



Treaty Series No. 41 (1974)

Agreement

between the Government of the
United Kingdom of Great Britain and Northern Ireland
and the Government of the Sultanate of Oman
for Air Services between and beyond
their respective Territories

London, 20 June 1972

with amending Exchange of Notes

Muscat, 17 April 1974

[The Agreement entered into force on 20 June 1972 and the Exchange of Notes
on 17 April 1974]

*Presented to Parliament
by the Secretary of State for Foreign and Commonwealth Affairs
by Command of Her Majesty
June 1974*

LONDON

HER MAJESTY'S STATIONERY OFFICE

11p net

**AGREEMENT
BETWEEN THE GOVERNMENT OF THE UNITED KINGDOM OF
GREAT BRITAIN AND NORTHERN IRELAND AND THE
GOVERNMENT OF THE SULTANATE OF OMAN FOR
AIR SERVICES BETWEEN AND BEYOND THEIR
RESPECTIVE TERRITORIES**

The Government of the United Kingdom of Great Britain and Northern Ireland, being a party to the Convention on International Civil Aviation opened for signature at Chicago on the seventh day of December, 1944⁽¹⁾ (hereinafter called "the Convention"), and

The Government of the Sultanate of Oman, having declared its intention, pending its adherence to the said Convention, to give effect to the provisions of that Convention and to the standards, practices, and procedures adopted as annexes thereto;

Having agreed that these provisions, standards, practices and procedures shall, as far as practicable, apply in their present form between the two Governments for the duration of any air services Agreement concluded between them;

Recognising that every State has complete and exclusive sovereignty over the air space above its territory;

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, unless the context otherwise requires:

- (a) the term "the Convention" means the Convention on International Civil Aviation, opened for signature at Chicago on the seventh day of December, 1944, and includes any Annex adopted under Article 90 of that Convention and any amendment of the Annexes or Convention under Articles 90 and 94 thereof so far as those Annexes and amendments have become effective for or been ratified by both Contracting Parties;
- (b) the term "aeronautical authorities" means: in the case of the United Kingdom, the Secretary of State for Trade and Industry and any person or body authorised to perform any functions at present exercisable by him or similar functions; and, in the case of the Sultanate of Oman, the Minister of Transport and any person or body authorised to perform any functions at present exercisable by the said Minister 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;

⁽¹⁾ Treaty Series No. 8 (1953), Cmd. 8742.

- (d) the term "territory" in relation to a State has the meaning assigned to it in Article 2 of the Convention;
- (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 Convention.

ARTICLE 2

Applicability of Chicago Convention

The provisions of this Agreement shall be subject to the provisions of the 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 scheduled 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.

(2) Each Contracting Party grants to the other Contracting Party the rights specified in this agreement for the purpose of establishing scheduled international air services on the routes specified in the appropriate Section of the Schedule annexed to this Agreement. Such services and routes are hereafter called "the agreed services" and "the specified routes" respectively. While operating an agreed service on a specified route the 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 airlines of one Contracting Party the privilege of taking 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.

ARTICLE 4

Designation of airlines

(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.

(2) On receipt of such designations the other Contracting Party shall, subject to the provisions of paragraphs (3) and (4) of this Article, without delay grant to the airline or airlines designated the appropriate operating authorisations.

(3) The aeronautical authorities of one Contracting Party may require an airline designated by the other Contracting Party to satisfy them that it is qualified to fulfil 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 authorisations 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 3 of this Agreement, in any case where the said Contracting Party is not satisfied that substantial ownership and effective control of that airline are vested in the Contracting Party designating the airline or in its nationals.

(5) When an airline has been so designated and authorised it may begin at any time to operate the agreed services, provided that a tariff established in accordance with the provisions of Article 10 of this Agreement is in force in respect of that service.

ARTICLE 5

Revocation or suspension of operating authorisations

(1) Each Contracting Party shall have the right to revoke an operating authorisation or to suspend the exercise of the rights specified in Article 3 of this Agreement by an airline designated by 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 not satisfied that substantial ownership and effective control of that airline are vested in the Contracting Party designating the airline or in nationals of such Contracting Party; or
- (b) in the case of failure by that airline to comply with the laws or regulations 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.

(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

Exemption from charges on equipment, fuel, stores, etc.

(1) Aircraft operated on international air services by the designated airlines 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 exempt from all customs duties, inspection fees and other similar charges on arriving in the territory of the other Contracting Party, provided such equipment and supplies remain on board the aircraft up to such time as they are re-exported or are used on the part of the journey performed over that territory.

(2) There shall also be exempt from the same duties, 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 authorities of the said Contracting Party, and for use on board outbound aircraft engaged in an international air service of the other Contracting Party;

(b) spare parts introduced into the territory of either Contracting Party for the maintenance or repair of aircraft used on international air services by the designated airlines of the other Contracting Party;

(c) fuel and lubricants supplied in the territory of a Contracting Party to an outbound aircraft of a designated airline of the other Contracting Party engaged in 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 are taken on board.

Materials referred to in sub-paragraphs (a), (b) and (c) above may be required to be kept under Customs supervision or control.

ARTICLE 7

Unloading of equipment, etc.

The regular airborne equipment, as well as the materials 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 the Customs authorities of that territory. In such case, they may be placed under the supervision of the said authorities up to such time as they are re-exported or otherwise disposed of in accordance with Customs regulations.

ARTICLE 8

Principles governing operation of agreed services

(1) There shall be fair and equal opportunity for the airlines of both Contracting Parties to operate the agreed services on the specified routes between their respective territories.

(2) In operating the agreed services, the airlines of each Contracting Party shall take into account the interests of the airlines of the other Contracting Party so as not to affect unduly the services which the latter provide on the whole or part of the same routes.

(3) The agreed services provided by the designated airlines of the Contracting Parties shall bear close relationship to the requirements of the public for transportation on the specified routes and shall have as their primary objective the provision, at a reasonable load factor, of capacity adequate to carry the current and reasonably anticipated requirements for the carriage of passengers and cargo including mail originating from or destined for the territory of the Contracting Party which has designated the airline. Provision for the carriage of passengers and cargo including mail both taken on board and discharged at points on the specified routes in the territories of States other than that designating the airline shall be made in accordance with the general principles that capacity shall be related to:

- (a) traffic requirements to and from the territory of the Contracting Party which has designated the airline;
- (b) traffic requirements of the area through which the agreed service passes, after taking account of other transport services established by airlines of the States comprising the area; and
- (c) the requirements of through airline operation.

ARTICLE 9

Change of gauge

In operating any agreed service on any specified route a designated airline of one Contracting Party may substitute one aircraft for another at a point in the territory of the other Contracting Party on the following conditions only:

- (a) that it is justified by reason of economy of operation;
- (b) that the aircraft used on the section of the route more distant from the terminal in the territory of the first Contracting Party is not larger in capacity than that used on the nearer section;
- (c) that the aircraft used on the more distant section shall operate only in connection with and as an extension of the service provided by the aircraft used on the nearer section and shall be scheduled so to do; the former shall arrive at the point of change for the purpose of carrying traffic transferred from, or to be transferred into, the aircraft used on the nearer section; and its capacity shall be determined with primary reference to this purpose;
- (d) that there is an adequate volume of through traffic;
- (e) that the airline shall not hold itself out to the public by advertisement or otherwise as providing a service which originates at a point where the change of aircraft is made;
- (f) that the provisions of Article 8 of this Agreement shall govern all arrangements made with regard to change of aircraft;
- (g) that in connection with any one aircraft flight into the territory in which the change of aircraft is made, only one flight may be made out of that territory.

ARTICLE 10

Tariffs

(1) For the purpose of the following paragraphs, the term "tariff" means the prices to be paid for the carriage of passengers and cargo and the conditions under which those prices apply, including prices and conditions for agency and other auxiliary services but excluding remuneration and conditions for the carriage of mail.

(2) The tariffs to be charged by the airlines of one Contracting Party for carriage to or from the territory of the other Contracting Party shall be established at reasonable levels, due regard being paid to all relevant factors, including cost of operation, reasonable profit, and the tariffs of other airlines.

(3) The tariffs referred to in paragraph (2) of this Article shall, if possible, be agreed by the designated airlines concerned of both Contracting Parties, after consultation with the other airlines operating over the whole or part of the route, and such agreement shall, wherever possible, be reached by the use of the procedures of the International Air Transport Association for the working out of tariffs.

(4) The tariffs so agreed shall be submitted for the approval of the aeronautical authorities of both Contracting Parties at least ninety (90) days before the proposed date of their introduction. In special cases, this period may be reduced, subject to the agreement of the said authorities.

(5) This approval may be given expressly. If neither of the aeronautical authorities has expressed disapproval within thirty (30) days from the date of submission, in accordance with paragraph (4) of this article, these tariffs shall be considered as approved. In the event of the period for submission being reduced, as provided for in paragraph (4), the aeronautical authorities may agree that the period within which any disapproval must be notified shall be less than thirty (30) days.

(6) If a tariff cannot be agreed in accordance with paragraph (3) of this Article, or if, during the period applicable in accordance with paragraph (5) of this Article, one aeronautical authority gives the other aeronautical authority notice of its disapproval of a tariff agreed in accordance with the provisions of paragraph (3) of this Article, the aeronautical authorities of the two Contracting Parties shall, after consultation with the aeronautical authorities of any other State whose advice they consider useful, endeavour to determine the tariff by mutual agreement.

(7) If the aeronautical authorities cannot agree on any tariff submitted to them under paragraph (4) of this Article, or on the determination of any tariff under paragraph (6) of this Article, the dispute shall be settled in accordance with the provisions of Article 14 of this Agreement.

(8) A tariff established in accordance with the provisions of this Article shall remain in force until a new tariff has been established. Nevertheless, a tariff shall not be prolonged by virtue of this paragraph for more than twelve (12) months after the date on which it would otherwise have expired.

ARTICLE II

Provision of statistics

The aeronautical authorities of a 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 capacity provided on the agreed services by the designated airlines of the Contracting Party referred to first in this Article. Such statements shall include all information required to determine the amount of traffic carried by those airlines on the agreed services and the origins and destinations of such traffic.

ARTICLE 12

Transfer of earnings

Each Contracting Party grants to the designated airlines of the other Contracting Party the right of free transfer of the excess of their receipts in its territory over their expenditure therein. Such transfers shall be effected on the basis of the prevailing foreign exchange market rates for current payments.

ARTICLE 13

Consultation

(1) In a spirit of close co-operation, the aeronautical authorities of the Contracting Parties shall consult each other from time to time with a view to ensuring the implementation of, and satisfactory compliance with, the provisions of this Agreement and the annexed Schedule and shall consult when necessary to provide for modifications thereof.

(2) Either Contracting Party may request consultation, which may be either oral or in writing and shall begin within a period of sixty (60) days of the date of receipt of the request, unless both Contracting Parties agree to an extension of this period.

ARTICLE 14

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 endeavour 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. 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. 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 President of the Council of the International Civil Aviation Organisation may at the request of either Contracting Party appoint an arbitrator or arbitrators as the case requires. In such case, the third arbitrator shall be a national of a third State and shall act as President of the arbitral tribunal.

(3) The Contracting Parties shall comply with any decision given under paragraph (2) of this Article.

ARTICLE 15

Amendment

If either of the Contracting Parties considers it desirable to modify any provision of this Agreement including the annexed Schedule, such modification, if agreed between the Contracting Parties and if necessary after consultation in accordance with Article 13 of this Agreement, shall come into effect when confirmed by an Exchange of Notes, through the diplomatic channel.

ARTICLE 16

Termination

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 Organisation. In such case the 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. In the absence of acknowledgement of receipt by the other Contracting Party, notice shall be deemed to have been received fourteen (14) days after the receipt of the notice by the International Civil Aviation Organisation.

ARTICLE 17

Entry into force

This Agreement shall enter into force on the date of signature.

In witness whereof the undersigned, being duly authorised thereto by their respective Governments, have signed the present Agreement.

Done in duplicate at London, this 20th day of June 1972, in the English language.

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

For the Government of the Sultanate
of Oman:

ANTHONY KERSHAW

S. AL-SAID

SCHEDULE

SECTION 1

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

1.	2.	3.	4.	5.
<i>Points in United Kingdom territory</i>	<i>Intermediate points in Europe</i>	<i>Intermediate points in the Middle East</i>	<i>Points in the Gulf territories</i>	<i>Points beyond</i>
Points in the United Kingdom	Not more than one point on any one flight selected from Frankfurt Zurich Rome Amsterdam Geneva	Cairo Beirut Jeddah Dharan Kuwait Damascus Baghdad	Bahrain Doha Abu Dhabi Dubai Muscat	Points beyond

Notes:

1. The designated airline or airlines of the United Kingdom may on any or all flights omit calling at any of the above-mentioned points provided that the agreed services begin or end at a point in United Kingdom territory.
2. Services may be operated in either direction.
3. Points in columns 3 and 4 may be served in any order.
4. "Gulf territories" means the territories of the States of Bahrain, Qatar, the United Arab Emirates and the Sultanate of Oman.
5. No traffic rights may be exercised by the designated airline or airlines of the United Kingdom
 - (a) between two or more points in column 4,
 - (b) between Kuwait and points in the Gulf territories in either direction.

SECTION 2

Routes to be operated by the designated joint airline of the Gulf territories.

1.	2.	3.	4.	5.
<i>Points in the territory of the Sultanate of Oman</i>	<i>Other points in the Gulf territories</i>	<i>Intermediate points in the Middle East</i>	<i>Intermediate points in Europe</i>	<i>Points in United Kingdom territory</i>
Points in the Sultanate of Oman	Points in (a) Bahrain (b) Qatar (c) The United Arab Emirates	Beirut Cairo Dharan Jeddah Kuwait Amman Damascus Baghdad	Not more than one point on any flight selected from Frankfurt Amsterdam Rome Geneva Paris Vienna	London

Notes:

1. The designated joint airline of the Gulf territories may on any or all flights omit calling at any of the above-mentioned points provided that the agreed services begin or end at a point in the Gulf territories.
2. Services may be operated in either direction.
3. Points in column 2 may be served in any order, and before or after points in column 1, points in column 3 may be served in any order.
4. "Gulf territories" means the territories of the States of Bahrain, Qatar, the United Arab Emirates and the Sultanate of Oman.
5. No traffic rights may be exercised in either direction by the designated joint airline of the Gulf territories between London and Kuwait.

EXCHANGE OF NOTES

No. 1

*Her Majesty's Ambassador at Muscat to the Minister of State for Foreign
Affairs of Oman*

*British Embassy,
Muscat.*

21/1

17 April, 1974.

Your Excellency,

I have the honour to refer to the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Sultanate of Oman for Air Services between and beyond their respective territories signed at London on 20 June 1972.

I have the honour to propose that the Preamble to the said Air Services Agreement be replaced by the following:

“The Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Sultanate of Oman;

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

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

Have agreed as follows: ”

I have also the honour to propose that sub-paragraph (b) of Article 1 of the said Agreement be replaced by the following:

“the term ‘aeronautical authorities’ means: in the case of the United Kingdom, the Secretary of State for Trade and any person or body authorised to perform any functions at present exercisable by him or similar functions; and, in the case of the Sultanate of Oman, the Minister of Communications and Public Services and any person or body authorised to perform any functions at present exercisable by the said Minister or similar functions;”

If the above proposals are acceptable to the Government of the Sultanate of Oman I have the honour to propose that this Note and Your Excellency's reply to that effect shall constitute an Agreement between our two Governments in this matter which shall enter into force on the date of your reply.

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

D. F. HAWLEY

No. 2

*The Minister of State for Foreign Affairs of Oman to Her Majesty's
Ambassador at Muscat*

*Ministry of Foreign Affairs,
Muscat.*

17th April, 1974.

Your Excellency,

I have the honour to acknowledge receipt of Your Excellency's Note No. 21/1 of 17th April 1974, which reads as follows:

[As in first three paragraphs of No. 1]

In reply I have the honour to inform Your Excellency that the contents of the above Note are acceptable to the Government of the Sultanate of Oman who therefore agree that Your Excellency's Note and this reply shall constitute an Agreement between our two Governments which shall enter into force on this day's date.

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

QAIS AL-ZAWAWI
*Minister of State for Foreign
Affairs*