



Treaty Series No. 121 (1969)

Exchange of Notes

between the Government of the
United Kingdom of Great Britain and Northern Ireland
and the Government of the Republic of Indonesia

revising the Route Schedule
annexed to the Air Services Agreement
signed at London on 23 November 1960

Djakarta, 28 October 1968

*Presented to Parliament
by the Secretary of State for Foreign and Commonwealth Affairs
by Command of Her Majesty
December 1969*

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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 REPUBLIC OF INDONESIA REVISING
THE ROUTE SCHEDULE ANNEXED TO THE AIR
SERVICES AGREEMENT SIGNED AT LONDON ON
23 NOVEMBER, 1960

No. 1

*Her Majesty's Ambassador at Djakarta to the Minister for Foreign Affairs
of Indonesia*

*British Embassy,
Djakarta.*

Your Excellency,

28 October, 1968.

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 Indonesia for Air Services between and beyond their respective territories, signed at London on the 23rd of November, 1960,⁽¹⁾ and to propose that the Route Schedule annexed to that Agreement shall be replaced by the Route Schedule set out in the enclosure to this Note.

If the foregoing proposal is acceptable to the Government of the Republic of Indonesia, I have the honour to suggest that this Note and its enclosure together with Your Excellency's reply in that sense shall be regarded as constituting an agreement between the two Governments in this matter which shall enter into force on the date of your reply.

I avail myself of this opportunity to renew to Your Excellency the assurances of my highest consideration.

H. C. HAINWORTH

ROUTE SCHEDULE

SECTION I

**Routes to be operated by the designated airline or airlines of the
United Kingdom**

1. London—points in Europe, the Near and Middle East—Karachi—Delhi—Bombay or Calcutta—Colombo or Dacca—Rangoon or Bangkok—Kuala Lumpur—Singapore—Djakarta—Denpasar—points in Australia—points in New Zealand—Fiji.
2. Hong Kong—Manila—Bangkok—Jesselton or Brunei—Kuala Lumpur—Singapore—Djakarta—Denpasar—Djakarta—points in Australia.

⁽¹⁾ Treaty Series No. 7 (1961), Cmnd. 1286.

Note 1: The designated airline or 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 these routes begin at a point in United Kingdom territory.

Note 2: Services on the above routes may only use those points in Indonesian territory at which there are airports open to international air services.

SECTION II

Routes to be operated by the designated airline or airlines of Indonesia

1. Djakarta-Singapore-Kuala Lumpur-Bangkok or Rangoon-Colombo or Dacca-Calcutta or Bombay-Karachi-points in the Near and Middle East-points in Europe to be agreed-London.

2. Djakarta-Singapore-Kuala Lumpur-Bangkok or Manila-Hong Kong-Tokyo-Honolulu-San Francisco.

Note 1: The designated airline or airlines of Indonesia may on any or all flights omit calling at any of the above mentioned points, provided that the agreed services on these routes begin at a point in Indonesian territory.

Note 2: Services on the above routes may only use those points in United Kingdom territory at which there are airports open to international air services.

ROUTE SCHEDULE

BAGIAN I

Route-route jang akan dilalui oleh perusahaan penerbangan atau perusahaan-perusahaan penerbangan jang ditundjuk Keradjaan Inggris

1. London-tempat-tempat di Eropa, Timur Dekat dan Timur Tengah-Karachi-Delhi-Bombay atau Calcutta-Colombo atau Dacca-Rangoon atau Bangkok-Kuala Lumpur-Singapura-Djakarta-Denpasar-tempat-tempat di Australia-tempat-tempat di Selandia Baru-Fiji.

2. Hongkong-Manila-Bangkok-Jesselton atau Brunai-Kuala Lumpur-Singapura-Djakarta-Denpasar-Djakarta-tempat-tempat di Australia.

Tjataan 1. Perusahaan penerbangan atau perusahaan-perusahaan penerbangan jang kitundjuk Keradjaan Inggris boleh pada suata atau semua penerbangan tidak menjinggahi salah satu dari tempat-tempat jang disebutkan diatas, dengan sjarat bahwa dinas jang disetudjui pada route-route ini dimulai pada suata tempat di wilayah Keradjaan Inggris.

Tjataan 2. Dinas-dinas pada route-route diatas hanja boleh menjinggahi tempat-tempat diwilajah Indonesia dimana ada pelabuhan-pelabuhan udara jang terbuka bagi lalu lintas udara International.

BAGIAN II

Route-route jang akan klalui oleh perusahaan penerbangan atau perusahaan-perusahaan penerbangan jang kitundjuk oleh Indonesia

1. Djakarta-Singapura-Kuala Lumpur-Bangkok atau Rangoon-Colombo atau Dacca-Calcutta atau Bombay-Karachi-tempat-tempat di Timur Dekat dan Timur Tengah-tempat-tempat di Eropa jang akan disetudjui-London.

2. Djakarta-Singapura-Kuala Lumpur-Bangkok atau Manila-Hongkong-Tokyo-Honolulu-San Francisco.

Tjataan 1. Perusahaan atau perusahaan-perusahaan penerbangan jang ditundjuk Indonesia boleh pada suata atau semua penerbangan tidak menjinggahi salah satu dari tempat-tempat jang disebutkan diatas, dengan sjarat bahwa dinas jang disetudjui pada route-route ini dimulai pada suata tempat diwilajah Indonesia.

Tjataan 2. Dinas-dinas pada route-route diatas hanja boleh menjinggahi tempat-tempat diwilajah Keradjaan Inggris dimana ada pelabuhan-pelabuhan udara jang terbuka bagi lalu lintas udara International.

No. 2

The Minister of Foreign Affairs of Indonesia to Her Majesty's Ambassador at Djakarta

Djakarta.

Your Excellency,

October 28, 1968.

I have the honour to acknowledge receipt of Your Excellency's Note of today's date, which read as follows:

[As in No. 1]

In reply I have the honour to inform Your Excellency that the above proposal is acceptable to the Government of the Republic of Indonesia who therefore agree that your Note and this reply together with their respective enclosures shall constitute an agreement between the two Governments in this matter which shall enter into force on this day's date.

I avail myself of this opportunity to renew to Your Excellency the assurances of my highest consideration.

ADAM MALIK

[Route Schedule as in No. 1]

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