



Dominican Republic No.1 (2006)

Agreement

between the Government of the United Kingdom of Great Britain and
Northern Ireland and the Government of the Dominican Republic
concerning Air Services

London, 22 March 2006

[The Agreement is not in force]

*Presented to Parliament
by the Secretary of State for Foreign and Commonwealth Affairs
by Command of Her Majesty
April 2006*



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**AGREEMENT BETWEEN THE GOVERNMENT OF
THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN
IRELAND AND THE GOVERNMENT OF THE DOMINICAN
REPUBLIC CONCERNING AIR SERVICES**

The Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Dominican Republic hereinafter referred to as the "Contracting Parties";

Being parties to the Convention on International Civil Aviation opened for signature at Chicago on 7 December 1944¹;

Desiring to conclude an Agreement supplementary to the said Convention for the purpose of establishing air services between their respective territories;

Have agreed as follows:

ARTICLE 1

Definitions

For the purpose of this Agreement, unless the context otherwise requires:

- (a) the term "the Chicago Convention" means the Convention on International Civil Aviation, opened for signature at Chicago on 7 December 1944 and includes: (i) any amendment thereof which has been ratified by both Contracting Parties; and (ii) any Annex or any amendment thereto adopted under Article 90 of that Convention, insofar as such amendment or annex is at any given time effective for both Contracting Parties;
- (b) the term "aeronautical authority" means in the case of the United Kingdom, the Secretary of State for Transport and, for the purpose of Article 7, the Civil Aviation Authority and in the case of the Dominican Republic, the Director General of Civil Aviation, or, in both cases, any person or body who may be authorised to perform any functions at present exercisable by the above-mentioned authority or similar functions;
- (c) the term "designated airline" means an airline which has been designated and authorised in accordance with Article 4 of this Agreement;
- (d) the term "territory" in relation to a State has the meaning assigned to it in Article 2 of the Chicago Convention;

¹ Treaty Series No 8 (1953) Cmd 8742

- (e) the terms "air service", "international air service", "airline" and "stop for non-traffic purposes" have the meanings respectively assigned to them in Article 96 of the Chicago Convention;
- (f) the term "this Agreement" includes the Annex hereto and any amendments to it or to this Agreement;
- (g) the term "user charges" means a charge made to airlines by the competent authority or permitted by that authority to be made for the provision of airport property or facilities or of air navigation facilities (including facilities for overflights), or related services and facilities, for aircraft, their crews, passengers and cargo;
- (h) the term "Air Operator's Certificate" means a document issued to an airline which affirms that the airline in question has the professional ability and organisation to secure the safe operation of aircraft for the aviation activities specified in the certificate;
- (i) the term "EC Member State" means a State that is now or in the future a contracting party to the Treaty establishing the European Community;¹
- (j) the term "LACAC Member State" means a State that is now or in the future a contracting party to the Treaty establishing the Latin American Civil Aviation Conference.

ARTICLE 2

Applicability of the Chicago Convention

The provisions of this Agreement shall be subject to the provisions of the Chicago Convention insofar as those provisions are applicable to international air services.

ARTICLE 3

Grant of Rights

- (1) Each Contracting Party grants to the other Contracting Party the following rights in respect of its international air services:
 - (a) the right to fly across its territory without landing;
 - (b) the right to make stops in its territory for non-traffic purposes.

¹ Treaty Series No. 52 (1999) Cm 4434

(2) Each Contracting Party grants to the other Contracting Party the rights hereinafter specified in this Agreement for the purpose of operating international air services on the routes specified in the appropriate Section of the Schedule annexed to this Agreement. Such services and routes are hereinafter called "the agreed services" and "the specified routes" respectively. While operating an agreed service on a specified route the airline or airlines designated by each Contracting Party shall enjoy in addition to the rights specified in paragraph (1) of this Article the right to make stops in the territory of the other Contracting Party at the points specified for that route in the Schedule to this Agreement for the purpose of taking on board and discharging passengers and cargo, including mail.

(3) Nothing in paragraph (2) of this Article shall be deemed to confer on the designated airline or airlines of one Contracting Party the right to take on board, in the territory of the other Contracting Party, passengers and cargo, including mail, carried for hire or reward and destined for another point in the territory of the other Contracting Party.

(4) If because of armed conflict, political disturbances or developments, or special and unusual circumstances, a designated airline of one Contracting Party is unable to operate a service on its normal routing, the other Contracting Party shall use its best efforts to facilitate the continued operation of such service through appropriate temporary rearrangements of routes.

ARTICLE 4

Designation and Authorisation

(1) Each Contracting Party shall have the right to designate airlines for the purpose of operating the agreed services on each of the specified routes and to withdraw or alter such designations. Such designations shall be made in writing and shall be transmitted to the other Contracting Party through diplomatic channels.

(2) On receipt of such a designation, and of applications from the designated airline, in the form and manner prescribed for operating authorisations and technical permissions, the other Contracting Party shall grant the appropriate authorisations and permissions with minimum procedural delay, provided:

- (a) in the case of an airline designated by the United Kingdom of Great Britain and Northern Ireland:

EITHER

- (i) it is established in the territory of the United Kingdom of Great Britain and Northern Ireland under the Treaty establishing the European Community and has a valid operating licence in accordance with European Community law;

- (ii) effective regulatory control of the airline is exercised and maintained by the EC Member State responsible for issuing its Air Operator's Certificate and the relevant aeronautical authority is clearly identified in the designation; and
- (iii) the airline is owned, directly or through majority ownership, and it is effectively controlled by EC Member States or members of the European Free Trade Association and/or by nationals of such states;

OR

- (iv) the airline is incorporated and has its principal place of business in a territory for whose international relations the United Kingdom is responsible to which the Treaty establishing the European Community does not apply, and holds a current Air Operator's Certificate issued by the aeronautical authority of that territory.
- (b) in the case of an airline designated by the Dominican Republic:
- (i) it has its principal place of business in the territory of the designating state or other LACAC Member State and has received an operating licence from a LACAC Member State;
 - (ii) effective regulatory control of the airline is exercised and maintained by the LACAC Member State responsible for issuing its Air Operators Certificate and the relevant aeronautical authority is clearly identified in the designation; and
 - (iii) the airline is owned and shall continue to be owned directly or through majority ownership by a LACAC Member State and/or nationals of a LACAC Member State, and shall at all times be effectively controlled by such States and/or nationals.
- (c) the designated airline is qualified to meet the conditions prescribed under the laws and regulations normally applied to the operation of international air services by the Contracting Party considering the application or applications.

(3) When an airline has been so designated and authorised it may begin to operate the agreed services, provided that the airline complies with the applicable provisions of this Agreement.

ARTICLE 5

Revocation or Suspension of Operating Authorisations

(1) Either Contracting Party may revoke, suspend or limit the operating authorisation or technical permissions of an airline designated by the other Contracting Party:

- (a) where, in the case of an airline designated by the United Kingdom of Great Britain and Northern Ireland:
 - (i) it is not established in the territory of the United Kingdom under the Treaty establishing the European Community or does not have a valid operating licence in accordance with European Community law; or
 - (ii) effective regulatory control of the airline is not exercised or not maintained by the EC Member State responsible for issuing its Air Operator's Certificate or the relevant aeronautical authority is not clearly identified in the designation; or
 - (iii) the airline is not owned, directly or through majority ownership, or is not effectively controlled by EC Member States or the European Free Trade Association and/or by nationals of such states; or
 - (iv) the airline is already designated to operate under a bilateral agreement between a LACAC Member State and another EC Member State, and the Dominican Republic can demonstrate that, by exercising traffic rights under this agreement on a route that includes a point in that other EC Member State, the airline would be circumventing restrictions on traffic rights imposed by that bilateral agreement; or
 - (v) the designated airline holds an Air Operator's Certificate issued by an EC Member State and there is no bilateral Air Service Agreement between the Dominican Republic and that EC Member State, and traffic rights to the EC Member State have been denied to the air carrier designated by the Dominican Republic;

OR, in the case of airlines authorised as a result of the operation of Article 4 (2) (a) (iv):

- (vi) the airline is not incorporated or does not have its principal place of business in a territory from whose international relations the United Kingdom is responsible that is not part of the territory of the European Community, or does not hold a current Air

Operator's Certificate issued by the aeronautical authority of that territory.

- (b) where, in the case of an airline designated by the Dominican Republic:
 - (i) it does not have its principal place of business in the territory of a LACAC Member State, or has not received an operating licence from a LACAC Member State; or
 - (ii) effective regulatory control of the airline is not exercised or not maintained by the Member State of LACAC responsible for issuing its Air Operator's Certificate or the relevant aeronautical authority is not clearly identified in the designation; or
 - (iii) the airline is not owned directly or through majority ownership by a Member State of LACAC and/or nationals of a Member State of LACAC, or is not effectively controlled by such States and/or nationals; or
 - (iv) the airline is already designated to operate under a bilateral agreement between an EC Member State and another LACAC Member State, and the United Kingdom can demonstrate that, by exercising traffic rights under this agreement on a route that includes a point in that other LACAC Member State, the airline would be circumventing restrictions on traffic rights imposed by that bilateral agreement; or
 - (v) the designated airline holds an Air Operator's Certificate issued by an LACAC Member State and there is no bilateral Air Service Agreement between the United Kingdom and that LACAC Member State, and traffic rights to the LACAC Member State have been denied to the air carrier designated by the United Kingdom;
- (c) in the case of failure by that airline to comply with the laws or regulations normally and reasonably applied by the Contracting Party granting those rights; or
- (d) if the airline otherwise fails to operate in accordance with the conditions prescribed under this Agreement; or
- (e) in the case of failure by the other Contracting Party to take appropriate action to improve safety in accordance with paragraph (2) of Article 10; or
- (f) in accordance with paragraph (6) of Article 10.

(2) Unless immediate revocation, suspension or imposition of the conditions mentioned in paragraph (1) of this Article is essential to prevent further infringements of laws or regulations, such right shall be exercised only after consultation with the other Contracting Party.

ARTICLE 6

Fair Competition

(1) There shall be fair and equal opportunity for the designated airlines of both Contracting Parties to compete in operating the agreed services on the specified routes.

(2) Each Contracting Party shall allow each designated airline to determine the frequency and capacity of the international air transport it offers, according to commercial and market-based considerations. Neither Contracting Party shall unilaterally restrict the operations of the designated airlines of either Contracting Party, except according to the terms of this Agreement or by such uniform conditions as may be contemplated by the Convention.

(3) Neither Contracting Party shall allow its designated airline or airlines, either in conjunction with any other airline or airlines or separately, to abuse market power in a way which has or is likely or intended to have the effect of severely weakening or excluding a competitor from a route.

(4) The Contracting Parties agree that the following airline practices may be regarded as unfair competitive practices which may merit close examination:

- (a) charging fares that are in the aggregate insufficient to cover the cost of providing the services to which they relate;
- (b) the addition of excessive capacity or frequency of service;
- (c) the practices in question are sustained rather than temporary;
- (d) the practices in question have a serious economic effect on, or cause economic damage to, another airline;
- (e) the practices in question reflect an apparent intent or have the probable effect of crippling, excluding, or driving another airline from the market; and
- (f) behaviour indicating an abuse of dominant position on the route.

(5) If the aeronautical authorities of one Contracting Party consider that operations by a designated carrier constitute unfair competitive practices, they may request consultations with a view to resolving the problems. Any such request shall be

accompanied by notice of the reasons for the request, and the consultation shall begin within 15 days of the receipt of the request.

ARTICLE 7

Tariffs

(1) For the purposes of these arrangements the term tariff means the prices to be paid for the carriage of passengers, baggage and freight and the conditions under which those prices apply, including prices and conditions for agency and other auxiliary services, but excluding remuneration or conditions for the carriage of mail.

(2) Each Contracting Party shall allow tariffs for air services to be established by each designated airline based upon commercial considerations in the market place. Neither Contracting Party shall require their airlines to consult other airlines about the tariffs they charge or propose to charge for services covered by these arrangements.

(3) Each Contracting Party may require notification or filing of any tariff to be charged by its own designated airline or airlines. Neither Contracting Party shall require notification or filing of any tariffs to be charged by the designated airline or airlines of the other Contracting Party. Tariffs may remain in effect unless subsequently disapproved under paragraphs 5 or 6 below.

(4) Intervention by the Contracting Parties shall be limited to:

- (a) the protection of consumers from tariffs that are excessive due to the abuse of market power;
- (b) the prevention of tariffs whose application constitutes anti-competitive behaviour which has or is likely to have or is explicitly intended to have the effect of preventing, restricting or distorting competition or excluding a competitor from the route.

(5) Each Contracting Party may unilaterally disallow any tariff filed or charged by one of its own designated airlines. However, such intervention shall be made only if it appears to the aeronautical authority of that Contracting Party that a tariff charged or proposed to be charged meets either of the criteria set out in paragraph 4 above.

(6) Neither Contracting Party shall take unilateral action to prevent the coming into effect or continuation of a tariff charged or proposed to be charged by an airline of the other Contracting Party. If one Contracting Party believes that any such tariff is inconsistent with the considerations set out in paragraph 4 above, it may request consultations and notify the other Contracting Party of the reasons for its dissatisfaction. These consultations shall be held not later than 14 days after receipt of the request. Without a mutual agreement the tariff shall take effect or continue in effect.

(7) Notwithstanding paragraphs 3, 5 and 6 above, neither Contracting Party shall require the filing of tariffs for the carriage of cargo between the two states. Such tariffs shall take effect when the airline concerned so decides.

(8) A Contracting Party shall not require the filing for its approval of tariffs to be charged by the designated airline or airlines of the other Contracting Party for carriage between the first Contracting Party and a third state. Such tariffs shall take effect when the airline concerned so decides.

(9) Notwithstanding the provisions of this Article, the tariffs to be charged by the designated airlines of both Contracting Parties for carriage wholly within the European Community shall be subject to European Community law.

ARTICLE 8

Duties, Taxes and Fees

(1) The Contracting Parties shall relieve from all customs duties, national excise taxes and similar national fees:

- (a) aircraft operated in international air services by the designated airline or airlines of either Contracting Party; and
- (b) the following items introduced by a designated airline of one Contracting Party into the territory of the other Contracting Party:
 - (i) repair, maintenance and servicing equipment and component parts;
 - (ii) passenger handling equipment and component parts;
 - (iii) cargo-loading equipment and component parts;
 - (iv) security equipment including component parts for incorporation into security equipment;
 - (v) instructional material and training aids;
 - (vi) airline and operators' documents; and
- (c) the following items introduced by a designated airline of one Contracting Party into the territory of the other Contracting Party or supplied to a designated airline of one Contracting Party in the territory of the other Contracting Party:
 - (i) aircraft stores (including but not limited to such items as food, beverages and tobacco) whether introduced into or taken on board in the territory of the other Contracting Party;

- (ii) fuel (subject to paragraph(s) (5) and (6) of this Article), lubricants and consumable technical supplies;
- (iii) spare parts including engines; and
- (d) computer equipment and component parts introduced by a designated airline of one Contracting Party into the territory of the other Contracting Party to assist in one or more of the following matters:
 - (i) the repair, maintenance or servicing of aircraft;
 - (ii) the handling of passengers at the airport or on board aircraft;
 - (iii) the loading of cargo onto or the unloading of cargo from aircraft;
 - (iv) the carrying out of security checks on passengers or cargo;

provided in the case of sub-paragraphs (b) - (d) they are for use on board an aircraft or within the limits of an international airport in connection with the establishment or maintenance of an international air service by the designated airline concerned.

(2) The relief from customs duties, national excise taxes and similar national fees shall not extend to charges based on the cost of services provided to the designated airline or airlines of a Contracting Party in the territory of the other Contracting Party.

(3) Equipment and supplies referred to in paragraph (1) of this Article may be required to be kept under the supervision or control of the appropriate authorities.

(4) The reliefs provided for by this Article shall also be available in situations where the designated airline or airlines of one Contracting Party have entered into arrangements with another airline or airlines for the loan or transfer in the territory of the other Contracting Party of the items specified in paragraph (1) of this Article, provided such other airline or airlines similarly enjoy such reliefs from such other Contracting Party.

(5) Nothing in this agreement shall prevent the United Kingdom from imposing, on a non-discriminatory basis, taxes, levies, duties, fees or charges on fuel supplied in its territory for use in an aircraft of a designated airline of the Dominican Republic that operates between a point in the territory of the United Kingdom and another point in the territory of the United Kingdom or in the territory of another EC Member State.

(6) Nothing in this Agreement shall prevent the Dominican Republic from imposing, on a non-discriminatory basis, taxes, levies, duties, fees or charges on fuel supplied in its territory for use in an aircraft of a designated airline of the United Kingdom that operates between a point in the territory of the Dominican Republic and another point in the territory of a LACAC Member State in

circumstances where that LACAC Member State has entered into an agreement on the imposition of charges on such fuel supplies.

ARTICLE 9

Aviation Security

(1) Each Contracting Party may request consultations at any time concerning security standards in any area relating to aircrews, aircraft or their operation adopted by the other Contracting Party. Such consultations shall take place within 30 days of that request.

(2) Consistent with their rights and obligations under international law, the Contracting Parties reaffirm that their obligation to each other to protect the security of civil aviation against acts of unlawful interference forms an integral part of this Agreement. Without limiting the generality of their rights and obligations under international law, the Contracting Parties shall in particular act in conformity with the provisions of the Convention on Offences and Certain Other Acts Committed on Board Aircraft, signed at Tokyo on 14 September 1963¹, the Convention for the Suppression of Unlawful Seizure of Aircraft, signed at The Hague on 16 December 1970², the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, signed at Montreal on 23 September 1971³, the Montreal Supplementary Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, signed at Montreal on 24 February 1988⁴, the Convention on the Marking of Plastic Explosives for the Purpose of Detection, signed at Montreal on 1 March 1991⁵ and any aviation security agreement that becomes binding on both Contracting Parties.

(3) The Contracting Parties shall provide upon request all necessary assistance to each other to prevent acts of unlawful seizure of civil aircraft and other unlawful acts against the safety of such aircraft, their passengers and crew, airports and air navigation facilities, and any other threat to the security of civil aviation.

(4) The Contracting Parties shall, in their mutual relations, act in conformity with the aviation security provisions established by the International Civil Aviation Organisation and designated as Annexes to the Chicago Convention to the extent that such security provisions are applicable to the Contracting Parties. Each Contracting Party shall require that airlines it has designated to operate the agreed services on the specified routes, and the operators of airports in its territory, act in conformity with such aviation security provisions.

¹ Treaty Series No 126 (1969) Cmd 4230

² Treaty Series No 039 (1972) Cmd 4956

³ Treaty Series No 010 (1974) Cmd 5524

⁴ Treaty Series No 020 (1991) Cmd 1470

⁵ Treaty Series No 134 (2000) Cmd 5018

(5) Each Contracting Party agrees that such operators of aircraft shall be required to observe the aviation security provisions referred to in paragraph (4) above required by the other Contracting Party for entry into the territory of that other Contracting Party. For departure from, or while within, the territory of the Dominican Republic, operators of aircraft shall be required to observe aviation security provisions in conformity with the law in force in that country, as well as LACAC's relevant regulations applicable to security. For departure from, or while within, the territory of the United Kingdom of Great Britain and Northern Ireland, operators of aircraft shall be required to observe aviation security provisions in conformity with European Community law. Each Contracting Party shall ensure that adequate measures are effectively applied within its territory to protect the aircraft and to inspect passengers, crew, carry-on items, baggage, cargo and aircraft stores prior to and during boarding or loading. Each Contracting Party shall also give sympathetic consideration to any request from the other Contracting Party for reasonable special security measures to meet a particular threat.

(6) When an incident or threat of an incident of unlawful seizure of civil aircraft or other unlawful acts against the safety of such aircraft, their passengers and crew, airports or air navigation facilities occurs, the Contracting Parties shall assist each other by facilitating communications and other appropriate measures intended to terminate as rapidly and safely such incident or threat thereof.

ARTICLE 10

Safety

(1) Each Contracting Party may request consultations at any time concerning safety standards in any area relating to aircrews, aircraft or their operation adopted by the other Contracting Party. Such consultations shall take place within 30 days of that request.

(2) If, following such consultations, one Contracting Party finds that the other Contracting Party does not effectively maintain and administer safety standards in any such area that are at least equal to the minimum standards established at that time pursuant to the Chicago Convention, the first Contracting Party shall notify the other Contracting Party of those findings and the steps considered necessary to conform with those minimum standards, and the other Contracting Party shall take appropriate corrective action. Failure by the other Contracting Party to take appropriate action within 15 days or such longer period as may be agreed, shall be grounds for the application of Article 5(1) of this Agreement (revocation or suspension of operating authorisations).

(3) Notwithstanding the obligations mentioned in Article 33 of the Chicago Convention it is agreed that any aircraft operated by or, under a lease arrangement, on behalf of the airline or airlines of one Contracting Party on services to or from the territory of the other Contracting Party may, while within the territory of the other Contracting Party, be made the subject of an examination by the authorised

representatives of the other Contracting Party, on board and around the aircraft to check both the validity of the aircraft documents and those of its crew and the apparent condition of the aircraft and its equipment (in this Article called “ramp inspection”), provided this does not lead to unreasonable delay.

- (4) If any such ramp inspection or series of ramp inspections gives rise to:
- (a) serious concerns that an aircraft or the operation of an aircraft does not comply with the minimum standards established at that time pursuant to the Chicago Convention; or
 - (b) serious concerns that there is a lack of effective maintenance and administration of safety standards established at that time pursuant to the Chicago Convention;

the Contracting Party carrying out the inspection shall, for the purposes of Article 33 of the Chicago Convention, be free to conclude that the requirements under which the certificate or licences in respect of that aircraft or in respect of the crew of that aircraft had been issued or rendered valid or that the requirements under which that aircraft is operated are not equal to or above the minimum standards established pursuant to the Chicago Convention.

(5) In the event that access for the purpose of undertaking a ramp inspection of an aircraft operated by the airline or airlines of one Contracting Party in accordance with paragraph (3) of this Article is denied by a representative of that airline or airlines, the other Contracting Party shall be free to infer that serious concerns of the type referred to in paragraph (4) of this Article arise and draw the conclusions referred in that paragraph.

(6) Each Contracting Party reserves the right to suspend or vary the operating authorisation of an airline or airlines of the other Contracting Party immediately in the event the first Contracting Party concludes, whether as a result of a ramp inspection, a series of ramp inspections, a denial of access for ramp inspection, consultation or otherwise, that immediate action is essential to the safety of an airline operation.

(7) Any action by one Contracting Party in accordance with paragraphs (2) or (6) of this Article shall be discontinued once the basis for the taking of that action ceases to exist.

ARTICLE 11

Regulatory Control

Where the United Kingdom of Great Britain and Northern Ireland has designated an airline whose regulatory control is exercised and maintained by another EC Member State, the rights of the other Contracting Party under Article 10 shall apply

equally in respect of the adoption, exercise or maintenance of safety standards by that other EC Member State and in respect of the operating authorisation of that airline.

Where the Dominican Republic has designated an airline whose regulatory control is exercised and maintained by another Member State of LACAC, the rights of the other Contracting Party under Article 10 shall apply equally in respect of the adoption, exercise or maintenance of safety standards by that other Member State of LACAC and in respect of the operating authorisation of that airline.

ARTICLE 12

Codeshare

Any designated airline may, subject to applicable laws and regulations governing competition, enter into code-sharing arrangements with any other airline or airlines, provided that:

- (i) each flight forming part of a service to which the arrangements apply is operated by an airline entitled to operate that flight;
- (ii) no service is held out by an airline of one state for the carriage of local passengers between a point in the territory of the other state and a point in a third state, or between two points in the territory of the other state, unless that airline is entitled to operate and carry local traffic between those two points in its own right; and
- (iii) in respect of each ticket sold, the purchaser is informed at the point of sale which airline will operate each sector of the service.

ARTICLE 13

Leasing

The designated airlines of each Contracting Party shall have the right to perform services using aircraft (or aircraft and crew) leased from any company, including other airlines, subject to arrangements made from time to time between the Contracting Parties, which may include considerations of safety of operation.

ARTICLE 14

Groundhandling

Subject to the laws and regulations of each Contracting Party including in the case of the United Kingdom, European Community law, and in the case of the

Dominican Republic the contracts signed by the Dominican state with its concessionary and private airports, each designated airline shall have the right in the territory of the other Contracting Party, where available, to perform its own groundhandling (“selfhandling”) or, at its option, to select among various authorised suppliers groundhandling services in whole or in part. Where such laws, regulations or contractual provisions limit or preclude selfhandling, each designated airline shall be treated on a non-discriminatory basis regarding groundhandling services provided by one or more duly authorised providers.

ARTICLE 15

Transfer of Earnings

Each designated airline may on demand convert and remit local revenues in excess of sums locally disbursed to the country of its choice. Prompt conversion and remittance shall be permitted without restrictions at the rate of exchange applicable to current transactions which is in effect at the time such revenues are presented for conversion and remittance, and shall not be subject to any charges except those normally made by banks for carrying out such conversion and remittance.

ARTICLE 16

Airline Representation and Sales

An airline which:

- a) is incorporated and has its principal place of business in the territory of one Contracting Party or an EC Member State; and
- b) holds a current Air Operator’s Certificate issued by the aeronautical authority of that Contracting Party or an EC Member State;

may:

- (i) in accordance with the laws and regulations relating to entry, residence and employment of the other Contracting Party bring in and maintain in the territory of the other Contracting Party those of their own managerial, technical, operational and other specialist staff which the airline reasonably considers necessary for the provision of air services;
- (ii) use the services and personnel of any other organisation, company or airline operating in the territory of the other Contracting Party;
- (iii) establish offices in the territory of the other Contracting Party;

- (iv) engage in the sale and marketing of air transportation in the territory of the other Contracting Party, either directly or through agents or other intermediaries appointed by the airline. The airline may sell, and any person shall be free to purchase, such transportation in local currency or in any freely convertible other currency.

ARTICLE 17

User Charges

(1) Neither Contracting Party shall impose or permit to be imposed on the designated airline or airlines of the other Contracting Party user charges higher than those imposed on its own airlines operating similar international air services.

(2) Each Contracting Party shall encourage consultation on user charges between their competent charging authorities and airlines using the services and facilities provided by those charging authorities, where practicable through those airlines' representative organisations. Reasonable notice of any proposals for changes in user charges should be given to such users to enable them to express their views before changes are made. Each Contracting Party shall further encourage its competent charging authorities and such users to exchange appropriate information concerning user charges.

ARTICLE 18

Intermodal transport

The airlines of each Contracting Party shall be permitted to employ, in connection with air transport, any intermodal transport to or from any points in the territories of the Contracting Parties or third countries. Airlines may elect to perform their own intermodal transport or to provide it through arrangements, including code share, with other carriers. Such intermodal services may be offered as a through service and at a single price for the air and intermodal transport combined, provided that passengers and shippers are informed as to the providers of the transport involved.

This Article does not in any way confer the right of cabotage.

ARTICLE 19

Consultation

Either Contracting Party may at any time request consultations on the implementation, interpretation, application or amendment of this Agreement or compliance with this Agreement. Such consultations, which may be between aeronautical authorities, shall

begin within a period of 60 days from the date the other Contracting Party receives a written request, unless otherwise agreed by the Contracting Parties.

ARTICLE 20

Settlement of Disputes

(1) If any dispute arises between the Contracting Parties relating to the interpretation or application of this Agreement, the Contracting Parties shall in the first place try to settle it by negotiation.

(2) If the Contracting Parties fail to reach a settlement of the dispute by negotiation, it may be referred by them to such person or body as they may agree on or, at the request of either Contracting Party, shall be submitted for decision to a tribunal of three arbitrators which shall be constituted in the following manner:

(a) within 30 days after receipt of a request for arbitration, each Contracting Party shall appoint one arbitrator. A national of a third State, who shall act as President of the tribunal, shall be appointed as the third arbitrator by agreement between the two arbitrators, within 60 days of the appointment of the second;

(b) if within the time limits specified above any appointment has not been made, either Contracting Party may request the President of the International Civil Aviation Organisation to make the necessary appointment within 30 days. If the President has the nationality of one of the Contracting Parties, the Vice President shall be requested to make the appointment. If the Vice-President has the nationality of one of the Contracting Parties, the Member of the International Civil Aviation Organisation next in seniority who does not have the nationality of one of the Contracting Parties shall be requested to make the appointment.

(3) Except as hereinafter provided in this Article or as otherwise agreed by the Contracting Parties, the tribunal shall determine the limits of its jurisdiction and establish its own procedure. At the direction of the tribunal, or at the request of either of the Contracting Parties, a conference to determine the precise issues to be arbitrated and the specific procedures to be followed shall be held not later than 30 days after the tribunal is fully constituted.

(4) Except as otherwise agreed by the Contracting Parties or prescribed by the tribunal, each Contracting Party shall submit a memorandum within 45 days after the tribunal is fully constituted. Each Contracting Party may submit a reply within 60 days of submission of the other Contracting Party's memorandum. The tribunal shall hold a hearing at the request of either Contracting Party, or at its discretion, within 30 days after replies are due.

(5) The tribunal shall attempt to give a written decision within 30 days after completion of the hearing or, if no hearing is held, 30 days after the date both replies are submitted. The decision shall be taken by a majority vote.

(6) The Contracting Parties may submit requests for clarification of the decision within 15 days after it is received and such clarification shall be issued within 15 days of such request.

(7) The decision of the tribunal shall be binding on the Contracting Parties.

(8) Each Contracting Party shall bear the costs of the arbitrator appointed by it. The other costs of the tribunal shall be shared equally by the Contracting Parties including any expenses incurred by the President, Vice President or member of the International Civil Aviation Organisation in implementing the procedures in paragraph (2) (b) of this Article.

ARTICLE 21

Amendment

The Contracting Parties shall agree any amendments to this Agreement by an Exchange of Notes.

ARTICLE 22

Termination

Either Contracting Party may at any time give notice in writing to the other Contracting Party of its decision to terminate this Agreement. Such notice shall be simultaneously communicated to the International Civil Aviation Organisation. This Agreement shall terminate at midnight (at the place of receipt of the notice) immediately before the first anniversary of the date of receipt of the notice by the other Contracting Party, unless the notice is withdrawn by agreement before the end of this period. In the absence of acknowledgement of receipt by the other Contracting Party, the notice shall be deemed to have been received 14 days after receipt of the notice by the International Civil Aviation Organisation.

ARTICLE 23

Entry into Force

(1) This Agreement shall enter into force as soon as the Contracting Parties have notified each other in writing of the completion of their respective constitutional formalities.

(2) This Agreement shall replace the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Dominican Republic for Air Services between and beyond their respective territories of 4 May 1951¹.

In witness whereof the undersigned, being duly authorised by their respective Governments, have signed this Agreement. Done in duplicate at London this 22nd day of March 2006 in the English and Spanish languages, both texts being equally authoritative.

For the Government of the United
Kingdom of Great Britain and
Northern Ireland:

For the Government of the
Dominican Republic:

JACK STRAW

CARLOS MORALES T

¹ Country Series No. 01 (1951) Cmd 8350

ANNEX

ROUTE SCHEDULE

Section 1

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

A	B	C	D
POINTS IN UK TERRITORY	INTERMEDIATE POINTS	POINTS IN TERRITORY OF THE DOMINICAN REPUBLIC	POINTS BEYOND
Any point(s) in the United Kingdom, and its Caribbean Overseas Territories, and Bermuda	Any point(s)	Any point(s) in the Dominican Republic	Any point(s)

NOTES:

1. Intermediate points or points beyond may be omitted on any flight provided that the service begins or ends in the territory of the United Kingdom.
2. No traffic may be picked up at an intermediate point to be set down in the territory of the Dominican Republic, or in the territory of the Dominican Republic to be set down at a point beyond, and vice versa, except as may from time to time be jointly determined by the aeronautical authorities of the Contracting Parties. This restriction also applies to all forms of stop-over traffic.
3. References to the United Kingdom's Caribbean Overseas Territories shall, for the purposes of this Section, mean Anguilla, the British Virgin Islands, the Cayman Islands, Montserrat and the Turks and Caicos Islands.
4. Any of the above routes may be combined with no loss of traffic rights.

Section 2

Routes to be operated by the designated airline or airlines of the Dominican Republic:

A POINTS IN TERRITORY OF THE DOMINICAN REPUBLIC	B INTERMEDIATE POINTS	C POINTS IN UK TERRITORY	D POINTS BEYOND
Any point(s) in the Dominican Republic	Any point(s)	Any point(s) in the United Kingdom, and its Caribbean Overseas Territories, and Bermuda	Any point(s)

NOTES:

1. Intermediate points or points beyond may be omitted on any flight provided that the service begins or ends in the Dominican Republic.
2. No traffic may be picked up at an intermediate point to be set down in the territory of the United Kingdom, or in the territory of the United Kingdom to be set down at a point beyond, and vice versa, except as may from time to time be jointly determined by the aeronautical authorities of the Contracting Parties. This restriction also applies to all forms of stop-over traffic.
3. References to the United Kingdom's Caribbean Overseas Territories shall, for the purposes of this Section, mean Anguilla, the British Virgin Islands, the Cayman Islands, Montserrat and the Turks and Caicos Islands.
4. Any of the above routes may be combined with no loss of traffic rights.

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