

Air Services Agreement
between the Government of the Republic of Uzbekistan
and the Government of the State of Qatar

The Government of the Republic of Uzbekistan and the Government of the State of Qatar, 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 conclude an Agreement, supplementary to the said Convention, for the purpose of establishing air services between territories of their States and beyond,

Have agreed as follows:

Article 1
Definitions

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

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 these 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 Republic of Uzbekistan, the Ministry of Transport, and in the case of the State of Qatar, the Minister of Transport and Communications, or in both cases any other body or person authorized to perform any functions at present exercisable by the above aeronautical authorities;

c) the term "agreed services" means scheduled air services on the routes specified in the Annex to this Agreement for the transport of passengers, cargo and mail separately or in combination;

d) the term "agreement" means this Agreement, the Annex attached thereto, and any amendments thereto;

e) the term “designated airline” means an airline which has been designated and authorized in accordance with Article 3 of this Agreement;

f) the terms "territory", "air service", "international air service", "airline" and "stop for non-traffic purposes" have the meanings respectively assigned to them in Articles 2 and 96 of the Convention;

g) the term "tariff" means the prices to be paid for the carriage of passengers, baggage and cargo, and the conditions under which those prices apply, including prices and conditions for other services performed by the carrier in connection with the air transportation, and including remuneration and conditions offered to agencies, but excluding remuneration or conditions for the carriage of mail;

h) the term "user charges" means a charge made to airlines by the competent authorities for the use of an airport or air navigation equipment, facilities for serve the aircraft, its crews, passengers and cargo;

i) the term "capacity" in relation to an aircraft means, the payload of that aircraft available on a route or section of a route and the term "capacity" in relation to "an agreed service" means, the capacity of the aircraft used on such service, multiplied by the frequency operated over a given period on a route or section of a route;

j) the term "direct transit traffic" means the traffic which both arrives and departs the point as part of a continuous movement under a single air ticket or waybill, without a stopover, on the same or different aircraft identified by the same airline designator and flight number;

k) the term "Annex to this Agreement" means the "Route schedules" to this Agreement or as amended in accordance with Article 22 of this Agreement. The "Annex to this Agreement" shall form an integral part of this Agreement and all references to the Agreement shall include references to the Annex unless otherwise provided.

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 and operating scheduled international air services on the routes specified in the Route Schedules of this Agreement and such services and routes are hereinafter called "the agreed services" and "the specified routes" respectively.

2. Subject to the provisions of this Agreement, the airline designated by each Contracting Party shall enjoy the following privileges:

a) to fly across the territory of State of the other Contracting Party without landing;

b) to make stops in the territory of State of the other Contracting Party for non-traffic purposes; and

c) while operating an agreed service on a specified route, to make stops, in the territory of State of the other Contracting Party at the points

specified for that route in the Route Schedules of this Agreement for the purpose of putting down and taking on international traffic in passengers, 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 State of the other Contracting Party, passengers, cargo or mail carried for remuneration or hire and destined for another point in the territory of State of that other Contracting Party.

Article 3

Designation of Airlines

1. Each Contracting Party shall have the right to designate in writing through diplomatic channels 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 designation the other Contracting Party shall subject to the provisions of paragraphs 3 and 4 of this Article, without delay, grant to the airline designated the appropriate operating authorization.

3. The aeronautical authorities of one Contracting Party may require the airline designated by the other Contracting Party to satisfy them that it is qualified to fulfill the conditions set by national legislation of States of the Contracting Parties in conformity with the provisions of the Convention of the operation of international air services.

4. Each Contracting Party shall have the right to refuse to accept the designation of an airline and to withhold the grant to such designated airline of the privileges specified in paragraph 2 of Article 2 of this Agreement or to impose such conditions as it may deem necessary on the exercise by the said airline of those privileges in any case where it is not satisfied that substantial ownership and effective control of such airline are vested in the Contracting Party designating the airline or in nationals of the Contracting Party designating the airline.

5. 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 13 of this Agreement, is in force in respect of those services.

Article 4

Revocation and Suspension of Operating Authorization

1. Each Contracting Party shall have the right to revoke an operating authorization or to suspend the exercise of the privileges specified in Article 2 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 by the said airline of those privileges:

a) 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) where such airline fails or neglects to comply with the national legislation in force in the territory of State of the Contracting Party granting these privileges; or

c) where such airline otherwise fails or neglects 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 the national legislation or the provisions of this Agreement, such right shall be exercised only after consultation with the aeronautical authorities of the Contracting Party.

Article 5

Principles Governing Operation of Agreed Services

1. The designated airline of the Contracting Parties shall be afforded fair and equitable treatment that in order that they may enjoy equal opportunity in the operation of the agreed services and they shall take into account their mutual interests so as not to affect unduly their respective services. The charges imposed in the territory of State of one Contracting Party for the use of airports and other aviation facilities by the aircraft of the designated airline of the other Contracting Party shall not be higher than those paid by other foreign carriers engaged in similar international air services.

2. 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 and destined for the territories of their States of the Contracting Parties.

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 of orderly development and shall be related to;

a) traffic requirements to and from the territory of State of the Contracting Party which has designated the airline;

b) traffic requirements of the area through which the airline passes, after taking account of local and regional services; and

c) the requirements of through airline operation.

3. The designated airline's aircraft capacity, flights frequency and its type shall be agreed between Aeronautical Authorities of the Contracting Parties.

Article 6

Compliance with Laws and Regulations

1. The national legislation of State of one Contracting Party governing entry into and departure from the territory of its State of aircraft engaged in international services, or to the operation and navigation of such aircraft while within the territory of its State, shall apply to the designated airline of the other Contracting Party and shall be complied with by such aircraft upon entry into or departure from and while within the territory of State of the first Contracting Party.

2. The national legislation of State of one Contracting Party governing entry into and departure from its territory of passengers, crew, cargo or mail of aircraft including regulations relating to entry, clearance, immigration, passports, customs and quarantine shall be complied with by or on behalf of such passengers, crew, cargo or mail of the airline of the other Contracting Party upon entry into or departure from and while within the territory of State of the first Contracting Party.

Article 7

Direct Transit

Passengers, baggage and cargo in direct transit on flights of the designated airline of one Contracting Party across the territory of State of the other Contracting Party, and not leaving the area of the airport reserved for such traffic, shall at most be subject to a very simplified customs, boundary, sanitary and other control. Baggage and cargo in direct transit through the territory of State of either Contracting Party shall be exempt

from customs duties, taxes and other duties. Customs procedures concerning the baggage and cargo in direct transit shall be established in accordance with the national legislation of States of the Contracting Parties.

Article 8

Exemption from customs duties, taxes and fees

1. Aircraft operated on agreed services by the designated airline of either Contracting Party, as well as their regular airborne equipment, supplies of fuel and lubricants, and aircraft stores (including food, beverages and tobacco) aboard of such aircraft shall be exempt from customs duties, taxes and fees on arriving in the territory of State of the other Contracting Party, provided such equipment and supplies remain on board the aircraft up to such time as they are re-exported.

2. Also the following are exempt from customs duties, taxes and fees except fees for rendered services:

a) aircraft stores, introduced in the territory of State of one Contracting Party within the limits, established by the authorities of the said Contracting Party, and intended for use on board the aircraft operated on agreed services by the designated airline of the other Contracting Party;

b) spare parts, including engines, introduced into the territory of State of one Contracting Party for maintenance and overhaul of aircraft, operated on agreed services by the designated airline of the other Contracting Party;

c) fuel and lubricants intended for use by aircraft operated on agreed services by the designated airline of one Contracting Party, even when these supplies are to be used on the parts of the journey performed over the territory of State of the other Contracting Party in which they are taken on board.

d) fees for rendered services, storage and customs registration are levied in accordance with national legislations of States of the Contracting Parties.

3. Specified in items 1 and 2 of the present Article, materials and subjects on request of customs bodies can be exposed to the customs control.

4. The regular airborne equipment, as well as materials and supplies retained on board the aircraft operated by the designated airline of either Contracting Party may be unloaded in the territory of State of the other Contracting Party only with the approval of the customs authorities of this other Contracting Party. In this case, they may be placed under the

supervision of said authorities up to such time as they are re-exported or otherwise disposed of in accordance with customs regulations.

5. Fuel, lubricants, spare parts, regular airborne equipment, aircraft stores, including food, beverages and tobacco, uniform items, advertising materials, motor transport, electronic equipment for reservation and communication and its spare parts, furniture and equipment for the activity of representations, transportation documents and printed forms, delivered or delivering by the designated airline of one Contracting Party into the territory of State of the other Contracting Party for its operational needs shall be exempt from customs duties, taxes and fees while their import, export and during their stay in the territory of State of this other Contracting Party.

Article 9

Recognition of Certificates and Licenses

1. Certificates of airworthiness, certificates of competency and licenses issued or rendered valid by one of the Contracting Parties shall, during the period of their validity be recognized as valid by the other Contracting Party provided that the requirements under which such certificates or licenses were issued or rendered valid are equal to or above the minimum standards which may be established pursuant to the Convention on International Civil Aviation.

2. Each Contracting Party reserves its rights, however, not to recognize as valid for the purpose of flight into or over the territory of its State, certificates of competency and licenses granted to or rendered valid for its national by any other State.

3. If the privileges or conditions of the licenses or certificates referred to in paragraph (1) of this Article, issued by the Aeronautical Authorities of one Contracting Party to any person or designated airline or in respect of an aircraft operating the agreed services on the specified routes would permit a difference from the standards established under the Convention, and which difference has been filed with the International Civil Aviation Organization, the Aeronautical Authorities of the other Contracting Party may request consultations in accordance with Article 18 of this Agreement with the Aeronautical Authorities of that Contracting Party with a view to satisfying themselves that the practice in question is acceptable to them. Failure to reach a satisfactory agreement will constitute grounds for the application of Article 4 of this Agreement.

Article 10

Approval of Timetables

The designated airline of each Contracting Party shall submit for approval of the aeronautical authorities of the other Contracting Party not later than thirty (30) days prior to the inauguration of services on the specified route the proposed timetables including the type of aircraft to be used. This shall likewise apply to later changes. In special cases, this time limit may be reduced subject to the consent of the said authorities.

Article 11

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. 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 1963, the Convention for the Suppression of Unlawful Seizure of Aircraft, signed at the Hague on 16 December 1970, the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, signed at Montreal on 23 September 1971, the Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, Supplementary to the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, done at Montreal on 23 September 1971, signed at Montreal on 24 February 1988, and the Convention on the Marking of Plastic Explosives for the purpose of Detection, done at Montreal on 1 March 1991 as well as other multilateral agreements in this field which have entered into force for both Contracting Parties.

2. 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.

3. The Contracting Parties shall, in their mutual relations, act in conformity with the aviation security provisions established by the International Civil Aviation Organization and designated as Annex to the Convention to the extent that such security provisions are applicable to

both Contracting Parties. They shall require that operators of aircraft of their registry or operators of aircraft who have their principal place of business or permanent residence in their state territory and the operators of airports in their state territory act in conformity with such aviation security provisions.

4. Each Contracting Party agrees that such operators of aircraft may be required to observe the aviation security provisions referred to in paragraph 3 of this Article required by the other Contracting Party for entry into, departure from, or while within the territory of State of the other Contracting Party. Each Contracting Party shall ensure that adequate measures are effectively applied within its state territory to protect the aircraft and to inspect passengers, crew, carry-on items, baggage, cargo, aircraft stores and mail on serving flights. 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.

5. 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, and air navigation facilities occurs, the Contracting Parties shall, in mutual consultation, assist each other by facilitating communications and other appropriate measures intended to terminate rapidly as commensurate with minimum risk to life such incident or threat thereof.

6. Each Contracting Party shall take measures, as it may find practicable, to ensure that an aircraft subjected to an act of unlawful seizure or other act of unlawful interference which has landed in its state territory is detained on the ground unless its departure is necessitated by the overriding duty to protect human life. Wherever practicable, such measures shall be taken on the basis of mutual consultations.

7. When either Contracting Party has reasonable grounds to believe that the other Contracting Party has departed from the aviation security provisions of this Article, the aeronautical authorities of that Contracting Party may request immediate consultations with the aeronautical authorities of the other Contracting Party. Failure to reach a satisfactory agreement within fifteen (15) days from the date of such request will constitute grounds for a decision to withhold, revoke, limit or impose conditions on the operating authorization or technical permission of an airline of the other Contracting Party. When required by an emergency, the Contracting Party may take temporary actions prior to the expiry of fifteen (15) days.

Article 12

Aviation Safety

1. Each Contracting Party may request consultations at any time concerning safety standards in any area relating to aircrew, aircraft or their operation adopted by the other Contracting Party. Such consultations shall take place within thirty (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 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 that other Contracting Party shall take appropriate corrective action. Failure by the other Contracting Party to take appropriate action within fifteen (15) days or such longer period as may be agreed, shall be grounds for the application of Article 4 of this Agreement.

3. Notwithstanding the obligations mentioned in Article 33 of the Convention, it is agreed that any aircraft operated by the airline 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 authorized 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 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 Convention,

the Contracting Party carrying out the inspection shall, for the purposes of Article 33 of the Convention, be free to conclude that the requirements under which the certificates or licenses 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 Convention.

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

6. Each Contracting Party reserves the right to suspend or vary the operating authorization of the airline of the other Contracting Party immediately in the event the first Contracting Party concludes, whether as a result of a 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 above shall be discontinued once the basis for the taking of that action ceases to exist.

Article 13

Tariffs

1. 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 its designated airline to consult other airlines about the tariffs they charge or propose to charge for services covered by this Agreement.

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

3. Intervention by the Contracting Parties shall be limited to:

a) the protection of consumers against excessive tariffs due to abuse of market power; and

b) the prevention of tariffs that result from behaviour that has the effect of preventing or lessening competition substantially in a given market.

4. Each Contracting Party may unilaterally disallow any tariff filed or charged by its own designated airline. 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 (3) of this Article.

5. 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 the designated airline of the other Contracting Party. If one Contracting Party believes that any such tariff is inconsistent with the considerations set out in paragraph (3) of this Article, it may request consultations and notify the other Contracting Party of the reasons for its dissatisfaction. These consultations shall be held not later than fourteen (14) days after receipt of the request. Without a mutual agreement the tariff shall take effect or continue in effect.

Article 14

Provision of Statistics and other information

Each Contracting Party shall cause its designated airline to provide to the aeronautical authorities of the other Contracting Party statistics relating to the traffic carried on the agreed services showing the points of embarkation and disembarkation.

Article 15

Transfer of Earnings

1. Each Contracting Party grants to the designated airline of the other Contracting Party the right to be engaged in air transportation sale on the territory of its State directly or at its discretion, through agents in accordance with the national legislation of State in force in the territory where the activity takes place. Each designated airline shall have the right to sale such transportation, and any person shall be free to purchase such services in currency of this country or in freely convertible currencies of the other countries in accordance with the national legislation of State of that other Contracting Party.

2. Each designated airline shall have the right to convert and remit to its country, on demand, local revenues in excess of sums locally disbursed. Conversion and remittance shall be permitted promptly without restrictions or taxation in respect thereof at the rate of exchange applicable to current transactions and remittance on the date the carrier makes the initial application for remittance.

Article 16

Commercial Activities

1. The designated airline of each Contracting Party shall be granted the right to establish office(s) and to station representatives and staff, from

any nationality, required for the operation of the agreed services in the territory of State of the other Contracting Party. Such representatives and staff shall be stationed subject to the approval of the competent authorities of both Contracting Parties. They shall observe national legislation in force in the territory of State of the other Contracting Party.

2. The designated airline of each Contracting Party shall be permitted to pay for local expenses, including purchases of fuel, in the territory of the other Contracting Party in local currency. At their discretion, the designated airline of each Contracting Party may pay for such expenses in the territory of the other Contracting Party in freely convertible currencies according to local currency regulation.

3. Each designated airline shall have the right to perform its own ground-handling in the territory of the other Contracting Party (self-handling) or, at its option, select among competing agents for such services in whole or in part. These rights shall be subject only to physical constraints resulting from considerations of airport safety. Where such considerations preclude self-handling, ground services shall be available on an equal basis to all designated airlines; charges shall be based on the costs of services provided; and such services shall be comparable to the kind and quality of services which would be available if self-handling were possible.

Article 17

User Charges

Any charge that may be imposed or permitted to be imposed by a Contracting Party for the use of airports and air navigation facilities by the aircraft of the other Contracting Party shall not be higher than those that would be paid by its national aircraft engaged in scheduled international air services.

Article 18

Consultations

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 schedules and shall consult when necessary to provide for modification thereof.

2. Either Contracting Party may request consultation in writing which 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 19

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. Such negotiation shall begin within sixty (60) days after the receipt of the request by one Contracting Party from the other.

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 Contracting Party 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 agreed upon within the period specified the President of the Council of the International Civil Aviation Organization may be requested by either Contracting Party to appoint an arbitrator or arbitrators as the case requires. If the President is of the same nationality as one of the Contracting Parties, the most senior Vice President who is not disqualified on that ground shall make the appointment. 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 the decision given under paragraph 2 or this Article.

4. Each Contracting Party shall bear the expenses of its designated arbitrator and both Contracting Parties shall share equally all further expenses resulting from the activities of the tribunal including those of the president.

5. If and so long as either Contracting Party or the designated airline of either Contracting Party fails to comply with a decision given under this Article, the other Contracting Party may limit, withhold or revoke any rights or privileges which it has granted by virtue of this Agreement to the Contracting Party or to the designated airline in default.

Article 20

Adaptation of multilateral Convention

In the event of the conclusion of a multilateral Convention or Agreement concerning air transport to which both Contracting Parties adhere, this Agreement shall be modified to conform to the provisions of such Convention or Agreement.

Article 21

Registration with ICAO

This Agreement and any amendment thereto shall be registered with the International Civil Aviation Organization.

Article 22

Amendments

1. If either of the Contracting Parties considers it desirable to modify any provision of this Agreement including routes and capacity, which shall be deemed to be a part of the Agreement, shall request consultation in accordance with Article 18 of this Agreement. Such consultation may take place by exchange of communications.

2. If the amendment relates to the provisions of the Agreement other than the Annex, the amendment shall be approved by each Contracting Party and shall come into effect in accordance with the procedures set forth in Article (24) of this Agreement. This amendment shall be an integral part of this Agreement.

3. If the amendment relates only to the Annex it shall be agreed upon between the aeronautical authorities of both Contracting Parties.

Article 23

Termination

Either Contracting Party may at any time give notice to the other Contracting Party of its decision to terminate the Agreement. Such notices shall be simultaneously communicated to the International Civil Aviation Organization. In such cases the Agreement shall terminate twelve (12) months after the date when the notice has been received 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 Organization.

Article 24
Entry into Force

This Agreement shall enter into force on the date of receipt by Contracting Parties the last written notification through diplomatic channels about the fulfillment of legal procedures required by local legislation relating to the entry into the force of this Agreement.

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

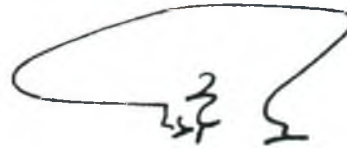
Done at Tashkent on June 9, 2021 in duplicate in the Uzbek, Arabic and English languages, all texts being equally authentic. In case of divergent interpretations, the English text shall prevail.

**For the Government of
the Republic of Uzbekistan**



**Abdulaziz Kamilov
Minister of Foreign Affairs**

**For the Government
of the State of Qatar**



**Sheikh Mohammed bin
Abdulrahman Al-Thani
Deputy Prime Minister and
Minister of Foreign Affairs**

**Annex “Route Schedules”
to the Air Services Agreement between
the Government of the Republic of Uzbekistan
and the Government of the State of Qatar**

a) The airline designated by the Government of the Republic of Uzbekistan shall be entitled to operate scheduled air services in both directions on routes specified hereafter:

Points in Uzbekistan	Intermediate points	Points in Qatar	Points beyond
Any Points	Any Points	Any Points	Any Points

b) The airline designated by the Government of the State of Qatar shall be entitled to operate scheduled air services in both directions on routes specified hereafter:

Points in Qatar	Intermediate points	Points in Uzbekistan	Points beyond
Any Points	Any Points	Any Points	Any Points

Notes:

1. The right of the designated airline of one Contracting Party to carry the passengers, baggage, cargo and mail between the points in the territory of the other Contracting Party and the points in the third countries will be the subject to special agreement between the aeronautical authorities of both Contracting Parties;

2. The designated airline of each Contracting Party may omit calling at any or all of the intermediate points while operating the agreed services, exclusive the points of departure and destination in the territory of the Contracting Party.