



BILATERAL AIR SERVICES AGREEMENT

BETWEEN

THE GOVERNMENT OF THE REPUBLIC OF

MOZAMBIQUE

AND

THE GOVERNMENT OF THE REPUBLIC OF

KENYA



AIR SERVICE AGREEMENT BETWEEN THE GOVERNMENT OF THE REPUBLIC OF KENYA AND THE GOVERNMENT OF THE REPUBLIC OF MOZAMBIQUE

PREAMBLE

The Government of the Republic of Kenya and the Government of the Republic of Mozambique;
(hereinafter referred to as the "Contracting Parties");

Being parties to the Convention on International Civil Aviation opened for signature at Chicago on the seventh day for December, 1944;

Acknowledging the importance of air transport as a means of creating and preserving friendship, understanding and co-operation between peoples of the two countries;

Desiring to contribute to the progress of international civil aviation;

Desiring to conclude an Agreement for the purpose of establishing air services between and beyond their respective territories;

Have agreed as follows:-

ARTICLE 1 DEFINITIONS

For the purpose of this Agreement and any annex attached hereto, unless the context otherwise requires the term;

- a) **"Aeronautical Authorities"** means in the case of each Contracting Party its Minister/Cabinet Secretary in charge of Civil Aviation or any person or body authorized under its laws to perform a particular function to which this Agreement relates;
- b) **"Agreed Services"** means scheduled air services on the routes specified in the Annex to this Agreement for the transport of passengers, cargo;
- c) **"Agreement"** means this Agreement, its Annex drawn up in application thereof, and any amendments to the Agreement or to the Annex;



- d) **“Air Service”**, “international air service”, “Airline(s)” and “stop for non-traffic purposes” have the meaning respectively assigned to them in Article 96 of the Convention;
- e) **“Airborne Equipment”** means articles other than stores and spare parts of a removable nature, for use on board an aircraft during flight, including first aid and survival equipment;
- f) **“Cargo”** includes mail;
- g) **“Code-sharing”** means a commercial arrangement whereby passengers of two or more Airline(s) travel together on one aircraft bearing the Airline(s) flight code of two or more Airline(s);
- h) **“Computer Reservation System”** (CRS) means a computerized system containing information about Airlines schedules, seat availability, fares and related services and through which reservations can be made and/or tickets can be issued and which makes some of all these facilities available to travel agents;
- i) **“Convention”** means the Convention on International Civil Aviation, opened for signature at Chicago on 7th December, 1944 and includes; (i) any amendment thereto which has entered into force under Article 94 (a) thereof and has been ratified by both Contracting Parties and (ii) any Annex or any amendment thereto adopted under Article 90 of that Convention, in so far as such amendment or annex is at the given time effective for both Contracting Parties;
- j) **“Designated Airline”** means an Airline which has been designated and authorized in accordance with Article 3 of this Agreement;
- k) **“Specified Routes”** means the air routes as set forth in the Annex thereto on which the agreed service may be operated;
- l) **“Spare Parts”** means articles of a repair or replacement nature for incorporation in an aircraft, including engines;
- m) **“Tariff”** means the prices or charges to be paid for the carriage of passengers, baggage and cargo and the conditions under which those prices or charges apply, including prices or charges and conditions for agency and other auxiliary services, but excluding remuneration and conditions for the carriage of mail;



- n) **“Territory”** in relation to a State means the land areas and territorial waters adjacent thereto under the sovereignty or protection of that State;
- o) **“Traffic”** means the carriage of passengers, cargo and mail; and
- p) **“User Charges”** means fees or rates levied for the use of airports, navigational facilities and other related services offered by one Contracting Party to the other.

ARTICLE 2 GRANT OF RIGHTS

1. Each Contracting Party grants to the other Contracting Party, the rights specified in this Agreement for the purpose of establishing the agreed services on the specified routes in the annexes to this Agreement. The Airline designated by each Contracting Party shall enjoy, while operating the agreed services on the specified route, the following rights:
 - a) To fly without landing across the territory of the other Contracting Party;
 - b) To make stops in the said territory for non-traffic purposes; and
 - c) To make stops in the said territory at the points specified for that route in the schedules to this Agreement for the purpose of putting down and taking up international traffic in passengers, cargo and mail, coming from or destined for the territory of the other Contracting Party.
2. Nothing in paragraph (1) shall be deemed to confer on the Airline of one Contracting Party the privilege of taking up in the territory of the other Contracting Party, passengers and cargo or mail destined for another point in the territory of that other Contracting Party.



ARTICLE 3 DESIGNATION OF AIRLINES AND OPERATING AUTHORIZATIONS

1. Each Contracting Party shall have the right to designate in writing to the other Contracting Party one or more Airlines for the purpose of operating the agreed services on the specified routes, and to withdraw or alter such designations through diplomatic channels and shall identify whether the Airline or airlines are authorized to conduct the type of air transportation specified in the Annex.
2. On receipt of such designation, the other Contracting Party shall, subject to the provisions of paragraph (3) and (4) of this Article, without delay but not later than 30 days, grant to the Airline designated the appropriate operating authorization.
3. The Aeronautical Authority of a Contracting Party may require the Airline designated by the other Contracting Party to satisfy them that it is qualified to fulfill the conditions prescribed under the laws and regulations normally and reasonably applied to the operation of international air services by such authorities in conformity with the provisions of the Convention.
4. Each Contracting Party shall have the right to refuse to grant the operating authorization referred to in paragraph (2) of this Article or to impose such conditions as it may deem necessary on the exercise by a designated Airline of the rights specified in Article 2 of this Agreement.
5. The party designating the Airline(s) is maintaining and administering the standards set forth in Article 7 (Safety) and Article 8 (Aviation Security).
6. When an Airline has been so designated and authorized it may begin at any time to operate the agreed services provided that a tariff established in accordance with the provisions of Article 9 (Tariffs) of this Agreement is in force in respect of that service.



ARTICLE 4

REVOCATION AND SUSPENSION OF OPERATING AUTHORIZATION

1. Each Contracting Party shall have the right to revoke or suspend an operating authorization for the exercise of the rights specified in Article 2 of this Agreement by the designated Airline of the other Contracting Party, or to impose such conditions as it may deem necessary on the exercise of these rights;
 - a) In any case where it is no longer satisfied that place of incorporation or principal place of business is not in accordance with Article 3 (4) of this Agreement.
 - b) In the case where it is no longer satisfied that the place of incorporation or principal place of business is not accordance with the laws or the regulations in force in the territory of the Contracting Party granting these rights; or
 - c) In case the Airline otherwise fails to operate in accordance with the conditions prescribed under this Agreement.
 - d) The other Party is not maintaining and administering the standards as set forth in Article 7 (Safety) of this Agreement.
2. Unless immediate revocation, suspension or imposition of the conditions mentioned in paragraph 1 of this Article is essential to prevent further infringements of the laws or the regulations of the provisions of this Agreement, such right of revocation or suspension shall be exercised only after consultation with the aeronautical authorities of the other Contracting Party.

ARTICLE 5

APPLICABILITY OF NATIONAL LAWS AND REGULATIONS

1. The laws and regulations of one Contracting Party relating to admission to, flight within or departure from its territory of aircraft of its designated Airline engaged in international air navigation, or to the operation or navigation of such aircraft while within its territory shall likewise apply to the aircraft of the designated Airline of the other Contracting Party and shall be complied with by such aircraft upon entering or departing from or while within the territory of that Contracting Party.



2. The laws and regulations of one Contracting Party relating to admission to, stay in, or departure from its territory of passengers, crew or cargo, such as regulations relating to entry, exit, emigration, immigration, passports as well as customs and sanitary measures, shall apply to passengers, crew or cargo including mail carried by the aircraft of the designated Airline of the other Contracting Party upon entry into or departure from or while within the territory of the said Contracting Party.
3. Neither Contracting Party may grant any preference to its own Airline with regard to the designated Airlines of the other Contracting Party in the application of the laws and regulations indicated in this Article

ARTICLE 6 RECOGNITION OF CERTIFICATE AND LICENCES

1. The aeronautical authorities of each Contracting Party shall, with respect to a designated airline of the other Contracting Party, have the right to withhold the authorizations referred to in Article 3 (Designation of Airlines and Operating Authorizations) of this Agreement, to revoke or suspend such authorizations or impose conditions, at any time during the exercise of the rights by the designated airline concerned in the event:
 - a) of failure by the airline to qualify under or to comply with the domestic law and regulations normally applied by the aeronautical authorities of that Contracting Party in conformity with the Convention;
 - b) that the aeronautical authorities of that Contracting Party are not satisfied that substantial ownership and effective control of the airline are vested in the Contracting Party designating the airline or in its nationals; or
 - c) the airline fails to operate in accordance with the conditions prescribed under this Agreement.
2. Unless immediate action is essential to prevent further infringement of the domestic law referred to above, the rights enumerated in sub-article (1) shall be exercised only after consultations with the aeronautical authorities of the other Contracting Party, in accordance with Article 18 (Consultations).



ARTICLE 7 SAFETY

1. Each Party shall recognize as valid, for the purpose of operating the air transportation provided for in this Agreement, certificates of airworthiness, certificates competency, and licenses issued or validated by the other Party and still in force, provided that the requirements for such certificates or licenses are at least equal to the minimum standards that may be established pursuant to the Convention.
2. Each Party reserves the right, however, to refuse to recognize, for the purpose of flights undertaken pursuant to rights granted under Article 2 (Grant of Rights), certificates of competency and licenses granted to its own nationals by the other Contracting Party.
3. Either Party may request consultation concerning the Safety Standards maintained by the other Party relating to aeronautical facilities, air crews, aircraft and operation of the designated Airlines. If, following such consultations, one Party finds that the other Party does not effectively maintain and administer safety standards and requirements in these areas that are at least equal to the minimum standards that may be established pursuant to the Convention, the other party shall be notified of such findings and the steps considered necessary to conform with these minimum standards, and the other party shall take appropriate corrective action.
4. Each Party reserves the right to withhold, revoke, or limit the operating authorization or technical permission of an Airline or Airlines designated by the other Party in the event the other Party does not take such appropriate corrective action within reasonable time.

ARTICLE 8 AVIATION SECURITY

1. 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.



2. 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 offenses and Certain Other Acts Committed on board Aircraft; signed at Tokyo on 14th September 1963, the Convention for the Suppression of Unlawful Seizure of Aircraft signed at the Hague on 16th December 1970 and the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation signed at Montreal on 23rd September, 1971, and any other Convention on Aviation Security to which the Contracting Parties shall become party.
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 parties shall, in their mutual relations, act in conformity with the aviation security provisions established by the International Civil Aviation Organization and designated as Annexes to the Convention on International Civil Aviation to the extent that such security provisions are applicable to the Parties; they shall require that operators of aircraft who have their principal place of business or permanent residence in their territory and the operators of airports in their territory act in conformity with such aviation security provisions.
5. Each Contracting Party agrees that such operations of aircraft may be required to observe the aviation security provisions referred to in paragraph (3) above required by the other Contracting Party for entry into, departure from, or while within, the territory of that other Contracting Party.
6. 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.
7. 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 occur, the Contracting Parties shall assist each



other by facilitating communications and other appropriate measures intended to terminate rapidly and safety such incident or threat thereof.

ARTICLE 9 TARIFFS

1. The tariffs to be charged shall be subject to approval by the aeronautical authorities of the Contracting Party from whose territory they are to be applied. They should take into account the cost of the operation, a reasonable profit, the prevailing conditions of competition and of the market as well as the interests of transport users.
2. The tariff shall be submitted by the designated airlines to the aeronautical authorities referred to in sub-article (1) for approval at least one month prior to the envisaged date of their introduction.
3. If the aeronautical authorities do not consent to a tariff submitted for their approval in accordance with sub-article (2), they shall inform the airline concerned within twenty-one (21) days after the date of submission of the tariff. The tariff applied up to that time which was to be replaced by the new tariff shall continue to be applied.
4. The designated airlines of both Contracting Parties may not offer, sell or advertise tariffs different from those, which have been established in accordance with the provisions of this Article.

ARTICLE 10 CUSTOMS DUTIES AND OTHER CHARGES

1. Aircraft operated international air services by the designated Airline of either Contracting Party, as well as their regular equipment supplies of fuel and lubricants and aircraft stores (including food, beverages and tobacco) on board such aircraft shall be exempted from all customs duties, taxes, inspection fees and other similar charges on arriving in the territory of the other Contracting Party, provided equipment, and supplies remain on board the aircraft up to such time as they are re-exported or are used on the journey performed over that territory.



2. There shall also be exempt from the same duties, taxes, fees and charges with the exception of charges corresponding to the service performed;
 - a) Aircraft stores taken on board in the territory of a Contracting Party, within limits fixed by the Customs Authorities of the said territory and for use on board outbound aircraft of the other Contracting Party engaged on international air services.
 - b) Spare parts introduced into the territory of either Contracting Party for maintenance or repair of aircraft used on international air services by the designated airlines of the Contracting Party.
 - c) Fuel and lubricants supplied in the territory of a Contracting Party to an outbound aircraft of the designated Airlines of the other Contracting Party, engaged on an international air service even when these supplies are to be used on the part of the journey performed over the territory of the Contracting Party in which they will have been taken on board.
 - d) Materials referred to in sub-paragraphs a, b, and c above may be required to be kept under Customs supervision or control.
 - e) The regular airborne equipment as well as the material and supplies retained on board the aircraft of either Contracting Party may be unloaded in the territory of the other Contracting Party only with the approval of Customs Authorities of that territory. In such cases they may be placed under the supervision of the said authorities up to such time as they may be placed under the supervision of the said authorities of that territory.

ARTICLE 11 COMMERCIAL ACTIVITIES

1. The designated airlines of both Contracting Parties shall be allowed to establish in the territory of the other Contracting Party offices for the promotion of air transportation and sale tickets as well as other facilities required for the provision of air transportation.



2. A designated airline of one Contracting Party shall be allowed to bring in and maintain in the territory of the other Contracting Party its managerial, commercial, operational and technical staff as it may require in connection with the provision of air transportation.
3. These staff requirements may, at the option of a designated airline, be satisfied by its own personnel or by using the services of any other organization, company or airline operating in the territory of the other Contracting Party, and authorized to perform such services in the territory of that Contracting Party.
4. Each Contracting Party grants to a designated airline of the other Contracting Party the right to engage in the sale of air transportation in its territory and, at the airline's discretion, through its agents.
5. The above activities shall be carried out in accordance with the laws and regulations of the Contracting Party.
6. Each designated Airlines shall have a right to select among competing agents for ground handling services in the territory of the other Party. Ground handling services shall be available on equal basis to all Airlines; charges shall be based on costs of services provided.
7. Any Airline of each Party may engage in the sale of air transportation in the territory of the other Party directly and, at the Airline's discretion through its agents. Each Airline shall have the right to sell such transportation, and any person shall be free to purchase such transportation, in the currency of that territory or in freely convertible currencies.
8. Each designated Airline shall have the right to remit to its country receipts in excess of sums locally disbursed in due proportion to the carriage of passengers, baggage, cargo and mail. Such transfers shall be effected on the basis of the foreign exchange regulations in force. If payments between the Contracting Parties are regulated by a special Agreement, this special Agreement shall apply.
9. Both parties agree that in operating the Agreed Services on the Routes Schedule, the designated airline(s) may enter into co-operative marketing arrangements such as blocked space, code-sharing with;



- a) The Airline or the other Party; and/or
- b) An airline or Airlines of a third country provided that all Airlines in such arrangements hold appropriate authorizations for such arrangements from the other Contracting Party.

ARTICLE 12
COMPUTER RESERVATION SYSTEM (CRS)

1. The Contracting Parties agree that:
 - a) The interest of consumers of air transport products will be protected from any misuse of such information including misleading presentation thereof;
 - b) A designated Airline of a Contracting Party and the Airline(s) agents will have unrestricted and non-discriminatory access to and use of CRS in the territory of the other Contracting Party;
 - c) Both Parties agree to abide by any applicable codes of Conduct with regards to the use of CRS.
2. Each Contracting Party guarantees to the other Contracting Party free and unimpaired access in its territory, the CRS chosen as its primary system by the designated Airline of the other Contracting Party. Neither Contracting Party shall, in its territory, impose or permit to be imposed on the CRS of the designated Airline of the other Contracting Party more stringent requirements than those imposed on the CRS of its own designated Airline, such as with respect to:
 - a) The operation and sale of the CRS services including CRS display and editing rules; and
 - b) The access to and use of communications facilities, selection and use of technical hardware and software or the installation of hardware.



ARTICLE 13 SUBMISSION OF TIME TABLE

1. The designated airline of each Contracting Party shall submit to the aeronautical authority of the other Contracting Party for approval, thirty (30) days in advance, the timetable of its intended services, specifying the frequency type of aircraft, configuration and number of seats to be made available to the public.
2. Any subsequent changes to the approved timetable of a designated airline shall be submitted for approval to the aeronautical authority of the other Contracting Party.
3. If a designated airline wishes to operate flights supplementary to those covered in the approved timetables, such flights shall be agreed to between the designated airlines, prior to permission being requested from the aeronautical authorities of the Contracting Party concerned.

ARTICLE 14 FREQUENCIES

1. There shall be fair and equal opportunity for the designated airlines of both Contracting Parties to operate the agreed services on the specified routes.
2. In operating the agreed services, the designated airline of each Contracting Party shall take into account the interests of the designated airline of the other Contracting Party so as not to affect unduly the services, which the latter provides on the whole, or part of the same routes.
3. The frequency of services to be operated and the nature of air service of the agreed services on the specified routes shall be agreed between the designated airlines in accordance with the provisions of this Article. Such agreement shall be submitted for the approval of the aeronautical authorities, at least sixty (60) days before the intended date for the beginning of such services.
4. Any increase in frequency of services to be operated by the designated airline of either Contracting Party shall be agreed between the designated airlines and shall be submitted for the approval of the aeronautical authorities on the basis of the



estimated requirements of traffic between the territories of the two Contracting Parties and any other traffic to be jointly agreed and determined. Pending such agreement or settlement, frequency entitlements already in force shall prevail.

5. If the designated airlines of the Contracting Parties fail to agree on any matter on which their agreement is required under the provisions of this Article, the aeronautical authorities shall endeavor to reach agreement thereon.

ARTICLE 15 SUBMISSION OF STATISTICS

The aeronautical authorities of one Contracting Party shall supply to the aeronautical authorities of the other Contracting Party at their request such periodic or other statements of statistics as may be reasonably required for the purpose of reviewing the operations of the designated Airline of the first Contracting Party. Such statements shall include all information required to determine the amount of traffic carried by the Airline on the agreed services and the origins and destinations of such traffic.

ARTICLE 16 CURRENCY EXCHANGE

Each Contracting Party undertakes to grant to the designated airline of the other Contracting Party, the right to remit to its head office at the prevailing or current rate of exchange in accordance with the respective applicable domestic law governing current payments, the excess of receipts over expenditure earned by such airline in connection with the agreed services on the specified routes, according to the exchange control regulations in force, in the territory of each Contracting Party.

ARTICLE 17 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 endeavor to settle it by negotiation.



2. If the Contracting Parties fail to reach a settlement by negotiation, they may agree to refer the dispute for decision to some person or body; if they do not so agree, the dispute shall, at the request of either Contracting Party, be submitted for decision to a tribunal of three arbitrators one to be nominated by each Contracting Party and the third to be appointed by the two so nominated.
3. Each of the Contracting Parties shall nominate an arbitrator within a period of sixty (60) days from the date of receipt by either Contracting Party from the other of a notice through diplomatic channels requesting arbitration of the dispute by such a tribunal and the third arbitrator shall be appointed within a further period of sixty (60) days.
4. If either of the Contracting parties fails to nominate an arbitrator within the period specified or if the third arbitrator is not appointed within the period specified, the International Civil Aviation Organization may be requested by either Contracting Party to appoint an arbitrator or arbitrators as the case may be within a period of thirty (30) days. In each case, the third arbitrator shall be a national of a third State and shall act as President of the arbitral tribunal.
5. Except as otherwise agreed, the arbitral tribunal shall determine the limits of its jurisdiction in accordance with this Agreement and shall establish its own procedural rules and shall determine the place of arbitration having regard to the circumstances of the case. The tribunal, once formed, may recommend interim relief measure pending its final determination. At the direction of the tribunal or at the request of either of the Parties, a conference to determine the precise issues to be arbitrated and the specific procedures to be followed shall be held not later than 15 days after the tribunal is fully constituted.
6. The Contracting Parties shall comply with any decision given under paragraph (2) of this Article.
7. Each Contracting Party shall be responsible for the cost of its designated arbitrator and subsidiary staff provided and both Contracting Parties shall share equally all such further expenses involved in the activities of the tribunal, including those of the President.



8. Either Contracting Party or the designated Airline of either Contracting Party may limit, withhold or revoke any rights or privileges, which it has granted by virtue of this Agreement to the Contracting party in default hereof.

ARTICLE 18 CONSULTATIONS

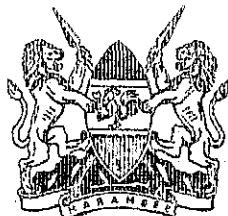
1. Exchange of views shall take place as needed between the aeronautical authorities of the Contracting Parties in order to achieve closer cooperation and agreement in all matters pertaining to the application of this Agreement.
2. Either Party may, at any time, request consultations relating to this Agreement. Such consultations shall begin at the earliest date, but not later than 60 days from the date the other Party receives the request unless otherwise agreed.

ARTICLE 19 REGISTRATION OF AGREEMENT AND AMENDMENTS

1. This Agreement, its Annex, as well as any amendments thereto shall be registered with the International Civil Aviation Organization.
2. If either of the Contracting Parties considers it desirable to modify any provision of this Agreement, such modification, if agreed between the Contracting Parties, shall come into effect when confirmed by an Exchange of Diplomatic Notes.

ARTICLE 20 CONFORMITY WITH MULTILATERAL CONVENTIONS

This Agreement and its Annex shall be deemed to be amended to the extent necessary so as to conform to any multilateral convention, which may become binding on both Contracting Parties.



ARTICLE 21 TERMINATION

1. Either Contracting Party may at any time give notice to the other Contracting Party of its decision to terminate this Agreement; such notice shall be simultaneously communicated to the International Civil Aviation Organization.
2. In such case this Agreement shall terminate twelve (12) months after the date of receipt of the notice by the other Contracting Party, unless the notice to terminate is withdrawn by agreement before the expiry of this period.
3. In the absence of acknowledgement of receipt by the other Contracting Party, such notice shall be deemed to have been received fourteen (14) days after receipt of the notice by the International Civil Aviation Organization.

ARTICLE 22 ENTRY INTO FORCE

1. The Provisions of the present Agreement shall apply on a provisional basis on the date of its signature.
2. The present Agreement shall enter into force when both Contracting Parties shall have notified each other through the diplomatic channel of compliance with their nationally required legal procedures.

IN WITNESS WHEREOF, the undersigned, thereunto duly authorized by their respective Governments, have signed.



DONE in duplicate in English and Portuguese languages, both languages being equally authentic, at *NAIROBI* on this.. *29* day of... *October* 2014.

FOR THE GOVERNMENT
OF THE REPUBLIC OF
MOZAMBIQUE

FOR THE GOVERNMENT
OF THE REPUBLIC OF
KENYA

A handwritten signature in black ink, appearing to read 'Manuela Joaquim Rebelo', written over a dotted line.

MANUELA JOAQUIM REBELO
DEPUTY MINISTER OF
TRANSPORT AND COMMUNICATION

A handwritten signature in black ink, appearing to read 'M.S.M. KAMAU', written over a dotted line.

M.S.M. KAMAU
CABINET SECRETARY FOR
TRANSPORT AND INFRASTRUCTURE



ANNEX 1

ROUTE SCHEDULE

SECTION 1

ROUTES AND TRAFFIC RIGHTS

Airline(s) of each Party designated under Annex shall, in accordance with the terms of their designation, be entitled to perform scheduled International Air Transport between points on the following routes:

FOR THE DESIGNATED AIRLINE OF THE REPUBLIC OF KENYA

POINTS OF DEPARTURE	INTERMEDIATE POINTS	POINTS IN MOZAMBIQUE	POINTS BEYOND
Points in Kenya Nairobi Mombasa Eldoret Kisumu	Any	Maputo Beira Nampula Pemba	Any

FOR THE DESIGNATED AIRLINE OF THE REPUBLIC OF MOZAMBIQUE

POINTS OF DEPARTURE	INTERMEDIATE POINTS	POINTS IN KENYA	POINTS BEYOND
Points in Mozambique Maputo Beira Nampula Pemba	Any	Nairobi Mombasa Eldoret Kisumu	Any

NOTES:

Any point on the above routes may, at the option of the airline concerned, be omitted on any or all flights that either begin or terminate in the territory of the country designating the airline.

Continúa el libro de contabilidad con el número 2572
anotando en él los movimientos de dinero que
ocurran durante el mes de agosto

15/8/1916

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Art.º	
Art.º	
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Suma	
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