

بِسْمِ اللَّهِ الرَّحْمَنِ الرَّحِيمِ



AGREEMENT BETWEEN
THE GOVERNMENT OF THE ARGENTINE REPUBLIC
AND
THE GOVERNMENT OF THE STATE OF QATAR
ON AIR SERVICES

The Government of the Argentine Republic and the Government of the State of Qatar;

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 their respective territories;

Desiring to ensure the highest degree of safety and security in international air transport and reaffirming their grave concern about acts or threats against the security of aircraft, which jeopardise the safety of persons or property, adversely affect the operation of air transport, and undermine public confidence in the safety of civil aviation;

Have agreed as follows:

ARTICLE 1

Definitions.

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

1. 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 Parties.

2. The term "Agreement" means this Agreement, the Annex attached thereto and any Protocols or similar documents amending the present Agreement or the Annex;

3. The term "aeronautical authorities" means: in the case of the Argentine Republic, the Ministry of Federal Planning, Public Investment and Services, Secretariat of Transport, National Civil Aviation Administration, or any person or body authorized to perform any functions at present exercised by the said Ministry, and in the case of the State of Qatar, the Chairman of the Civil Aviation Authority and any person or body authorized to perform any functions at present exercised by the said Chairman or similar functions;

4. The term "designated airline" means an airline which has been designated and authorized in accordance with Article 4 of this Agreement;

5. 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.

6. The term "capacity" in relation to an aircraft means the payload of the aircraft available on the route or section of a route; and in relation to a specified air service means the capacity of aircraft, used on such service, multiplied by the frequency of the flights, operated by such an aircraft over a given period and route or section of route.

7. The term "agreed services" and "specified routes" have the meaning respectively assigned in Article 3 paragraph 2 of this Agreement.

8. 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 agency and other auxiliary service, but excluding remuneration and conditions for the carriage of mail.

9. The term "territory" in relation to a state has the meaning assigned to it in Article 2 of the Convention.

ARTICLE 2

Applicability of the Chicago Convention.

The provisions of this Agreement shall be subject to the provisions of the Convention in so far as those provisions are applicable to international air services.

ARTICLE 3

Grant of rights.

1. Each Party grants to the other 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 Party grants to the other 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 Schedules 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 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 Party at the points specified for that route in the schedules annexed to this Agreement for the purpose of taking on board and discharging passengers and cargo including mail, in combination or separately.

3. Nothing in paragraph (2) of this Article shall be deemed to confer on the airlines of one Party, the privilege of taking on board, in the territory of the other Party, passengers and cargo including mail carried for hire or reward and destined for another point in the territory of the other Party.

ARTICLE 4

Designation and Authorization.

1. Each Party shall have the right to designate in writing through diplomatic channels to the other Party, an airline or airlines for the purposes of operating the agreed services on the specified routes, as far as:

a) the airline/s is established in the territory of the Party designating the airline and has a valid Air Operators Certificate (AOC) in accordance with its legislation;

b) effective regulatory control of the airline/s is exercised and maintained by the Party designating the airline;

c) the airline/s has its principal place of business in the territory of the Party designating such airline, or the airline/s is owned directly or through majority ownership and it is effectively controlled by the Party designating the airline and/or nationals of such State.

2. On receipt of such designation, the other Party shall, subject to the provisions of paragraphs (3) and (4) of this Article, without delay grant to the airline/s designated the appropriate operating authorizations.

3. The aeronautical authorities of one Party may require an airline designated by the other 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 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 3 of this Agreement, in any case where the said 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, subject to the provisions of the state designating the airline.

5. When an airline or airlines has been so designated and authorized it may begin at any time to operate the agreed services, provided that tariffs and time tables are established in accordance with the provisions of Article 8 and Article 9 of this Agreement and are in force in respect of the service.

ARTICLE 5

Revocation or Suspension of operating authorization.

1. Each Party shall have the right to revoke an operating authorization or to suspend the exercise of the rights specified in Article 3 of this Agreement by an airline designated by the other Party, or to impose such conditions as it may deem necessary on the exercise of these rights in any case where:

a) it is not satisfied that the airline/s is established in the territory of the Party designating the airline and has a valid Air Operators Certificate (AOC) in accordance with its legislation; or

b) effective regulatory control of the airline/s is not exercised and maintained by the Party designating the airline/s; or

c) the airline/s doesn't have its principal place of business in the territory of the Party designating such airline or it is not owned directly or through majority ownership and it is not effectively controlled by the Party designating the airline and/or nationals of such state.

d) in the case of failure by that airline to comply with laws or regulations of the Party granting these rights ; or

e) in case the airline/s 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 infringement of laws or regulations, such right shall be exercised only after consultation with the other Party.

ARTICLE 6

Exemptions from Customs and other Duties.

1. Aircraft operated in international air services by the designated airline of either Party, as well as their regular equipment, supplies of fuel and lubricants, and aircraft stores (including food, beverages, 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 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. They 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 Party, within limits fixed by the authorities of the said Party, and for use on board outbound aircraft engaged in the international air service of the other Party;

b) spare parts and regular equipment introduced into the territory of either Party for the maintenance or repair of aircraft used on international air services by the designated airline of the other Party;

c) fuel and lubricants supplied in the territory of a Party to outbound aircraft of a designated airline of the other 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 Party in which they are taken on board;

d) advertising materials and airline documentation having no commercial value used by the designated airlines of one Party in the territory of the other Party;

e) the office equipment introduced in the territory of either Party in order to be used in the offices of the designated airline of the other Party provided that such equipment is in the disposal of those offices during three (3) years from the date of their introduction into that territory and the principle of reciprocity applies.

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

3. Passengers, baggage and cargo in direct transit across the territory of one Party and not leaving the area of the airport reserved for such purpose shall be subject to a very simplified control. Baggage and cargo in direct transit only shall be exempt from customs duties and other similar taxes.

4. The regular airborne equipment, as well as the materials and supplies retained on board the aircraft of either Party, may be unloaded in the territory of the other Party only with the approval of the customs authorities of that territory. In such a 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 the customs regulations.

ARTICLE 7

Principles Governing Operation of Agreed Services.

1. Capacity of air services shall be agreed upon by the Aeronautical Authorities of both Parties before the commencement of operations and from time to time according to traffic needs and load factor of the routes concerned.
2. There shall be fair and equal opportunity for the airlines of both Parties to operate the agreed services on the specified routes between their respective territories.
3. In operating the agreed services, the designated airline of one Party shall take into account the interests of the designated airline of the other Party so as not to affect unduly the services which the latter provides on the whole or part of the same routes.
4. The agreed services provided by the designated airlines of the 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 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 Party which has designated the airline;
 - b) traffic requirements of the area through which the agreed services passes, after taking account of the other transport services established by airlines of the state comprising the area;
 - c) the requirements of through airline operation.

ARTICLE 8

Tariffs.

1. Each Party shall allow Tariffs to be established by each Designated Airline based upon commercial considerations in the market place. Neither Party shall require the Designated Airlines to consult other airlines about the Tariffs they charge or propose to charge.

2. Each Party may require prior filing with its Aeronautical Authorities, of prices to be charged to or from its Territory by Designated Airlines of both Parties. Such filing by or on behalf of the Designated Airlines may be required by no more than 30 days before the proposed date of effectiveness.

3. Except as otherwise provided in this Article, neither Party shall take unilateral action to prevent the inauguration or continuation of a price proposed to be charged or charged by a Designated Airline of either Party for international air transportation.

4. Intervention by the Parties shall be limited to:-

a) Prevention of tariffs whose application constitutes anti-competitive behavior which has or is likely to or intended to have the effect of crippling a competitor or excluding a competitor from a route;

b) protection of consumers from prices that are unreasonably high or restrictive due to the abuse of a dominant position; and

c) Protection of Designated Airlines from prices that are artificially low.

5. Each Party shall have the right to approve or disapprove tariffs for one-way or round-trip carriage between the territories of the two Parties which commences in its own territory. The tariffs to be charged by a designated airline of one Party for carriage between the territory of the other Party and that of a third State on services covered by this agreement shall be subject to the approval requirements of the other Party. Neither Party shall take unilateral action to prevent the inauguration of proposed tariffs or the continuation of effective tariffs for one-way or round-trip carriage between the territories of the two Parties commencing in the territory of the other Party.

ARTICLE 9

Approval of time-tables.

The designated airline shall submit for approval to the aeronautical authorities of the other Party the flight time-table including the type of aircraft to be used as well as the capacity. This should be submitted not later than (30) days prior to the inauguration of the scheduled flights. This requirement shall also apply to later amendments. In special cases, if necessary, the mentioned time limit may be reduced after consultation between the mentioned authorities.

ARTICLE 10

Provision of Statistics.

The aeronautical authorities of a Party and/or its airlines shall supply to the aeronautical authorities of the other 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 airline of the Party referred to 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 origin and destination of such traffic.

ARTICLE 11

Transfer of Earnings.

1. Each Party shall grant to the designated airline/s of the other Party, the right of free transfer of the excess receipts over expenditure earned in the territory of the respective Party. Such transfer shall be performed on the basis of official exchange rates or where there are no official exchange rates, at the prevailing foreign exchange market rates for current payment.
2. If a Party imposes restrictions on the transfer of excess receipts over expenditure by the designated airline/s of the other Party, the latter shall have the right to impose reciprocal restrictions on the designated airline/s of that Party.
3. In the event that payments between the Parties are governed by a special agreement, such agreement shall apply.

ARTICLE 12

Commercial Arrangements.

1. In operating or holding out air services on the specified routes any designated airline of one Party may enter into code-sharing and blocked-space arrangement with:
 - (a) an airline or airlines of either Party;
 - (b) an airline or airlines of a third Party. Should such a third Party not authorize or allow comparable arrangements between the airlines of the other Party and other

airlines on services to, from and via such third country, the aeronautical authorities of the concerned Party have the right not to accept such arrangements.

2. The above provisions are, however, subject to the conditions that all airlines in such arrangements:

- (a) hold the underlying traffic rights and meet the principles of this Agreement,
- (b) meet the requirement applied to such arrangements by the aeronautical authorities of both Parties, and
- (c) provide the consumers with the proper information concerning such code-sharing and blocked-space arrangements.

3. The code-sharing airlines are required to file proposed code-sharing and blocked-space arrangements with the aeronautical authorities of both Parties at least thirty (30) days before its proposed introduction. Such code-sharing and blocked-space arrangements are subject to approval by the aeronautical authorities of both Parties.

4. The capacity utilized by a designated airline as marketing carrier on code shared services operated by a designated airline of the other Party, will not be counted against the capacity entitlements of the Party who designates the marketing carrier.

Change of aircraft.

1. Each designated airline may on any or all flights on the agreed services and at its option, change aircraft in the territory of the other Party or at any point along the specified routes, provided that:

a) aircraft used beyond the point of change of aircraft shall be scheduled in coincidence with the inbound or outbound aircraft, as the case may be;

b) in the case of change of aircraft in the territory of the other Party and when more than one aircraft is operated beyond the point of change, not more than one such aircraft may be equal size and none may be larger than the aircraft used in the third and fourth freedom sector.

ARTICLE 13

Aviation Security.

1. Consistent with their rights and obligations under international law, the 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 their rights and obligations under international law, the 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, and the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, signed at Montreal on 23 September 1971 and the Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, done at Montreal on 24 February 1988, and the provisions of multilateral agreements which will become binding on both Parties.

2. The 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 the civil aviation.

3. 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 both 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 territory and the operators of airports in their territory act in conformity with such aviation security provisions .

4. Each Party agrees that such operators of aircraft may be required to observe the aviation security provisions referred to in paragraph (3) above required by the other Party for entry into, departure from, or while within, the territory of that other Party. Each 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 Party shall also give positive consideration to any request from the other 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 or air navigation facilities occurs, the Parties shall assist each other by facilitating communications and other appropriate measures intended to terminate rapidly and safely such an incident or threat thereof.

6. Each Party shall take such measures as it may find practicable to ensure that an aircraft of the other Party subjected to an act of unlawful seizure or other acts of unlawful interference which is on the ground in its Territory is detained thereon unless its departure is necessitated by the overriding duty to protect the lives of its passengers and crew.

7. When a Party has reasonable grounds to believe that the other Party has departed from the provisions of this Article, the Aeronautical Authority of the first Party may request immediate consultations with the Aeronautical Authority of the other Party. Failure to reach a satisfactory agreement within fifteen (15) days from the date of such request shall constitute grounds for the application of paragraph (1) of Article 4 of this Agreement. When required by an

emergency, a Party may take interim action under paragraph (1) of Article 5 prior to the expiry of fifteen (15) days. Any action taken in accordance with this paragraph shall be discontinued upon compliance by the other Party with the security provisions of this Article.

8. Should one Party have problems with regard to the aviation security provisions of this Article, the aeronautical authorities of either Party may request immediate consultations with the aeronautical authorities of the other Party.

ARTICLE 14

Aviation Safety

1. Each Party may request consultations at any time concerning safety standards in any area relating to aircrew, aircraft or their operation adopted by the other Party. Such consultations shall take place within thirty (30) days of that request.

2. If, following such consultations, one Party finds that the other 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 Party shall notify the other Party of those findings and the steps considered necessary to conform with those minimum standards, and that other Party shall take appropriate corrective action. Failure by the other 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 5 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 Party in services to or from the territory of the other Party may, while within the territory of the other Party, be made the subject of an examination by the authorized representatives of the other 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 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 certificate 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 or airlines of one Party in accordance with paragraph 3 above is denied by the representative of that airline or airlines, the other 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 Party reserves the right to suspend or vary the operating authorization of the airline of the other Party immediately in the event the first 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 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 15

User Charges.

Charges for the use of airport and navigation facilities and services supplied by a Contracting Party to the designated airlines of the other Contracting Party shall not be higher than those charges imposed by the competent authorities to the national aircraft when operating on scheduled international services.

ARTICLE 16

Applicability of National Legislation.

1. The laws and regulations of a Party as to the admission to or departure from its territory of passengers, crew or cargo of aircraft, such as regulations relating to entry, clearance, immigration, passports, customs, currency, health and quarantine shall be complied with by or on behalf of such passengers, crew or cargo upon entrance into or departure from, or while within the territory of that Party.

2. The laws and regulations of a Party relating to the admission to or departure from its territory of aircraft engaged in international air navigation, or to the operation and navigation of such aircraft of the other Party while within its territory shall be applied.

3. The appropriate authorities of a Party shall have the right without unreasonable delays, to search aircraft of the other Party on landing or departure and to inspect the certificate and other documents prescribed by the Convention.

ARTICLE 17

Commercial Activities.

1. In accordance with the applicable laws and regulations of the other Party, the Designated Airlines of each Party shall have the right to establish in the Territory of the other Party offices for the purpose of promotion of air transportation and sale of transport documents and other ancillary products associated with the sale of air transportation.

2. Subject to the laws and regulations of the other Party, the Designated Airlines of each Party shall be entitled, to bring into and maintain in the Territory of the other Party those of their own managerial, commercial, operational, sales, technical and other personnel and representatives as it may require in connection with the provision of air transportation.

3. In accordance with the applicable laws and regulations, the designated airlines of each Party shall, either directly and at their discretion, through agents, have the right to engage in the sale of air transportation in the Territory of the other Party. For this purpose, the Designated Airlines shall have the right to use its own transportation documents. The designated airline of each Party shall have the right to sell, and any person shall be free to purchase, such transportation in local currency or in any other freely convertible currency subject to the legal provisions of the other Party.

ARTICLE 18

Consultation.

1. In a spirit of close co-operation, the aeronautical authorities of the 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 modifications thereof.

2. Either 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 Parties agree to an extension of this period.

ARTICLE 19

Settlement of Disputes.

1. If any dispute arises between the Parties relating to the interpretation or application of this Agreement, the Parties shall in the first place endeavour to settle it by negotiations.
2. If the 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 Party be submitted for decision to a tribunal of three (3) arbitrators, one to be nominated by each Party and the third to be appointed by the two so nominated. Each of the Parties shall nominate an arbitrator within a period of sixty (60) days from the date of receipt by either 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 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 Organization may, at the request of either 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. Each Party shall bear the costs of the arbitrator it has nominated as well as of its representation in the arbitral proceedings. The cost of the President and any other costs shall be borne in equal parts by the Parties.
4. The Party shall comply with any decision given under paragraph (2) of this Article.

ARTICLE 20

Amendments.

1. If either of the Parties considers it desirable to modify any provision of this Agreement, such modifications, if agreed between the Parties and if necessary after consultation in accordance with Article 18 of this Agreement, shall come into effect when confirmed by an exchange of notes, through the diplomatic channels.
2. If the amendment relates to the provisions of the Agreement other than those of the annexed schedules, the amendment shall be approved by each Party in accordance with its constitutional procedures.
3. If the amendment relates only to the provisions of the annexed schedules, it shall be agreed upon between the aeronautical authorities of both Parties.

ARTICLE 21

Registration with the International Civil Aviation Organization.

This agreement and any subsequent amendments thereto shall be registered with the International Civil Aviation Organization by the State where the signature of the Agreement will take place.

ARTICLE 22

Recognition of Certificates and Licences.

1. Certificates of airworthiness, certificates of competency and licences issued or rendered valid by one Party, and still in force, shall be recognized as valid by the other Party for the purpose of operating services provided for in this Agreement, provided that the requirements under which such certificates or licences were issued or rendered valid are equal to or above the minimum standards which are or may be established pursuant to the Convention. Each Party reserves the right, however, to refuse to recognize, for the purpose of flights above its own territory, certificates of competency and licences granted to its own nationals or rendered valid for them by the other Party or by any other state.

2. If the privileges or conditions of the licences or certificates referred to in paragraph (1) above, issued by the Aeronautical Authorities of one 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 Party may request consultations in accordance with Article 18 of this Agreement with the Aeronautical Authorities of that 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 5 of this Agreement.

ARTICLE 23

Conformity with Multilateral Conventions.

If a general multilateral air transport convention or agreement comes into force in respect of both Parties, the provisions of such multilateral convention shall prevail in so far as those provisions are opposite to this Agreement.

ARTICLE 24

Annexes.

Annexes to this Agreement shall be deemed to be part of the Agreement and the references to it shall include reference to the Annexes except where otherwise expressly provided.

ARTICLE 25

Termination.

Either Party may at any time give notice to the other Party of its decision to terminate this Agreement; such notice shall be simultaneously communicated to the International Civil Aviation Organization. In such case the Agreement shall terminate twelve (12) months after the date of receipt of the notice by the other 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 Party, notice shall be deemed to have been received fourteen (14) days after the receipt of the notice by the International Civil Aviation Organization.

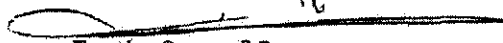
ARTICLE 26

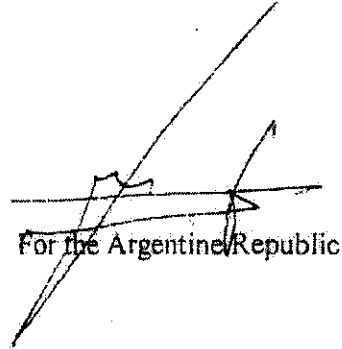
Entry into force.

This Agreement shall be approved according to the constitutional requirements of each Party and shall come into force on the date of the last note, sent by diplomatic channels, by which the Parties notify each others the fulfillments of such requirements..

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

Done at Buenos Aires, on the 18 th of January, 2010, in two originals, in Spanish, Arabic and English languages, both being equally authentic. In case of divergent interpretation, the English text shall prevail.


For the State of Qatar


For the Argentine Republic

ANNEX

Route Schedules

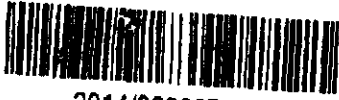
1. Routes to be operated by the designated airline of the Argentine Republic :

From behind points and points in Argentina to
Intermediate points in America, Africa, Europe, Middle East and Asia.
To the State of Qatar and
Beyond points in Africa, Middle East and Asia.

2. Routes to be operated by the designated airline of the State of Qatar :

From behind points and points in the State of Qatar to
Intermediate points in Asia, Middle East, Africa, Europe and America
To the Argentine Republic and
Beyond points in America.

Note : The designated airlines of each Party may on any or all flights omit calling at any of the behind, intermediate or beyond points, provided that the agreed services on these routes begin or end in the territory of the Party designating the airline



2014/0039675/1

ادارة المراسم



**EMBAJADA
DE LA REPUBLICA DE ARGENTINA
EN EL ESTADO DE QATAR**

سفارة جمهورية الأرجنتين
بدولة قطر

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La Embajada de la República Argentina ante el Estado de Qatar saluda atentamente al Ministerio de Relaciones Exteriores -Departamento de Protocolo- y tiene el agrado de referirse al "Acuerdo entre el Gobierno de la República Argentina y el Gobierno del Estado de Qatar sobre Servicios Aéreos", suscripto el 18 de enero de 2010.

Al respecto tiene el agrado de notificar que para la República Argentina se encuentran cumplidos los requisitos constitucionales para su entrada en vigor. Atento que similar notificación se recibió por parte del Estado de Qatar, mediante Nota Nro. 311/2010 del 29 de septiembre de 2010, el mencionado Acuerdo entrará en vigor en la fecha de la presente nota conforme lo establece su artículo 26.

La Embajada de la República Argentina ante el Estado de Qatar aprovecha la oportunidad para expresar al Ministerio de Relaciones Exteriores -Departamento de Protocolo- su más alta distinguida consideración.

تهدي سفارة جمهورية الأرجنتين بالدوحة أطيب تحياتها إلى وزارة خارجية دولة قطر الموقرة -إدارة المراسم- ويسرها بأن تشير إلى "الاتفاقية بين حكومة جمهورية الأرجنتين وحكومة دولة قطر بشأن الخدمات الجوية"، التي تم توقيعها في 18 يناير عام 2010.

وفي هذا الصدد، يسرها أن تبلغ بأن جمهورية الأرجنتين قد أتمت الشروط الدستورية لبدء تنفيذها. علما بأنه قد تم استلام إخطار من قبل دولة قطر من خلال المذكرة رقم 311/2010 بتاريخ 29 سبتمبر عام 2010، بأن الاتفاقية لمذكورة ستدخل حيز التنفيذ في تاريخ هذه المذكرة وفقا لما نص عليه المادة 26.

تنتهز سفارة جمهورية الأرجنتين بالدوحة هذه المناسبة تعرب من جديد لوزارة خارجية دولة قطر الموقرة -إدارة المراسم- عن فائق تقديرها.

Al Ministerio de Relaciones Exteriores
-Departamento de Protocolo-
Doha, Qatar



وزارة خارجية دولة قطر
إدارة المراسم-
دوحة - قطر