



Treaty Series No. 73 (1965)

Exchange of Notes

between the Government of the
United Kingdom of Great Britain and Northern Ireland
and the Revolutionary Government of the Union of Burma
amending the Air Transport Agreement
signed at Rangoon on 25 October 1952

Rangoon, 8 April–20 July 1965

[The amendments were deemed to have taken effect on 2 March 1965]

*Presented to Parliament by the Secretary of State for Foreign Affairs
by Command of Her Majesty
December 1965*

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**EXCHANGE OF NOTES BETWEEN
THE GOVERNMENT OF THE UNITED KINGDOM OF
GREAT BRITAIN AND NORTHERN IRELAND
AND THE REVOLUTIONARY GOVERNMENT OF THE
UNION OF BURMA AMENDING THE
AIR TRANSPORT AGREEMENT SIGNED AT
RANGOON ON 25 OCTOBER 1952**

No. 1

*Her Majesty's Ambassador at Rangoon to the Minister for Foreign Affairs
of the Revolutionary Government of the Union of Burma*

*British Embassy,
Rangoon, 8 April, 1965.*

Your Excellency,

I have the honour to refer to the discussions which took place from the 15th of February to the 1st of March, 1965, between the aeronautical authorities of the United Kingdom of Great Britain and Northern Ireland and of the Union of Burma concerning the modification of the terms of the Air Transport Agreement signed at Rangoon on the 25th of October, 1952.⁽¹⁾

As a result of these discussions it was agreed in principle that the text of the said agreement should be amended in the following respects:

(a) *Article 2*

Delete the existing text and substitute the following:

" Article 2

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

- (i) the privilege to fly across its territory without landing;
- (ii) the privilege to land for non-traffic purposes.

(2) Each Contracting Party shall designate in writing to the other Contracting Party one airline for the purpose of operating by virtue of the present Agreement services on the routes specified in the Schedules to the present Agreement (hereinafter respectively referred to as the agreed services and the specified routes).

(3) On receipt of the designation the other Contracting Party shall, subject to the provisions of paragraph (4) of this Article and of Article 3 of the present Agreement, without delay grant to the airline designated the appropriate operating permission.

(4) The aeronautical authorities of one Contracting Party may require the airline designated by the other Contracting Party to satisfy them that it is qualified to fulfil the conditions prescribed under the laws and regulations which they normally apply in conformity with the provisions of the Convention to the operation of commercial airlines.

(1) "Treaty Series No. 13 (1953)", Cmd. 8764.

(5) At any time after the provisions of paragraphs (2) and (3) of this Article have been complied with, the airline so designated and authorised may begin to operate the agreed services."

(b) *Article 4*

In the first paragraph delete "or airlines" and substitute "that airline" for "those airlines".

(c) *Article 5*

In paragraph (1) substitute "airline" for "airlines". In paragraph (2) substitute "airline" for "airlines".

(d) *Article 6*

In paragraph (2) substitute "airline" for "airlines".

(e) *Article 7*

In the first paragraph substitute "The designated airline" for "A designated airline".

(f) *Article 8*

In sub-paragraph (b) substitute "airline" for "airlines".

(g) *Article 11*

In paragraph (4) substitute "the designated airline" for "a designated airline".

It was further agreed that the Schedules of Routes annexed to the Air Transport Agreement of 25 October, 1952, as subsequently amended by the Exchanges of Notes of 4 and 12 August, 1953,⁽²⁾ and 9 January, 1957,⁽³⁾ should be replaced by the revised Schedules set out in the Annex to the present Note.

I now have the honour to inform Your Excellency that the foregoing amendments are acceptable to the Government of the United Kingdom of Great Britain and Northern Ireland and to propose that, if they are also acceptable to the Revolutionary Government of the Union of Burma, the present Note together with its Annex and Your Excellency's reply to that effect should be regarded as constituting an agreement between the two Governments modifying the Air Transport Agreement of 25 October, 1952, in accordance with Article 13 thereof, and that the amendments should be deemed to have taken effect on 2 March, 1965.

I have the honour to be,
with the highest consideration,
Your Excellency's obedient Servant,
GORDON WHITTERIDGE.

(2) "Treaty Series No. 63 (1953)", Cmd. 8951.

(3) "Treaty Series No. 16 (1957)", Cmnd. 83.

ANNEX

REVISED SCHEDULES

Schedule I: United Kingdom Route

<i>Points of Departure</i>	<i>Intermediate Points</i>	<i>Terminal or Traversing Points in Burma</i>	<i>Points beyond Burma</i>
Points in the United Kingdom	A point in Germany; a point in Switzerland or Malta; a point in Italy or Libya; points in the Middle East; points in Pakistan; points in India	Rangoon	Bangkok; points in Malaysia; points in Indonesia; Hong Kong; a point in the Philippines; points in Australia; points in New Zealand; Fiji; a point in China; points in Japan

The designated airline of the United Kingdom may on any or all flights omit calling at any of the above points, provided that the agreed services on this Route begin at a point in United Kingdom territory.

Schedule II: Burmese Routes

<i>Points of Departure</i>	<i>Intermediate Points</i>	<i>Terminal or Traversing Points in United Kingdom Territory</i>	<i>Points beyond United Kingdom Territory</i>
1. Points in Burma	Points in India; points in Pakistan; points in Ceylon; points in the Middle East; points in North Africa; a point in Germany; a point in Italy; a point in Switzerland	London or Prestwick; points in the Middle East	A point in the U.S.A. to be agreed
2. Points in Burma	Bangkok; a point in Laos; points in Vietnam; points in Cambodia; points in Malaysia; Canton	Hong Kong	Okinawa; Shanghai or Canton; a point in Japan

The designated airline of Burma may on any or all flights omit calling at any of the above points, provided that the agreed services on these Routes begin at a point in Burmese territory.

No. 2

*The Minister for Foreign Affairs of the Revolutionary Government of the
Union of Burma to Her Majesty's Ambassador at Rangoon*

Rangoon,

20th July, 1965.

Your Excellency,

I have the honour to acknowledge the receipt of your Note, dated the 8th April, 1965, which reads as follows:

[As in No. 1]

In reply, I have the honour to inform Your Excellency that this proposal is acceptable to the Government of the Union of Burma, who will regard your Note and this reply as constituting an Agreement between the two Governments, modifying the Air Transport Agreement of 1952.

Accept, Sir, the assurances of my highest consideration.

THI HAN.

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