



Treaty Series No. 65 (1980)

Exchange of Notes [✓]

between the Government of the
United Kingdom of Great Britain and Northern Ireland
and the Government of the Philippines

further amending the Agreement
for Air Services between and
beyond their respective Territories,
signed at Manila on 31 January 1955

Manila, 14 January/25 February 1980

[The Agreement entered into force on 25 February 1980]

*Presented to Parliament
by the Secretary of State for Foreign and Commonwealth Affairs
by Command of Her Majesty
August 1980*

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**EXCHANGE OF NOTES
BETWEEN THE GOVERNMENT OF THE UNITED KINGDOM
OF GREAT BRITAIN AND NORTHERN IRELAND AND
THE GOVERNMENT OF THE PHILIPPINES FURTHER AMENDING
THE AGREEMENT FOR AIR SERVICES BETWEEN
AND BEYOND THEIR RESPECTIVE TERRITORIES,
SIGNED AT MANILA ON 31 JANUARY 1955**

No. 1

*Her Majesty's Ambassador at Manila to the
Minister for Foreign Affairs of the Philippines*

Excellency

14 January 1980

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 the Philippines for Air Services between and beyond their respective territories signed at Manila on 31 January 1955⁽¹⁾, as amended by the Exchange of Notes of 7 and 14 April 1958⁽²⁾. In accordance with the discussions which took place at London from 1 to 4 October 1979, I have the honour to propose that the said Agreement should be amended by:

- (a) the addition of the three Articles set out in Annex 1 to this Note which shall be inserted between Articles 9 and 10; and
- (b) the replacement of the Route Schedules by those set out in Annex II to this Note.

If the above proposals are acceptable to the Government of the Republic of the Philippines, I have the honour to propose that this Note and Your Excellency's reply in that sense shall constitute an Agreement between our two Governments in this matter which shall enter in force on the date of Your Excellency's reply.

Please accept, Your Excellency, the renewed assurances of my highest consideration.

W. BENTLEY

(1) Treaty Series No. 68 (1955), Cmd. 9596.

(2) Treaty Series No. 53 (1960), Cmnd. 1142.

ANNEX I

ARTICLE 9A

Each designated airline shall have the right to convert and remit to its country promptly local revenues in excess of sums locally disbursed. Conversion and remittance shall be permitted in accordance with the laws, rules and regulations of the Contracting Party concerned, uniformly and reasonably applied, at the rate of exchange applicable to current transactions which is in effect at the time such revenues are presented for conversion and remittance.

ARTICLE 9B

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, operational and other specialist staff who are required for the provision of air services.

ARTICLE 9C

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 reaffirm their commitments under and 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⁽³⁾, the Convention for the Suppression of Unlawful Seizure of Aircraft, signed at the Hague on 16 December 1970⁽⁴⁾, and the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, signed at Montreal on 23 September 1971⁽⁵⁾. 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, 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 request from the other for special security measures for its aircraft or passengers to meet a particular threat.

⁽³⁾ Treaty Series No. 126 (1969), Cmnd. 4230.

⁽⁴⁾ Treaty Series No. 39 (1972), Cmnd. 4956.

⁽⁵⁾ Treaty Series No. 10 (1974), Cmnd. 5524.

ANNEX II

SCHEDULE I

Routes to be operated by the designated airline or airlines of the Philippines (in both directions):

<i>Points of departure in the territory of the Philippines</i>	<i>Intermediate points</i>	<i>Points in the territory of the United Kingdom</i>	<i>Points beyond</i>
Route 1 Manila	Bangkok; A point in India; Karachi; Any two of the following points: Abu Dhabi, Dubai, Sharjah, Bahrain, Dhahran, Kuwait, Jeddah, Beirut; Athens; Rome; A point in Switzerland or a point in Germany; Paris	London	
Route 2 Manila		Hong Kong	

Note:

The designated airlines of the Philippines may on any or all flights omit calling at any of the above-mentioned points, provided that the agreed services on the specified route begin at a point in the territory of the Philippines.

SCHEDULE II

Routes to be operated by the designated airline or airlines of the United Kingdom (in both directions):

<i>Points of departure in the territory of the United Kingdom</i>	<i>Intermediate points</i>	<i>Points in the territory of the Philippines</i>	<i>Points beyond</i>
Route 1 London	A point in Europe; A point in the Middle East; A point in India or a point in Sri Lanka; Any two of the fol- lowing points: Bangkok, Kuala Lumpur, Jakarta, Singapore, Bandar Seri Begawan; Hong Kong	Manila	Hong Kong; Port Moresby; Seoul; Auckland
Route 2 Hong Kong		Manila	

Note:

1. The designated airlines of the United Kingdom may on any or all flights omit calling at any of the above-mentioned points, provided that the agreed services on the specified route begin in the territory of the United Kingdom.

2. Hong Kong may not be served both before and after Manila on Route 1 on any one service.

No. 2

*The Minister for Foreign Affairs of the Philippines to
Her Majesty's Ambassador at Manila*

Excellency:

25 February 1980

I have the honor to acknowledge the receipt of Your Excellency's Note of 14 January 1980, the full text of which is as follows:

[As in No. 1]

I have the honor to inform Your Excellency that the foregoing proposals are acceptable to the Government of the Republic of the Philippines and to agree that Your Excellency's Note and this Note shall be regarded as constituting an Agreement between our two Governments in this matter, which shall enter into force on the date of this reply.

Accept, Excellency, the renewed assurances of my highest consideration.

CARLOS P. ROMULO

[Annexes as in No. 1]

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