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**Published on the website on May 2024**

**Law No. (19) of 2011 ratifying the Agreement on Air Services between the Government of the Kingdom of Bahrain and the Government of the Republic of Sudan**

We, Hamad bin Isa Al Khalifa, King of the Kingdom of Bahrain

Having reviewed the Constitution;

And the Agreement on Air Services between the Government of the Kingdom of Bahrain and the Government of the Republic of Sudan concluded between the Governments of the two countries in Bahrain on 26 April 2004,

The Shura Council and the Council of Representatives have approved the following law, which we have ratified and enacted:

**Article One**

The Agreement on Air Services between the Government of the Kingdom of Bahrain and the Government of the Republic of Sudan concluded between the Governments of the two countries in Bahrain on 26 April 2004, attached to this law, has been ratified.

**Article Two**

The Prime Minister and the ministers -each within his jurisdiction- shall implement this Law, and it shall come into force from the day following the date of its publication in the Official Gazette.

**King of Kingdom of Bahrain**

**Hamad bin Isa Al Khalifa**

Issued on 18 Rajab 1432 A.H.

Corresponding to 20 June 2011

**Agreement on Air Services between the Government of the Kingdom of Bahrain and the Government of the Republic of Sudan**

The Government of the Kingdom of Bahrain and the Government of the Republic of Sudan, hereinafter referred to as the contracting parties,

Having been parties in the Convention on International Civil Aviation opened for signature in Chicago on the seventh day of December in the year 1944 and desiring to conclude an agreement for the purpose of regulating air services between and beyond their respective territories, have agreed as follows:

**Article One**

**Definitions**

For the purposes of this Agreement and unless the context otherwise requires:

1. The term “Convention" refers to the Convention on International Civil Aviation opened for signature in Chicago on the seventh day of December in the year 1944, including any annexes adopted under Article (90) of this Convention and any amendments made to the Convention or the annexes under Articles (90) and (94-a) of the Convention and adopted by both contracting parties.

2. The term “aviation authorities” means for the Kingdom of Bahrain the Civil Aviation Affairs at the Ministry of Transportation, and for the Government of the Republic of Sudan, the General Civil Aviation Authority at the Ministry of Aviation, or in both cases, any other entity or person authorized to carry out the functions exercised by the said authorities.

3. The term “designated air transport company” refers to the air transport company designated and authorized in accordance with the provisions of Article Four of this Agreement.

4. The term "territory" refers to the specific meaning defined in Article (2) of the Convention. Similarly, the terms "air service," "international air service," "air transport company," and "stopping for non-transport purposes" for the purposes of this Agreement shall have the respective meanings assigned to them in Article (96) of the Convention.

5. The term “Agreed services” refers to the regular air services for the transportation of passengers, cargo and mail on the routes specified in this Agreement.

6. The term "tariff" refers to the rates or charges payable for the transportation of passengers, baggage and cargo, and the conditions governing the application of these rates or charges, including rates or charges and conditions for agency and other supplementary services, excluding rates and conditions for the carriage of mail.

7. The term "Annex" refers to the route schedules attached to the current agreement, and any paragraphs or notes specified in the Annex. The Annex shall be considered an integral part of the Agreement unless expressly stated otherwise.

8. The term "traffic" refers to passengers, baggage, goods and mail.

9. “Capacity" refers to the available capacity for any aircraft, indicating the available capacity of such aircraft on the specified route or a part thereof.

The headings in this agreement have been placed at the head of each article for the purpose of reference and convenience and not for the purpose of interpretation, specification or explanation of any scope in this agreement.

**Article Two**

**Application of the Chicago Convention of 1944**

The provisions of this Agreement shall be subject to the provisions of the Treaty as much as they are applicable to the international air services.

**Article Three**

**Granting of Air Transport Rights**

**1.**Each contracting party grants the air transport companies of the other contracting party the rights specified in this Agreement for the purpose of air transport services. These companies shall have the following rights:

a- Overflying the territory of the other contracting party without landing.

b- Stopover in the aforementioned territory for non-transportation purposes.

c- Stopover in the aforementioned territory at the points specified on the route in the appendix for the purpose of embarking and disembarking international traffic.

**2.**Paragraphs (1) and (2) of this Article shall not grant the air transport companies of either contracting party the right to take passengers, goods or mail in return of compensation or remuneration in the territory of the other contracting party and carry them to another point in the territory of the other contracting party.

**Article Four**

**Designation and Licensing of Air Transport Companies**

1. Each contracting party has the the right to designate, in writing, to the other contracting party, one or more air transport companies to enjoy the air transport rights specified in Article (3) of this Agreement.

2. Upon the receipt of such designation, the other contracting party shall, taking into account the provisions of paragraphs (3) and (4) of this Article, without delay, grant the designated air transport company or companies the necessary operating license.

3. The aviation authorities of either contracting party may require the designated air transport companies by the other contracting party to comply with the requirements of laws and regulations established by those authorities normally and reasonably for the operation of international air services, in accordance with the provisions of the convention.

4. Each of the contracting parties shall have the right to withhold the grant of the operating license referred to in paragraph (2) of this Article or impose the conditions it deems necessary on the advantages the designated air transport company has that are mentioned in Article (3), and in any case where the said contracting party is not convinced that a substantial part of ownership and effective control of the designated air transport company is vested in the contracting party that designated the air transport company or in its nationals.

5. The designated air transport company, designated and granted the operating license, may commence operation of the agreed services at any time, provided that a tariff is established in accordance with the provisions of Article (11) of this Agreement applicable to such services.

**Article Five**

**Withdrawal or Suspension of Operating Authorizations**

1. Each contracting party shall have the right to cancel the operating authorization or suspend the exercise of the air transport company designated by the other contracting party of the privileges provided for in Article (3) of this Agreement or to impose conditions it deems necessary regarding the exercise of such privileges in the following cases:

a- In any case where it is not convinced that the substantial ownership of the air transport company and its effective management are vested in the contracting party that designated the air transport company or in the nationals of that contracting party.

b- In the event of non-compliance by the air transport company with the laws and regulations of the contracting party which granted such rights.

c- In the event of the failure of the air transport company to operate in accordance with the conditions stated in this Agreement.

2. If the immediate withdrawal, suspension or imposition of the conditions mentioned in paragraph (1) of this Article was not necessary to prevent the continued violation of laws and regulations, this right shall not be exercised except after consultation with the other contracting party.

3. In the event that any action is taken by one of the contracting parties in accordance with the provisions of this Article, the rights of the other contracting party set forth in Article (24) of this Agreement shall not be affected.

**Article Six**

**Principles Governing the Operation of Agreed Services**

1. Fair and equal opportunities shall be provided to the air transport companies affiliated with the contracting parties to operate the agreed services on the renewed routes between their respective territories.

2. When operating the agreed services, the air transport company designated by each contracting party shall take into account the interests of the air transport company of the other contracting party, so as not to unduly affect the services provided by the latter on the entire air route or a part thereof.

3. The agreed services provided by the air transport company designated by the contracting parties shall be proportional to the public's transportation needs on the specified routes, and their main objective shall be to provide capacity, with a reasonable payload factor, that is proportional with the existing and anticipated traffic demand.

4. The rules relating the transport of passengers, goods and mail, whether taken from or disembarked at points on specified routes in the territories other than those that designated the air transport company, shall be in accordance with the general principles that require capacity to be proportionate to:

a- The traffic requirements between the country from which the air services originate and the countries where the intended points are located.

b- The traffic requirements in the area through which the air transport company operates, taking into account local or regional air services.

c- The investment requirements of the air transport company in its transborder operations.

**Article Seven**

**Application of Laws and Regulations**

1. The laws and regulations in force in one of the contracting parties regarding the entry of the planes of the air transport company from its territory which works in the international air navigation to its territory, fly in it, daprt from it, related to its operation or navigation of such aircraft by the other contracting party, when they are within the territory of the other contracting party, shall be observed by these aircraft upon entering, leaving or while in the territory of that other contracting party.

2. The application of laws and regulations in force in one of the contracting parties regarding the entry, stay or departure of passengers, crew and goods, including mail, within its territory, such as regulations related to entry and exit, immigration, passports, as well as customs and health procedures concerning passengers, crew and goods, including mail transported by aircraft of the air transport company affiliated with the other contracting party when entering or leaving the territory of this contracting party or during their presence in it.

3. Each contracting party shall provide, upon request, the other contracting party with copies of the laws and regulations referred to in this Article.

**Article Eight**

**Recognition of Licenses and Certificates**

1. Each of the contracting parties shall recognize the validity of aircraft airworthiness certificates, crew qualification certificates, licenses and all documents issued or endorsed by the other contracting party.

2. Each contracting party shall, in respect of flights over its territory, reserve the right not to recognize qualification certificates or licenses issued to any of the nationals of the other contracting party.

**Article Nine**

**Codeshare**

1. When operating or establishing air services on the routes specified in the route schedule attached to this Agreement, any air transport company designated by either of the contracting parties shall be able to enter into arrangements in the field of codeshare operations, as well as enter into arrangements for its account with a view to allocate space on the aircraft of another company, in agreement with:

a- the air transport company or companies affiliated with any of the contracting parties.

b- the air transport company or companies affiliated with a third party, and in the event that the competent authorities of the third party do not approve similar arrangements between the air transport companies affiliated with the other party and other air transport companies for the purpose of providing the agreed services to and from, or through its territory, the contracting parties shall have the right to not accept these arrangements to and from and through the territories of both contracting parties in favour of the third party.

2. The conditions of the aforementioned arrangements are subject to the following when practised by all air transport companies:

a- Holding the necessary air transport rights in accordance with the principles of this Convention.

b- The necessary requirements for implementing these arrangements shall comply with the civil aviation authorities' regulations of both contracting parties.

3. Air transport companies are required to submit their proposed arrangements in the field of codeshare for joint flights, as well as other arrangements related to allocating capacity on the aircraft of the other airlines, to the civil aviation authorities of both contracting parties for approval at least forty-five (45) days prior to the commencement of these arrangements.

4. Any air transport company that is a party to codeshare arrangements for joint flights pursuant to this paragraph shall indicate to the ticket subscribers at the point of sale the name of the air transport company or companies operating each segment of the codeshare service, and with which contracting airline the purchaser will have a contractual relationship under such arrangements.

**Article Ten**

**Approval of Flight Schedules**

The air transport company designated by each contracting party shall submit their flight schedules to the aviation authorities of the other contracting party within a period not exceeding thirty (30) days before commencing services on the specified routes.

This also shall apply to subsequent changes, and this provision may be modified from time to time by these authorities.

**Article Eleven**

**Tariff**

1. The transport tariff to be charged by the air transport company designated by a contracting party for the services covered under the current agreement, shall be established at reasonable levels, taking into account all relevant factors including operating costs, service benefits, commission rates, reasonable profit and tariffs of other air transport companies.

2. The tariff referred to in paragraph (1) of this Article shall be agreed upon, if possible between the air transport companies designated by both contracting parties after consultations with their respective governments and consultations with other air transport companies, if deemed appropriate and in accordance with the procedures of international authorities and organizations.

3. This paragraph shall be deemed approved unless the aviation authorities of either contracting parties raise objections to the proposed tariff within a period of thirty (30) days from the date of submission.

4. The tariff, established in accordance with the provisions of this Article, shall remain in effect until a new tariff is established. However, the application of the tariff may not be extended for more than twelve (12) months after its expiry date.

5. If the tariff is not agreed upon in accordance with paragraphs (1) and (2) of this Article or if notice of objection is given within the period stipulated in paragraph (3) of this Article, the aviation authorities of both contracting parties shall determine the tariff through mutual agreement.

6. If the aviation authorities of both contracting parties are unable to determine the tariff according to paragraph (7) of this Article, the dispute shall be resolved in accordance with the provisions of Article (24) of the this Agreement concerning dispute settlement.

7. The contracting parties shall attempt to ensure the existence of effective and enforceable procedures through the authority they exercise when investigating violations by any airline, passenger, shipping agent, group travel manager or shipper, regarding the substantive fares according to this Article. Additionally, they shall ensure that the violation of these fares is subject to preventive measures based on consistent principles and without discrimination.

**Article Twelve**

**Sale and Marketing of Airline Products**

According to the laws and regulations in force in each contracting party, each air carrier designated by the other contracting party shall have the right to engage in the sale and marketing of international air transport services and products within the territory of the contracting party by itself, including authorizing air carriers to establish their offices in the areas they serve and in areas they do not serve.

**Article Thirteen**

**Automated Booking Systems**

The contracting parties have agreed that the automated booking systems implemented in each party's territory shall operate as follows:

a- Protecting the interests of customers benefiting from air transport services against practices of misuse of automated booking systems, including misleading information available within the scope of these systems.

b- Applying the laws of professional conduct established under the automated booking systems, particularly regarding the distribution of passenger and goods service information, in accordance with the rules and regulations approved by the International Civil Aviation Organization.

**Article Fourteen**

**Employment of Foreigners and Access to Local Services**

Each party shall allow air carriers of the other party to:

a- Recruiting foreign employees to its territory and appointing them to perform administrative, commercial, technical, operational and other specialized tasks required for providing air transportation services, in accordance with the laws and regulations governing entry, residence and employment in the receiving countries.

Utilizing the services of employees from any other institution, company or other airline operating in its territories and authorized to provide these services.

**Article Fifteen**

**Payment of Local Expenses**

Each party shall allow the airline carriers affiliated with the other party to pay their local expenses in its territory using the local currency or any other preferred convertible currency, including fuel purchase expenses.

**Article Sixteen**

**‎Used Fares**

1- The term "used fare” refers to the fare imposed on the air transport companies affiliated with the competent authorities or that allowed to be imposed by such authorities for the use of their airports or other facilities, as well as air navigation facilities, including services and facilities related to aircraft, their aircrews, passengers, and goods.

2- It shall not be permissible for the usage fares imposed or allowed to be imposed by any contracting party on the air transport companies designated by the other contracting party to be higher than that imposed on its own air companies operating the same international air services.

3- Each contracting party shall encourage consultation between the competent authorities responsible for fares and the air transport companies utilizing the services and facilities provided by those competent authorities, in a practical manner through the associations of representatives of such companies.

The investors shall be notified within a reasonable period of any proposed amendments to the usage fees, allowing them to provide their feedback before these amendments come into effect. Additionally, each contracting party shall encourage the exchange of necessary information between the competent authorities responsible for fares and those investors regarding such fares.

**Article Seventeen**

**Provision of Statistics The aviation authorities affiliated with either contracting party shall be required to provide, upon request, the relevant aviation authorities of the other contracting party with information and statistics relating to air traffic transported to and from the territory of the other contracting party by the designated air transport company to the local aviation authorities.** Any additional statistical data regarding the traffic that the aviation authorities of one contracting party may wish to obtain from the aviation authorities of the other contracting party shall be subject, upon request, to mutual consultation and agreement between the contracting parties.

**Article Eighteen**

**Customs Duties**

1- The aircraft belonging to the air transport company designated by either contracting party, operating in international air service, as well as the fuel stocks, lubricating oils, consumable technical supplies, spare parts including aircraft engines, standard equipment and aircraft reserve (including, without limitation, food, beverages and tobacco), shall be exempt from customs duties, inspection fees and other similar charges and taxes, not based on the services rendered. This exemption shall apply upon entry into and exit from the territory of the other contracting party on a reciprocal basis, provided that these equipment and provisions remain on board the aircraft.

2- The standard equipment, aircraft fuel, lubricating oils, consumable technical supplies, spare parts including aircraft engines, aircraft reserve (including, without limitation, food, beverages and tobacco), printed ticket stock, air waybills and any printed materials bearing the logo of the air transport company designated by either of the contracting parties as well as ordinary promotional materials distributed free of charge by that company imported into the territory of the other contracting party by the designated company or on its behalf by a representative or taken on board the aircraft operated by that designated company. Shall be exempted by the other contracting party,on the basis of reciprocity, from all customs duties, taxes, similar charges and fees, not based on the cost of services provided, upon arrival even if such materials, equipment and other items, are used, during any part of its flight program conducted over the territory of the other contracting party.

3- It is permissible to place the materials referred to in paragraphs (1) and (2) of this Article under the supervision or control of the customs authorities of the other contracting party.

4- The ordinary equipment, as well as the materials referred to in paragraph (1) of this Article, may not be unloaded in the territory of the other contracting party except with the approval of the customs authorities of the other contracting party. Under these circumstances, these materials shall be exempted on the basis of reciprocity from the taxes mentioned in paragraph (1) of this Article until they are re-exported or disposed of in accordance with the customs regulations of the other contracting party, whenever it is required that these ordinary equipment and the aforementioned materials be subject to its supervision for a certain period.

5- The exemptions granted under this Article shall also be available in cases where the air transport company designated by one of the contracting parties has contracted with one or several air transport companies under other arrangements in the form of a loan for the transport of such ordinary equipment and other materials referred to in paragraphs (1) and (2) of this Article, provided that the said company or other air transport companies are granted by the other contracting party the same exemptions granted by the other contracting party.

6- Goods and baggage in direct transit through the territory of any contracting party shall be exempted from customs duties, taxes, similar charges and fees, not based on their cost but based on the services provided upon their arrival in the territory of the other contracting party.

**Article Nineteen**

**Currency Exchange and Revenue Transfer**

In accordance with the applicable laws and regulations in both territories of the contracting parties, each party shall allow the air carriers affiliated with the other party, one or more, to exchange and transfer abroad, to the desired country, upon their request, all their local revenues obtained from the sale of air transport services and from directly related activities exceeding the amounts spent locally. Each party shall authorize the exchange and transfer quickly, without restrictions, discrimination or taxes.

**Article Twenty**

**Aviation Safety**

1- Each contracting party may conduct consultations at any time regarding the safety standards applied by the other contracting party, specifically related to the aircraft crew, aircraft itself or its operation. These consultations shall be held within a period of thirty (30) days from the date of the request.

2- If a contracting party determines, after conducting such consultations, that the other contracting party is not applying or seriously considering the minimum standards of aviation safety as defined by the Chicago Convention, the first party shall notify the other party of the findings and the necessary steps it requires to be taken to comply with the minimum standards. The other party shall take the necessary corrective actions within a period of fifteen (15) days or any longer period agreed upon to comply with Article (5) of this Convention.

3- Notwithstanding the conditions set forth in Article (33) of the Chicago Convention, it shall be agreed that any aircraft operated by an airline or airlines by the other party on flights to and from the territory of the other state shall be subject to inspection (both internal and external) by an authorized delegate designated by the other party in order to verify the validity of certificates and authorizations of the aircraft and its crew, as well as the general condition of the aircraft and its equipment (referred to in this article as field inspection of the aircraft), provided that it does not cause any unjustifiable delay to the aircraft's air traffic.

4- In the event that the following is revealed during the conduct of the inspection or field inspections:

a- Non-compliance of the aircraft or its operation with the minimum level of aviation safety prescribed in the Chicago Convention.

b- Failure to effectively implement the prescribed maintenance levels of aviation safety standards prescribed in the Chicago Convention.

The contracting party conducting the inspection according to the purposes set forth in Article (33) of the Chicago Convention shall have the right to inform the other party that the requirements concerning the certificates or authorizations related to the aircraft or its crew, which have been issued or considered valid, or the requirements under which the aircraft is operated, are inconsistent with the minimum standards of the standard rules contained in the Chicago Convention.

5- In the event that the representatives of the air transport company or companies affiliated with one of the contracting parties refuse to undergo the periodic inspections on their aircraft in accordance with paragraph (3) above, the other contracting party shall have the right to withdraw the operating license issued to that company in accordance with paragraph (4) above.

6- Each contracting party shall reserve the right to suspend or amend the operating license issued to the air transport company or companies affiliated with the first contracting party, taking urgent measures necessary for the safety of air operations, and this shall apply whether a field inspection or consultations have been conducted or not.

7- Any action taken by either of the contracting parties in accordance with paragraphs (5) and (6) above shall cease to be in effect if the reasons giving rise to it have ceased to exist.

**Article Twenty-One**

**Aviation Security**

1- The contracting parties agree that each of them shall provide maximum assistance in suppressing the unlawful seizure of aircraft and other unlawful acts against aircraft, airports and air navigation facilities that threaten aviation security.

2- The parties reaffirm their commitment to the provisions of the Convention on Offences and Certain Other Acts Committed on Board Aircraft, signed in Tokyo on 14 September 1963 and the Convention for the Suppression of Unlawful Seizure of Aircraft, signed in The Hague on 16 December 1970 and the Convention for the Suppression of Unlawful Acts at Airports Serving Civil Aviation signed in Montreal on 14 February 1988 and any other convention or protocol to which the contracting parties may accede.

3- The contracting parties shall also comply with the aviation security provisions determined by the International Civil Aviation Organization. In the event of incidents or threats of unlawful seizure of aircraft or other unlawful acts against aircraft, airports or air navigation facilities, the contracting parties shall facilitate all communications with the aim of promptly and safely resolving these incidents.

4- Both contracting parties shall agree to require their respective airlines to adhere to the provisions of civil aviation security when entering, departing or while remaining in the territory of the other contracting party. Both contracting parties shall be responsible for taking appropriate measures to protect these aircraft and inspect passengers, crew members, transported materials, baggages, goods and aircraft supplies before and during the boarding or loading process. Each contracting party shall give due consideration to any request from the other contracting party to take specific security measures to address any anticipated threat.

If a dispute arises regarding the implementation of the aviation security procedures outlined in the preceding paragraphs, the civil aviation authorities shall request urgent consultations with the civil aviation authorities of the other contracting party.

**Article Twenty Two**

**Conformity with Multilateral Conventions**

5- If a general multilateral convention concerning air transport enters into force for both contracting parties, this agreement shall be amended to align with the provisions of the said convention.

**Article Twenty Three**

**Consultations and Amendments**

1- In the spirit of close cooperation, the aviation authorities of each contracting party may request consultations with the other party to ensure the satisfactory implementation and compliance with the provisions of this agreement.

2- These consultations shall commence within a period of thirty (30) days from the date of receipt of the written request, unless the aviation authorities of both contracting parties agree to extend this period.

3- At any time, either contracting party may request consultations with the other contracting party for the purpose of amending the current agreement, and these consultations shall commence within a period of sixty (60) days from the date of receipt of the request.

4- If the amendment concerns provisions of the agreement other than those relating to the annex, each contracting party shall approve the amendments in accordance with its constitutional procedures, and these amendments shall enter into force on the date on which the diplomatic notes referring to such ratification are exchanged.

5- If the amendment concerns only the annex, direct consultations shall take place between the civil aviation authorities of both contracting parties. Upon agreement by the authorities on a new annex, the agreed-upon amendments regarding this matter shall enter into force from the day they were agreed upon by the civil aviation authorities.

**Article Twenty Four**

**Settlement of Disputes**

1- If any dispute arises between the contracting parties regarding the interpretation or application of this Agreement, they shall first attempt to settle the dispute through negotiations at the level of the civil aviation authorities of the two countries.

2- If the contracting parties fail to settle the dispute through negotiations, they may agree to refer the subject matter of the dispute to a body for adjudication, or either contracting party may refer the dispute to a three-member Arbitral Tribunal, and each contracting party shall appoint one arbitrator and the third arbitrator shall be appointed by the arbitrators. Each contracting party shall appoint its arbitrator within a period of sixty (60) days from the date of receipt of the memorandum from the other contracting party, transmitted through diplomatic channels, requesting arbitration of the dispute. The third arbitrator shall be appointed within another sixty (60) day period. If either of the contracting parties fails to appoint an arbitrator within the specified period, either contracting party may request the President of the Council of the International Civil Aviation Organization to appoint an arbitrator or arbitrators, as the case may require. In any case, the third arbitrator shall be a national of a third country and shall preside over the Arbitral Tribunal and shall determine the place where the arbitration shall be conducted.

3- The decisions of the Arbitral Tribunal shall be binding to both contracting parties.

4- If either contracting party or a designated airline fails to comply with the decision made under this article, the other contracting party may limit, withdraw or suspend any right or privilege granted under this Agreement to the defaulting contracting party or to the airline designated by the contracting party.

**Article Twenty Five**

**Termination of the Agreement**

Either of the contracting parties may at any time notify the other contracting party of its desire to terminate this Agreement, provided that this notice is simultaneously communicated to the Council of the International Civil Aviation Organization. In this case, this Agreement shall be terminated after a period of twelve (12) months from the date of receipt by the other contracting party of the notice, unless the termination notice has been withdrawn by mutual agreement between the contracting parties before the end of such period. If the other contracting party refuses to acknowledge receipt of the notice, it shall be deemed to have received it after a period of fourteen (14) days from the date of receipt of the notice by the Council of the International Civil Aviation Organization.

**Article Twenty Six**

**Registration with the Civil Aviation Organization**

This Agreement and all amendments thereto shall be registered with the Council of the International Civil Aviation Organization.

**Article Twenty Seven**

**Entry Into Force**

Both of the contracting parties shall ratify the current Agreement in accordance with their constitutional procedures, and this Convention shall enter into force from the date on which both contracting parties notify each other through the diplomatic channels of the completion of their constitutional procedures for the entry into force of the Convention.

Concluded in Bahrain on this day, Monday, 26 April 2004, in an original copy in the Arabic language.

On behalf of the Kingdom of Bahrain        On behalf of the Republic of Sudan

Abdulrahman Mohammed AlQaoud

Ishraqiya Sayed Mahmood

Undersecretary of the ministry for Civil Aviation Affairs Minister of State at the Ministry of International Cooperation

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**Route Schedule Annex**

**Part One**

The routes that can be operated in both directions by the air company or companies designated by the Government of the Kingdom of Bahrain:

**Departure Point Intermediate Points Destination Points Beyond Points**

Bahrain                 Any Points

Points in Sudan            Any Points

**Part Two**

The routes that can be operated in both directions by the air company or companies designated by the Government of the Republic of Sudan:

**Departure Point Intermediate Points Destination Points Beyond Points**

Points in Sudan           Any Points

Bahrain                   Any Points