

AGREEMENT

Between

THE GOVERNMENT OF THE  
SULTANATE OF OMAN

And

THE GOVERNMENT OF THE  
PEOPLE'S REPUBLIC OF CHINA

RELATING TO CIVIL AIR TRANSPORT

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AND  
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The Government of the Sultanate of Oman and the Government of the People's Republic of China, 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 of December 1944;

Desiring to facilitate friendly contacts between the peoples of the Sultanate of Oman and the peoples of China and develop mutual relations between the two countries in the field of civil aviation;

Have agreed on the establishment and operation of scheduled air services between and beyond their respective territories as follows:

**ARTICLE 1-DEFINITIONS**

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

(a) the term "aeronautical authorities" means in the case of the Sultanate of Oman the Directorate General of Civil Aviation and in the case of the People's Republic of China, the General Administration of Civil Aviation of China, or in both cases any other person or agency authorised to perform the functions presently exercised by the said authorities;

(b) the term "airline" means any air transport enterprise offering or operating international air services;

(c) the term "designated airline" means an airline which has been designated and authorized in accordance with Article 3 of the present Agreement;

(d) the term "air service" means any scheduled air service performed by aircraft for the public transport of passengers, baggage, cargo or mail;

(e) the term "international air service" means an air service which passes through the air space over the territory of more than one State;

(f) the term "stop for non-traffic purposes" means a landing for any purpose other than taking on or discharging passengers, baggage, cargo or mail;

(g) the term "capacity" means:

1) in relation to an aircraft, the payload of that aircraft available on a route or section of a route.

2) in relation to a specified air service, the capacity of the aircraft used on such service multiplied by the frequency operated by such air craft over a given period on a route or section of a route.

(h) 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;

(i) the term "schedule" means the Route Schedule annexed to this Agreement or as amended in accordance with the provisions of Article (16) of the present Agreement. The Schedule forms an integral part of this Agreement and all references to the Agreement shall include references to the Schedule except where otherwise provided.

## **ARTICLE 2 - GRANTING OF RIGHTS AND PRIVILEGES**

(1) Each Contracting Party grants to the other Contracting Party the rights specified in this Agreement to enable its designated airline to establish and operate international air services on the route specified in the Schedule (hereinafter called "the agreed services" and "the specified route" respectively).

(2) Subject to the provisions of this Agreement; the designated airline of each Contracting Party shall enjoy while operating an agreed service, on a specified route, the following privileges:

(a) to fly without landing across the territory of the other Contracting Party,

(b) to make stops for non-traffic purposes in the said territory, at points to be agreed upon between the aeronautical authorities of both Contracting Parties, and

(c) to make stops in the said territory at the point specified for the route in the Schedule for the purpose of discharging and of taking on international traffic in passengers, baggage, cargo and mail.

(3) Nothing in paragraph (2) of this Article 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, baggage, cargo or mail carried for remuneration or hire and destined for another point in the territory of that other Contracting Party.

(4) In case the designated airline of one Contracting Party desires to operate an additional flight or a charter flight on the specified route, the aeronautical authorities of such Contracting Party shall submit an application to the aeronautical authorities of the other Contracting Party, and the flight can be operated only after approval has been obtained. The said application shall be submitted not later than seventy-two hours before the take-off of such flight.

### **ARTICLE 3 - DESIGNATION AND AUTHORISATION**

(1) Each Contracting Party shall have the right to designate in writing to the other Contracting Party one airline to operate the agreed services on the route specified in the Schedule.

(2) The substantial ownership and effective control of the airline designated by each Contracting Party shall remain vested in such Contracting Party or its nationals.

(3) On receipt of such designation, the other Contracting Party shall, subject to the provisions of paragraph (1) of this Article, grant without delay to the airline so designated the appropriate operating authorisation.

(4) The aeronautical authorities of the other Contracting Party may require the airline designated by the first 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 the said authorities.

(5) When an airline has been so designated and authorised it may commence at any time operation of the agreed services.

### **ARTICLE 4 - REVOCATION OF OPERATING AUTHORISATION**

(1) Each Contracting Party shall have the right to revoke or suspend the

operating authorisation already granted to the designated airline of the other Contracting Party, or to impose such conditions as it may deem necessary on the exercise by the said designated airline of the privileges specified in Article 2 of the present Agreement, in any of the following cases:

(a) where it is not satisfied that the substantial ownership and effective control of that airline are vested in the Contracting Party designating the airline or its nationals; or

(b) where that airline fails to comply with the laws and regulations of the Contracting Party granting these privileges; or

(c) where that airline otherwise fails to operate in accordance with the conditions prescribed under the present 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 and regulations, such right shall be exercised only after consultation with the other Contracting Party.

## **ARTICLE 5 - PROVISION OF TECHNICAL SERVICES AND RATE OF CHARGES**

(1) Each Contracting Party shall designate in its territory regular airport and alternate airports to be used by the designated airline of the other Contracting Party for the operation of the specified route, and shall provide the latter with such communications, navigational, meteorological and other auxiliary services in its territory as are required for the operation of the agreed services. Detailed arrangements relating to the above shall be agreed between the aeronautical authorities of both Contracting Parties.

(2) The designated airline of each Contracting Party shall be charged for the use of airports of the other Contracting Party at fair and reasonable rates prescribed by the appropriate authorities of the other Contracting Party. Such rates shall not be higher than those paid by national airlines of the other Contracting Party engaged in international air services for the use of similar facilities and services.

## **ARTICLE 6 - CUSTOMS AND DUTIES**

(1) Aircraft operated on international air services by the designated airline of one Contracting Party, as well as their regular equipment, spare parts, supplies of fuels 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 duties and taxes 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) Supplies of fuels, lubricants, spare parts, regular equipment and aircraft stores introduced into the territory of each Contracting Party by or on behalf of the designated airline of the other Contracting Party or taken on board the aircraft operated by such designated airline and intended solely for use in the operation of international air services shall be exempt from all duties and charges, including customs duties and inspection fees imposed in the territory of the first Contracting Party even when those supplies are to be used on the parts of the journey performed over the territory of the Contracting Party in which they are taken on board. The materials referred to above may be required to be kept under customs supervision or control.

(3) The regular airborne equipment, spare parts, aircraft stores and supplies of fuels and lubricants 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 Contracting Party, who may require that those materials be placed under their supervision and control up to such time as they are re-exported or otherwise disposed of in accordance with customs regulations.

(4) Airline tickets, airway bills as well as airline publicity materials and give away items of the designated airline of either Contracting Party introduced into the territory of the other Contracting Party shall be exempt from all customs duties, inspection fees and other duties or taxes.

## **ARTICLE 7 - FINANCIAL PROVISIONS**

Either Contracting Party undertakes to grant the designated airline of the other Contracting Party free transfer, at the official rate of exchange, of the excess of receipt over expenditure achieved on its territory in connection with the carriage of passengers, baggage, cargo and mail by the said designated airline. Whenever the payment system between the Contracting Parties is governed by a special agreement, that agreement shall apply.

## **ARTICLE 8 - EXEMPTION FROM INCOME AND OTHER TAXES**

(1) The designated airline of each Contracting Party shall be exempt from income tax or other similar taxes in the territory of the other Contracting Party in

respect of the gains or profits accruing to it from the operation of the agreed services.

(2) The employees of the designated airline who are nationals of either Contracting Party, shall be exempt from income tax or other similar taxes in the territory of the other Contracting Party, in respect of their emoluments, allowances or other gains, accruing to them from their employment in the said territory by the said designated airline for the purposes of the operation of the agreed services.

## **ARTICLE 9 - ENTRY AND CLEARANCE REGULATIONS**

(1) The laws and regulations of either Contracting Party relating to the admission into, stay in, departure from and flight over its territory of aircraft engaged in the operation of international air services, as well as laws and regulations relating to the admission to, stay in and departure from its territory of passengers, crew, baggage, cargo and mail shall be applicable to the aircraft of the airline designated by the other Contracting Party, its crew as well as the passengers, baggage, cargo and mail carried by such aircraft, while in the territory of the first Contracting Party. Each Contracting Party shall promptly supply to the other Contracting Party at the latter's request the texts of the above-mentioned laws and regulations.

(2) Passengers in direct transit across the territory of either Contracting Party shall be subject to no more than very simplified control. Baggage and freight, if in direct transit, shall be exempt from customs duties, inspection fees and other duties and charges.

## **ARTICLE 10 - CAPACITY PROVISIONS**

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

(2) Matters relating to frequency, type of aircraft, schedule, ground handling and other matters pertaining to the operation of the agreed services shall be agreed upon through consultation between the designated airlines of both Contracting Parties. Frequency and type of aircraft so agreed shall be subject to the approval of aeronautical authorities of both Contracting Parties.

(3) In the operation of the agreed services on the specified route, 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 air services which the latter airline operates over the whole route or parts

thereof.

(4) The agreed services provided by a designated airline shall retain as their primary objective the provision at a reasonable load factor, of capacity adequate to current and reasonably anticipated requirements for the carriage of passengers, mail and cargo, originating from or destined for the territory of the Contracting Party designating the airline.

The right of the designated airline of either Contracting Party to embark or to disembark at a point in the territory of the other Contracting Party international traffic destined for or coming from third countries shall be of a supplementary nature and capacity shall be related to:

(a) traffic requirements between the territory of the Contracting Party which has designated the airline and the points on the specified routes;

(b) traffic requirements of the area through which the agreed services of the airline pass after taking account of other transport services established by airlines of the States comprising the area; and

(c) the requirements of through airline operation

(5) The capacity to be provided at the outset shall be agreed upon between both Contracting Parties before the agreed services are inaugurated. Thereafter, the capacity to be provided shall be discussed from time to time between the Aeronautical Authorities of the Contracting Parties and any change in capacity agreed upon shall be confirmed by an Exchange of Notes.

## **ARTICLE 11 - INFORMATION AND STATISTICS**

The aeronautical authorities of either Contracting Party shall furnish to the aeronautical authorities of the other Contracting Party at their request, statistical data as may be reasonably required for the purpose of reviewing the capacity provided by the designated airline of the first Contracting Party on the specified route. Such data shall include all information required to determine the amount of traffic carried.

## **ARTICLE 12 - APPROVAL OF TIME-TABLES**

(1) The designated airline of each Contracting Party shall submit to the aeronautical authorities of the other Contracting Party not later than thirty days prior to the inauguration of agreed services on specified routes information on type of service, type of aircraft to be used and flights time-tables. This rule shall



be applicable to any subsequent changes and also prior to coming into force of summer and winter time-tables.

(2) Aeronautical authorities receiving such timetables shall normally approve them or suggest amendments thereto. In any case, this designated airline shall not start operating its services unless such aeronautical authorities grant approval to these time-tables. The same rule shall apply to any subsequent changes.

### **ARTICLE 13 - ESTABLISHMENT OF TARIFFS**

(1) The tariffs on any agreed services shall be established at reasonable levels, due regard being paid to all relevant factors including cost of operation, reasonable profit, characteristics of service (such as standards of speed and accommodation) and the tariffs of other airlines for any part of the specified route. These tariffs shall be fixed in accordance with the following provisions of this Article.

(2) The tariffs referred to in paragraph (1) of this Article shall be agreed upon between the designated airline of both Contracting Parties, in consultation, when necessary and possible, with other airlines operating over the whole or part of that route. The tariffs so agreed shall be subject to the approval of the aeronautical authorities of both Contracting Parties and shall be submitted to their respective aeronautical authorities at least 90 days prior to the proposed date of introduction of these tariffs. This period can be reduced in certain cases upon agreement between the said authorities.

(3) If the designated airlines cannot agree on any of these tariffs, the aeronautical authorities of the Contracting Parties shall try to determine the tariffs by agreement between themselves.

(4) If the aeronautical authorities cannot agree on the approval of any tariff submitted to them under paragraph (2) of this Article or on the determination of any tariff under paragraph (3), the matter shall be referred to the Contracting Parties for settlement in accordance with the provisions of Article (17) of the present Agreement.

(5) Pending determination of a new tariff in accordance with the provisions of this Article, the tariffs already in force shall prevail. Nevertheless, a tariff shall not be prolonged by virtue of this paragraph for more than 12 months after the date on which it otherwise would have expired.

## **ARTICLE 14 - DOCUMENTS**

The aircraft of the designated airline of either Contracting Party operating on the specified route shall bear its nationality and registration marks and carry on board the following certificates and documents:

- a) certificate of registration;
- b) certificate of airworthiness;
- c) journey log sheet;
- d) aircraft radio station licence;
- e) licences or certificates for each member of the crew;
- f) list of crew members;
- g) list of passengers giving the places of departure and destination;
- h) manifest of cargo and mail;
- i) general declaration.

Each Contracting Party shall recognize as valid the certificates and licences mentioned above issued or rendered valid by the other Contracting Party.

## **ARTICLE 15 - SEARCH AND RESCUE**

In case an aircraft of the designated airline of one Contracting Party is in distress or meets with an accident in the territory of the other Contracting Party, the other Contracting Party shall:

- a) inform without delay the first Contracting Party of the accident;
- b) immediately start search and rescue operations;
- c) render assistance to the passengers and crew;
- d) provide all security measures for the aircraft and its contents;
- e) carry out investigation into the accident;

f) permit the representatives of the first Contracting Party access to the aircraft and participate in the investigation as observers;

g) give clearance to the aircraft and its contents as soon as they are no longer necessary for the investigation;

h) communicate in writing to the first Contracting Party its conclusions and the final report concerning the investigation.

## **ARTICLE 16 - CONSULTATIONS**

(1) The aeronautical authorities of both Contracting Parties shall, when necessary, exchange views to the effect of ensuring close cooperation and approval of all matters relating to the implementation of this agreement.

(2) Each Contracting Party may, at any time, request consultations with the other Contracting Party for the purpose of amending the present Agreement or Schedule. Such consultations shall begin within a period of 60 days from the date of receipt of such request. Any amendments to the present Agreement agreed to, as a result of such consultations shall enter into force on the date of exchange of Diplomatic Notes stating that the legal procedures required have been fulfilled in accordance with their respective national laws.

(3) If the amendment relates only to the Schedule, the consultations shall be between the aeronautical authorities of both Contracting Parties. When these authorities agree on a new or revised Schedule, the agreed amendments shall come into force as soon as they have been confirmed by an exchange of Diplomatic Notes.

## **ARTICLE 17 - SETTLEMENT OF DISPUTES**

Both Contracting Parties shall ensure correct implementation of the present Agreement in a spirit of close cooperation and mutual support. If any difference of opinion arises in respect of the interpretation or implementation of this Agreement, the competent authorities of both Contracting Parties shall endeavour to settle it directly through consultations in a spirit of friendly cooperation and mutual understanding. On request, consultations shall begin within a period of 60 days from the date of receipt of such request. If agreement cannot be reached within 60 days, the Contracting Parties shall settle it through diplomatic channels.

## **ARTICLE 18 - TERMINATION**

Either Contracting Party may at any time notify the other Contracting Party of its decision to terminate this Agreement. If such notice is given, the present Agreement shall terminate twelve months after the date of receipt by the other Contracting Party of the notice to terminate, unless by agreement between the Contracting Parties the notice under reference is withdrawn before the expiry of that period. Notice shall be deemed to have been received fourteen days after the date of the notice, or at the date of handing the notice to the diplomatic mission of the other Contracting Party in the territory of the first Contracting Party.

#### **ARTICLE 19 - TITLES**

Titles are inserted in this Agreement at the head of each article for the purpose of reference and convenience and in no way to define, limit or describe the scope or intent of the present Agreement.

#### **ARTICLE 20 - ENTRY INTO FORCE**

The present Agreement shall come into force on the date of exchange of Diplomatic Notes confirming that the Contracting Parties have completed their respective legal procedures.

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

Done at Muscat on the third day of May, 1983, in two originals, each in the Arabic, Chinese and English languages, the three texts being equally authentic. In case of divergent interpretations of the Arabic and Chinese texts, the English text shall prevail.

For the Government of  
the Sultanate Oman

For the Government of  
the people's Republic of China.

## SCHEDULE

1. Route to be operated by the designated airline of the Government of the Sultanate of Oman in both directions shall be:

A point in the Sultanate of Oman - two intermediate, points – Beijing - two points beyond.

N.B.: Operation may be established on the two intermediate and the two beyond points on the specified route provided no traffic rights shall be exercised to and from Beijing and such points.

2. Route to be operated by the designated airline of the Government of the People's Republic of China in both directions shall be:

A point in China - two intermediate points – Muscat - two points beyond.

N.B.: Operation may be established on the two intermediate and the two beyond points on the specified route provided no traffic rights shall be exercised to and from Muscat and such points.

3. Remarks:

(A) Landing at any or all points on the specified route, on any or all flights, may be omitted provided that operation originates and terminates in the territory of the Contracting Party designating the airline.

(B) The designated airline shall specify and submit to the aeronautical authorities of the other Contracting Party the two intermediate and the two beyond points for approval prior to the inauguration of the agreed services and prior to any subsequent changes to the schedule. Such points shall not necessarily be the same on different flights.