

ITALY



Treaty Series No. 7 (1972)

# Exchange of Notes

between the  
Government of the United Kingdom of Great Britain  
and Northern Ireland and the  
Government of the Italian Republic  
further revising the Route Schedule  
annexed to the Air Services Agreement  
signed at Rome on 25 June 1948

Rome, 13 October 1971

[The Exchange of Notes entered into force on 13 October 1971 and the revised Schedule took effect on 1 November 1971]

*Presented to Parliament  
by the Secretary of State for Foreign and Commonwealth Affairs  
by Command of Her Majesty  
January 1972*

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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 ITALIAN REPUBLIC FURTHER  
REVISING THE ROUTE SCHEDULE ANNEXED TO THE  
AIR SERVICES AGREEMENT SIGNED AT ROME  
ON 25 JUNE 1948**

No. 1

*The Minister for Foreign Affairs of Italy to Her Majesty's Ambassador at Rome*

*Il Ministro Degli Affari Esteri,  
Roma.*

Eccellenza,

13 ottobre 1971.

ho l'onore di fare riferimento alle conversazioni che hanno avuto precedentemente luogo nel corrente anno fra i rappresentanti delle Autorità aeronautiche della Repubblica Italiana e del Regno Unito di Gran Bretagna ed Irlanda del Nord, in merito all'Accordo sui trasporti aerei, firmato a Roma il 25 giugno 1948.

Nel corso di tali conversazioni se è convenuto in linea di principio che la Tabella delle rotte modificata, che costituisce l'annesso alla presente Nota, avrebbe sostituito quella allegata all'Accordo sui servizi aerei del 25 giugno 1948, modificata con gli Scambi di Note del 27 novembre 1962, del 28 agosto-22 novembre 1963 e del 10 febbraio 1967.

Mi onoro pertanto di informare V.E. che l'unita Tabella delle rotte è stata approvata dal Governo italiano. Qualora essa lo sia anche dal Governo di Gran Bretagna ed Irlanda del Nord, ho l'onore di proporre che la presente Nota e la Nota di risposta che Ella si compiacerà farmi pervenire, costituiscano un accordo fra i nostri due Governi che avrà per effetto di sostituire, con decorrenza dal 1° novembre 1971, l'allegata Tabella modificata a quella precedentemente in vigore.

Mi è gradito valermi dell'occasione per rinnovarLe, Eccellenza, gli atti della mia più alta considerazione.

ALDO MORO

**TABELLA DELLE ROTTE**

**SEZIONE I**

**Rotte operabili da parte dell'impresa o delle imprese designate dal  
Governo della Repubblica Italiana**

**Servizi misti e tutto merci**

(a) Punti in Italia-Londra oppure Birmingham oppure Edimburgo oppure Glasgow oppure Manchester.

(b) Roma-Atene-Cipro-Medio Oriente-Afganistan-Pakistan-India-Ceylon-Nepal-Birmania-Tailandia-Saigon-Hong Kong-Shanghai-Pechino-Tokyo.

### *Note*

1. Ciascun punto o punti possono essere omessi su ciascuno o tutti i voli purchè tutti i servizi abbiano origine nel territorio italiano.

2. L'impiego della parola "oppure" nella tabella di rotte significa che i punti specificati non possono essere serviti dallo stesso servizio ma possono essere serviti contemporaneamente da servizi diversi.

3. Sulla rotta (a) i servizi tutto-merci possono essere operati solo da e per Londra oppure Birmingham oppure Manchester.

4. Tra Atene e Hong Kong oppure tra Saigon e Hong Kong non possono essere esercitati diritti di traffico in alcuna delle due direzioni.

5. Su ogni singolo volo, Shanghai e/o Pechino possono essere serviti prima oppure dopo Hong Kong. Se in un volo uno dei due punti è servito prima di Hong Kong, nello stesso volo nessuno dei due punti potrà essere servito dopo Hong Kong e viceversa.

## SEZIONE II

### **Rotte operabili da parte della impresa o delle imprese designate dal Governo del Regno Unito**

#### **Servizi misti e tutto merci**

(a) Punti nel Regno Unito—Milano oppure Napoli oppure Roma oppure Torino oppure Venezia oppure Genova.

(b) Londra—Roma—Cipro—Medio Oriente—Afganistan—Pakistan—India—Ceylon—Nepal—Birmania—Tailandia—Hong Kong—Shanghai—Pechino—Tokyo.

### *Note*

1. Ciascun punto o punti possono essere omessi su ciascuno o tutti i voli purchè tutti i servizi abbiano origine nel territorio del Regno Unito.

2. L'impiego della parola "oppure" nella tabella di rotte significa che i punti specificati non possono essere serviti dallo stesso servizio ma possono essere serviti contemporaneamente da servizi diversi.

3. Sulla rotta (a) i servizi tutto-merci possono essere operati solo da e per Milano oppure Roma oppure Torino.

4. Tra Roma e Tokyo non possono essere esercitati diritti di traffico in alcuna delle due direzioni.

5. Su ogni singolo volo, Shanghai e/o Pechino possono essere serviti prima oppure dopo Hong Kong. Se in un volo uno dei due punti è servito prima di Hong Kong, nello stesso volo nessuno dei due punti potrà essere servito dopo Hong Kong e viceversa.

[Translation of No. 1]

*Ministry of Foreign Affairs,  
Rome.*

Excellency,

*13 October 1971.*

I have the honour to refer to the discussions which took place earlier this year between representatives of the aeronautical authorities of the Italian Republic and of the United Kingdom of Great Britain and Northern Ireland regarding the Air Services Agreement signed at Rome on the 25th of June, 1948<sup>(1)</sup>.

During these discussions it was agreed in principle that the revised Schedule of Routes, which constitutes the enclosure to the present Note, should be substituted for the Schedule annexed to the Air Services Agreement of the 25th of June, 1948, as amended by the Exchanges of Notes of the 27th of November, 1962<sup>(2)</sup>, the 28th of August/22nd of November, 1963<sup>(3)</sup> and the 10th of February, 1967<sup>(4)</sup>.

I have the honour, therefore, to inform Your Excellency that the annexed Schedule of Routes has been approved by the Italian Government. Should it be approved also by the Government of the United Kingdom of Great Britain and Northern Ireland, I have the honour to propose that the present Note, and the Note in reply which you will kindly let me have, shall constitute an agreement between our two Governments which shall have the effect of substituting, with effect from the 1st of November, 1971, the annexed revised Schedule for that previously in force.

I am pleased to avail myself of this opportunity to renew to Your Excellency the assurance of my highest consideration.

ALDO MORO

## SCHEDULE OF ROUTES

### SECTION I

#### **Routes to be operated by the Airline or Airlines designated by the Government of the Italian Republic**

##### **Mixed and cargo services**

(a) Points in Italy—London or Birmingham or Edinburgh or Glasgow or Manchester.

(b) Rome—Athens—Cyprus—Middle East—Afghanistan—Pakistan—India—Ceylon—Nepal—Burma—Thailand—Saigon—Hong Kong—Shanghai—Peking—Tokyo.

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(1) Treaty Series No. 42 (1951), Cmd. 8258.

(2) Treaty Series No. 55 (1963), Cmnd. 2092.

(3) Treaty Series No. 16 (1964), Cmnd. 2310.

(4) Treaty Series No. 48 (1967), Cmnd. 3300.

*Notes*

1. Any point or points may be omitted on any or all flights provided that all services originate in Italian territory.
2. The use of the word "or" in the Route Schedule means that the points specified shall not be served by the same service but may be served simultaneously by separate services.
3. On route (a) cargo services may be operated only to and from London or Birmingham or Manchester.
4. No traffic rights may be exercised in either direction between Athens and Hong Kong or between Saigon and Hong Kong.
5. On any one flight, Shanghai and/or Peking may be served before or after Hong Kong. If either is served before Hong Kong, then neither can be served on the same flight after Hong Kong, or *vice versa*.

SECTION II

**Routes to be operated by the Airline or Airlines designated by the  
Government of the United Kingdom**

**Mixed and cargo services**

- (a) Points in the United Kingdom—Milan or Naples or Rome or Turin or Venice or Genoa.
- (b) London—Rome—Cyprus—Middle East—Afghanistan—Pakistan—India—Ceylon—Nepal—Burma—Thailand—Hong Kong—Shanghai—Peking—Tokyo.

*Notes*

1. Any point or points may be omitted on any or all flights provided that all services originate in United Kingdom territory.
2. The use of the word "or" in the Route Schedule means that the points specified shall not be served by the same service but may be served simultaneously by separate services.
3. On route (a) cargo services may be operated only to and from Milan or Rome or Turin.
4. No traffic rights may be exercised in either direction between Rome and Tokyo.
5. On any one flight, Shanghai and/or Peking may be served before or after Hong Kong. If either is served before Hong Kong then neither can be served on the same flight after Hong Kong or *vice versa*.

No. 2

*Her Majesty's Ambassador at Rome to the Minister for Foreign Affairs of Italy*

*British Embassy,  
Rome.*

*13 October, 1971.*

Your Excellency,

I have the honour to acknowledge receipt of Your Excellency's Note of today's date which reads in translation as follows:

[As in translation of No. 1]

and of the Schedule of Routes annexed to it which reads in translation as follows:

[As in translation of No. 1]

I have the honour to inform you that the foregoing proposals are acceptable to the Government of the United Kingdom of Great Britain and Northern Ireland who therefore agree that your Note and the present reply shall constitute an agreement between our two Governments which shall have the effect of substituting, with effect from the 1st of November, 1971, the revised Schedule annexed to your Note under reply for the Schedule annexed to the Air Services Agreement of the 25th of June, 1948, as amended by the Exchange of Notes of the 27th of November, 1962, the 28th of August/22nd of November, 1963 and the 10th of February, 1967.

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

P. F. HANCOCK

*Her Britannic Majesty's Ambassador*

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