

SWITZERLAND



Treaty Series No. 49 (1957)

## Exchange of Notes

between the Government of the United Kingdom  
of Great Britain and Northern Ireland and  
the Swiss Federal Council

revising the Route Schedules annexed to  
the Air Services Agreement signed in  
London on April 5, 1950

Berne, May 1, 1957

*Presented by the Secretary of State for Foreign Affairs to Parliament  
by Command of Her Majesty  
July 1957*

LONDON

HER MAJESTY'S STATIONERY OFFICE

SIXPENCE NET

Cmd. 217

**EXCHANGE OF NOTES BETWEEN THE GOVERNMENT OF THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND AND THE SWISS FEDERAL COUNCIL REVISING THE ROUTE SCHEDULES ANNEXED TO THE AIR SERVICES AGREEMENT SIGNED IN LONDON ON APRIL 5, 1950**

*Berne, May 1, 1957*

No. 1

*Her Majesty's Ambassador at Berne to the Head of the Swiss Political Department*

*British Embassy,  
Berne, May 1, 1957.*

Your Excellency,

I have the honour to refer to the discussions which took place in February last between the aeronautical authorities of the Swiss Confederation and of the United Kingdom of Great Britain and Northern Ireland, in accordance with Article 9 of the Air Services Agreement signed at London on the 5th of April, 1950.<sup>(1)</sup> During these discussions it was agreed in principle that the revised route schedules set out in the Annex to the present Note should be substituted for those contained in the Annex to the said Agreement.

I now have the honour to inform your Excellency that the revised route schedules are acceptable to the Government of the United Kingdom of Great Britain and Northern Ireland and, if they are also acceptable to the Swiss Federal Council, to propose that the present Note, together with its Annex and your Excellency's reply in that sense, should be regarded as constituting an Agreement between the two Governments in this matter which shall enter into force immediately.

I have, &c.  
L. H. LAMB,

<sup>(1)</sup> "Treaty Series No. 49 (1951)," Cmd. 8284.

## ANNEX

### REVISED ROUTE SCHEDULES

#### SCHEDULE I

Routes to be served by the designated airlines of Switzerland:

1. Points in Switzerland—London and/or Manchester and/or Glasgow and/or Prestwick.
2. Points in Switzerland—Manchester—Dublin.
3. Points in Switzerland—points in Italy or Austria or Yugoslavia—Athens—a point in Turkey—Tel Aviv or Beirut or Damascus or Cairo—a point in Iraq—Kuwait—Bahrein or Dhahran—a point in Iran—a point in Pakistan—points in India—points beyond including Singapore.
4. Points in Switzerland—points in Italy or Austria or Yugoslavia—Athens—Istanbul—Tel Aviv or Beirut or Damascus or Cairo—a point in Iraq—Kuwait—Bahrein or Dhahran—a point in Iran—a point in Pakistan—points in India—Rangoon or Bangkok—Hong Kong.
5. Points in Switzerland—a point in Italy—Tunis or Algiers or Tripoli—Kano—Accra—points beyond including Livingstone or Salisbury to Johannesburg.
6. Points in Switzerland—Manchester or Prestwick—Shannon—Iceland—Greenland—Gander either to New York or to a point in Canada and thence to a point in the United States of America.

The designated airline or airlines of Switzerland 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 Swiss territory.

#### SCHEDULE II

Routes to be served by the designated airlines of the United Kingdom:

1. Points in the United Kingdom—Zurich and/or Geneva and/or Basle and/or Berne.
2. London—Zurich or Geneva—Belgrade or Athens and thence either Tel Aviv or Beirut or Nicosia.
3. London—Zurich or Geneva—Belgrade—Istanbul.
4. London—Zurich or Geneva—a point in Turkey—Tel Aviv or Beirut or Damascus or Cairo—a point in Iraq—Kuwait—Bahrein—a point in Iran—a point in Pakistan—points in India and beyond to the Far East.
5. London—Zurich or Geneva—a point in Turkey—Tel Aviv or Beirut or Damascus or Cairo—a point in Iraq—Kuwait—Bahrein—a point in Iran—a point in Pakistan—points in India and beyond to Australia.
6. London—Zurich or Geneva—Tunis or Algiers or Tripoli—Kano—Lagos—Accra—Leopoldville—points in the Federation of Rhodesia and Nyasaland—Johannesburg.
7. London—Zurich or Geneva—Tripoli—Benghazi—Cairo—Khartoum—Aden—Entebbe—Nairobi—Dar-es-Salaam—points in the Federation of Rhodesia and Nyasaland—Johannesburg.

The designated airline or airlines of the United Kingdom 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 United Kingdom territory.

*The Head of the Swiss Political Department to Her Majesty's Ambassador  
at Berne*

*Département Politique Fédéral,*

Monsieur l'Ambassadeur.

*Berne, le 1<sup>er</sup> mai 1957.*

Vous référant aux discussions intervenues en février dernier entre les autorités aéronautiques de la Confédération Suisse et du Royaume-Uni de Grande-Bretagne et d'Irlande du Nord, en application de l'article 9 de l'accord relatif aux services aériens entre les deux pays, signé à Londres, le 5 avril 1950, vous avez bien voulu, par note de ce jour, me faire savoir qu'il avait été convenu en principe, au cours de ces discussions, que les tableaux de routes révisés, figurant dans l'annexe à cette communication, seraient substitués à ceux qui figurent dans l'annexe audit accord. Vous avez ajouté que les tableaux de routes révisés avaient l'assentiment du Gouvernement du Royaume-Uni.

J'ai l'honneur de porter à la connaissance de votre Excellence que les tableaux de routes révisés figurant dans l'annexe à votre note ont également l'assentiment du Conseil Fédéral Suisse. Celui-ci est donc d'accord avec votre proposition tendant à ce que cette note et son annexe, ainsi que la présente réponse, soient considérées comme constituant, conformément à l'article 9 de l'accord précité, la conformation formelle de la substitution mentionnée plus haut. En conséquence, les nouveaux tableaux de routes, dont vous trouverez ci-joint le texte français, sont valables dès aujourd'hui.

Veuillez agréer, &c.

MAX PETITPIERRE.

ANNEXE

TABLEAUX DE ROUTES REVISÉS

TABLEAU I

Routes que peuvent desservir les entreprises suisses désignées :

1. Points en Suisse-Londres et/ou Manchester et/ou Glasgow et/ou Prestwick.
2. Points en Suisse-Manchester-Dublin.
3. Points en Suisse-points en Italie ou en Autriche ou en Yougoslavie-Athènes-un point en Turquie-Tel-Aviv ou Beyrouth ou Damas ou Le Caire-un point en Irak-Koweït-Bahreïn ou Dhahran-un point en Iran-un point au Pakistan-points en Inde-points au delà, y compris Singapour.
4. Points en Suisse-points en Italie ou en Autriche ou en Yougoslavie-Athènes-Istanbul-Tel-Aviv ou Beyrouth ou Damas ou Le Caire-un point en Irak-Koweït-Bahreïn ou Dhahran-un point en Iran-un point au Pakistan-points en Inde-Rangoun ou Bangkok-Hong-Kong.
5. Points en Suisse-un point en Italie-Tunis ou Alger ou Tripoli-Kano-Accra-points au delà, y compris Livingstone ou Salisbury, vers Johannesburg.
6. Points en Suisse-Manchester ou Prestwick-Shannon-Islande-Groenland-Gander, puis, soit vers New York, soit vers un point au Canada et, de là, vers un point aux Etats-Unis d'Amérique.

Les entreprises suisses désignées pourront omettre de desservir, lors de tout ou partie des vols, certains des points mentionnés ci-dessus, étant entendu que les services convenus auront leur point de départ sur le territoire suisse.

## TABLEAU II

Routes que peuvent desservir les entreprises désignées du Royaume-Uni :

1. Points dans le Royaume-Uni—Zurich et/ou Genève et/ou Bâle et/ou Berne.
2. Londres—Zurich ou Genève—Belgrade ou Athènes et, de là, soit Tel-Aviv, soit Beyrouth, soit Nicosie.
3. Londres—Zurich ou Genève—Belgrade—Istanbul.
4. Londres—Zurich ou Genève—un point en Turquie—Tel-Aviv ou Beyrouth ou Damas ou Le Caire—un point en Irak—Koweït—Bahrein—un point en Iran—un point au Pakistan—points en Inde et au delà, vers l'Extrême-Orient.
5. Londres—Zurich ou Genève—un point en Turquie—Tel-Aviv ou Beyrouth ou Damas ou Le Caire—un point en Irak—Koweït—Bahrein—un point en Iran—un point au Pakistan—points en Inde et au delà, vers l'Australie.
6. Londres—Zurich ou Genève—Tunis ou Alger ou Tripoli—Kano—Lagos—Accra—Leopoldville—points dans la Fédération de Rhodésie et du Nyassaland—Johannesbourg.
7. Londres—Zurich ou Genève—Tripoli—Benghazi—Le Caire—Khartoum—Aden—Entebbe—Nairobi—Dar-es-Salaam—points dans la Fédération de Rhodésie et du Nyassaland—Johannesbourg.

Les entreprises désignées du Royaume-Uni pourront omettre de desservir, lors de tout ou partie des vols, certains des points mentionnés ci-dessus, étant entendu que les services convenus auront leur point de départ sur le territoire du Royaume-Uni.

[Translation of No. 2]

*Département Politique Fédéral,  
Berne, May 1, 1957.*

Monsieur l'Ambassadeur,

With reference to the discussions which took place in February last between the aeronautical authorities of the Swiss Confederation and of the United Kingdom of Great Britain and Northern Ireland, in accordance with Article 9 of the Air Services Agreement between the two countries signed at London on the 5th of April, 1950, you were good enough to inform me, in your Note of to-day's date, that it had been agreed in principle in the course of these discussions that the revised route schedules set out in the Annex to that Note should be substituted for those contained in the Annex to the said Agreement. You added that the revised route schedules were acceptable to the Government of the United Kingdom.

I have the honour to inform your Excellency that the revised route schedules set out in the Annex to your Note are also acceptable to the Swiss Federal Council. The Council therefore agrees with your proposal that your Note and its Annex, together with this reply, should be regarded as constituting, in accordance with Article 9 of the aforementioned Agreement, the formal confirmation of the amendment referred to above. The new route schedules, the French text of which is annexed, will therefore be effective as from to-day's date.

Please accept, &c.

MAX PETITPIERRE.

### ANNEX

[As in Annex to No. 1]

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