be regarded as constituting an Agreement between our two Governments in this matter which shall enter into force on the date of your reply.

WILLIE MORRIS

No. 2

*The Minister of Communications, Telecommunications and Posts of  
Ethiopia to Her Majesty's Ambassador at Addis Ababa*

*Ministry of Communications,  
Telecommunications and Posts,  
Addis Ababa.*

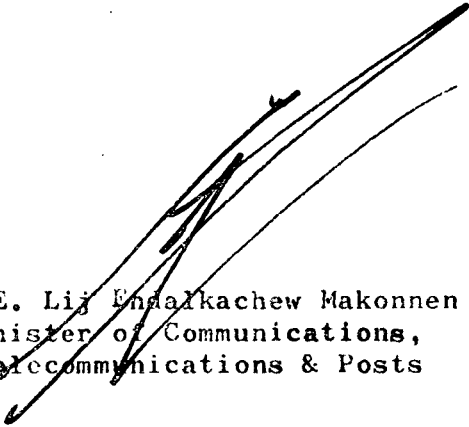
Your Excellency:

*November 30, 1972*

I have the honour to acknowledge receipt of Your Excellency's Note of November 30, 1972 which reads as follows:—

[As in No. 1]

In reply I have the honour to inform Your Excellency that the contents of the above Note are acceptable to the Imperial Ethiopian Government who agree that your Note together with this reply shall be regarded as constituting an Agreement between the two Governments which shall enter into force on today's date.



H.E. Lij Endalkachew Makonnen  
Minister of Communications,  
Telecommunications & Posts