

October 23, 1950

**EXCHANGE OF NOTES CONSTITUTING A TEMPORARY AIR
ARRANGEMENT BETWEEN THE PHILIPPINES AND CHINA**

Note: The Agreement entered into force, October 23, 1950.

Reference: This Agreement is also published in 215 UNTS, p. 159.

I

Taipei, Taiwan, October 23, 1950

Monseur le Charge d'Affaires,

I have the honor to refer to the recent conversations between us regarding your request for formal recognition by the Government of the Republic of China of the traffic rights of the Philippine Air Lines at Taipeh on its Manila-Taipeh Tokyo route. In the course of the conversations, the following understandings have been reached:

1. The Government of the Republic of China authorizes the Philippine Air Lines to operate a commercial air route between Manila and Taipeh via intermediate points. The Government of the Republic of the Philippines authorizes an airline to be designated by the Government of the Republic of China, to operate a commercial air route between Taipeh and Manila via intermediate points.
2. The Government of the Republic of China agrees to grant permission to the Philippine Air Lines to extend its Manila-Taipeh route to Tokyo, with rights to take on passengers and cargo for Tokyo, and discharge passengers and cargo from Tokyo, in Taipeh. The Government of the Republic the Philippines agrees to grant permission to the airline to be designated by the Government of the Republic of China to extend its Taipeh-Manila service to points outside the territories of the Philippines on a route to be agreed later, with similar rights to take on and discharge passenger cargo in Manila.
3. The rights granted by the Government of the Republic of China to the Philippine Air Lines on its Manila-Taipeh Tokyo route do not include traffic rights between Taipeh and any of the intermediate points referred to in paragraph 1. Similarly, the rights granted by the Government of the Republic of the Philippines to the airline to be designated by the Government of the Republic of China on its Taipeh-Manila route and extension do not include traffic rights between Manila and any of the intermediate points referred to in paragraph 1.
4. The two Governments undertake to apply, in connection with the services specified above, the principles set forth in the Convention on International Civil Aviation, signed in Chicago in 1944.
5. The arrangements set forth above will supersede all previous arrangements with respect to the air transportation between Manila and Taipeh.

I should be glad if you would confirm the foregoing understandings on behalf of the Government of the Republic of the Philippines. If these understandings are confirmed, the present Note and your confirming Note will constitute a provisional