

This PDF was generated on 17/01/2022 from online resources of
the **Qatar Digital Library**

The online record can be viewed at:

http://www.qdl.qa/en/archive/81055/vdc_100000000831.0x00031b

It contains extra information, high resolution zoomable views and transcriptions.

'File 2/40 IV. AIR FACILITIES. (Air Agreement)'

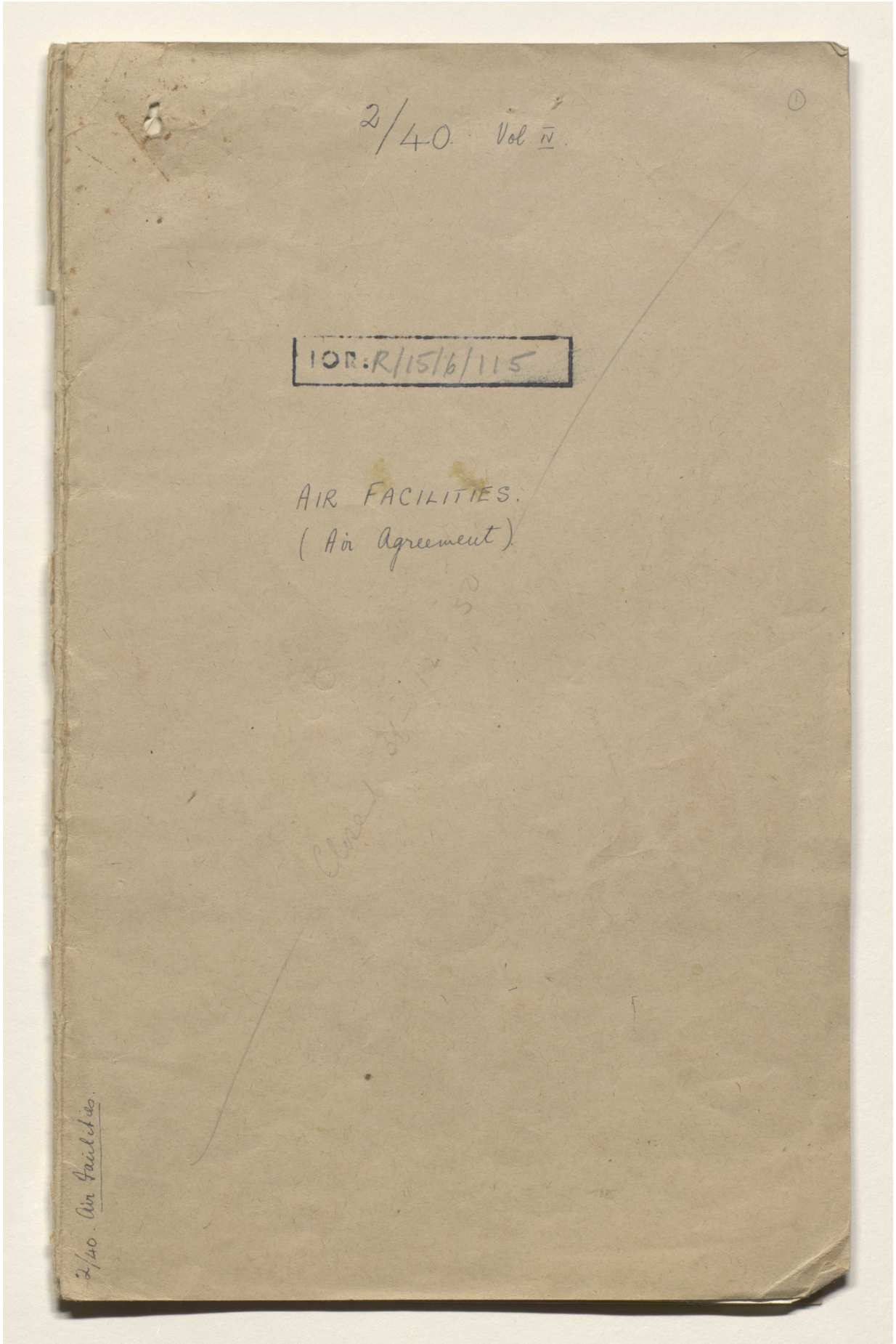
Holding Institution	British Library: India Office Records and Private Papers
Reference	IOR/R/15/6/115
Date(s)	8 Aug 1947-24 Dec 1950 (CE, Gregorian)
Written in	English in Latin
Extent and Format	1 file (19 folios)
Copyright for document	<u>Unknown</u>

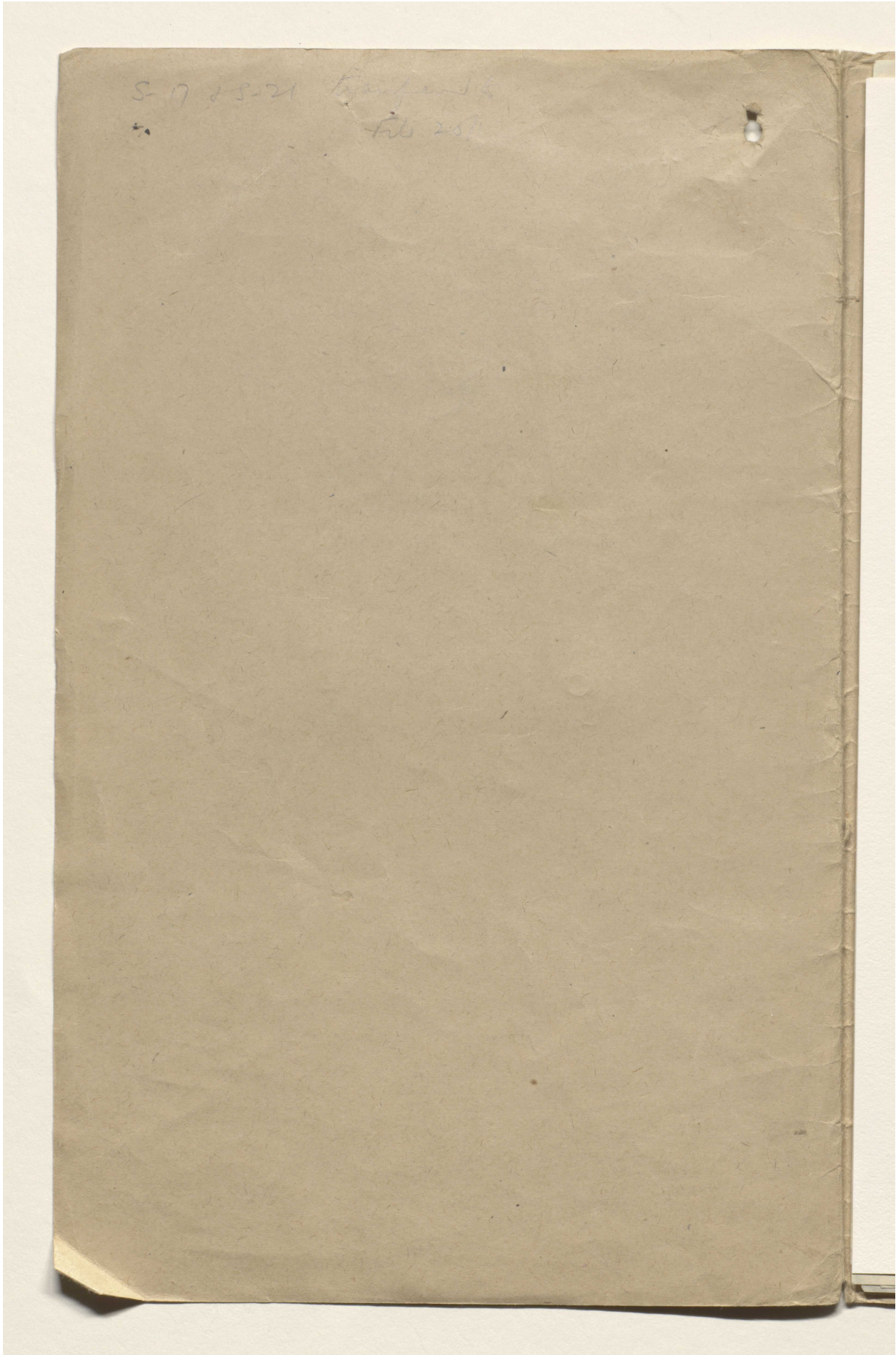


About this record

The file contains correspondence in the form of telegrams and letters that are related to the following: the use and control of the airfields in the Persian Gulf; the Royal Air Force (RAF) obtaining permission from the Sultan of Muscat and Oman for the use of certain areas in Salalah, Dhofar and Masirah as cemetery sites; and the amendment to the Muscat Civil Air Agreement of 1947 in regard to the safeguarding of airfields approaches at Salalah and Masirah.

The main correspondents in the file are: the Foreign Office, London; the Political Agent, Muscat; the Political Resident, Bahrain; and the RAF Headquarters, British Forces, Aden.





'File 2/40 IV. AIR FACILITIES. (Air Agreement)' [2r] (3/42)

COPY.

CONFIDENTIAL.

(2)

Aden/C.5539/ORG.

Headquarters,
British Forces,
Aden.

8th August 1947.

MUSCAT AIR AGREEMENT.

With reference to paragraph 21 of the Muscat Air Agreement, the Officer Commanding R.A.F. Units, Salalah and Masirah were instructed to choose a site for a cemetery. Copies of plans showing the sites selected are attached hereto.

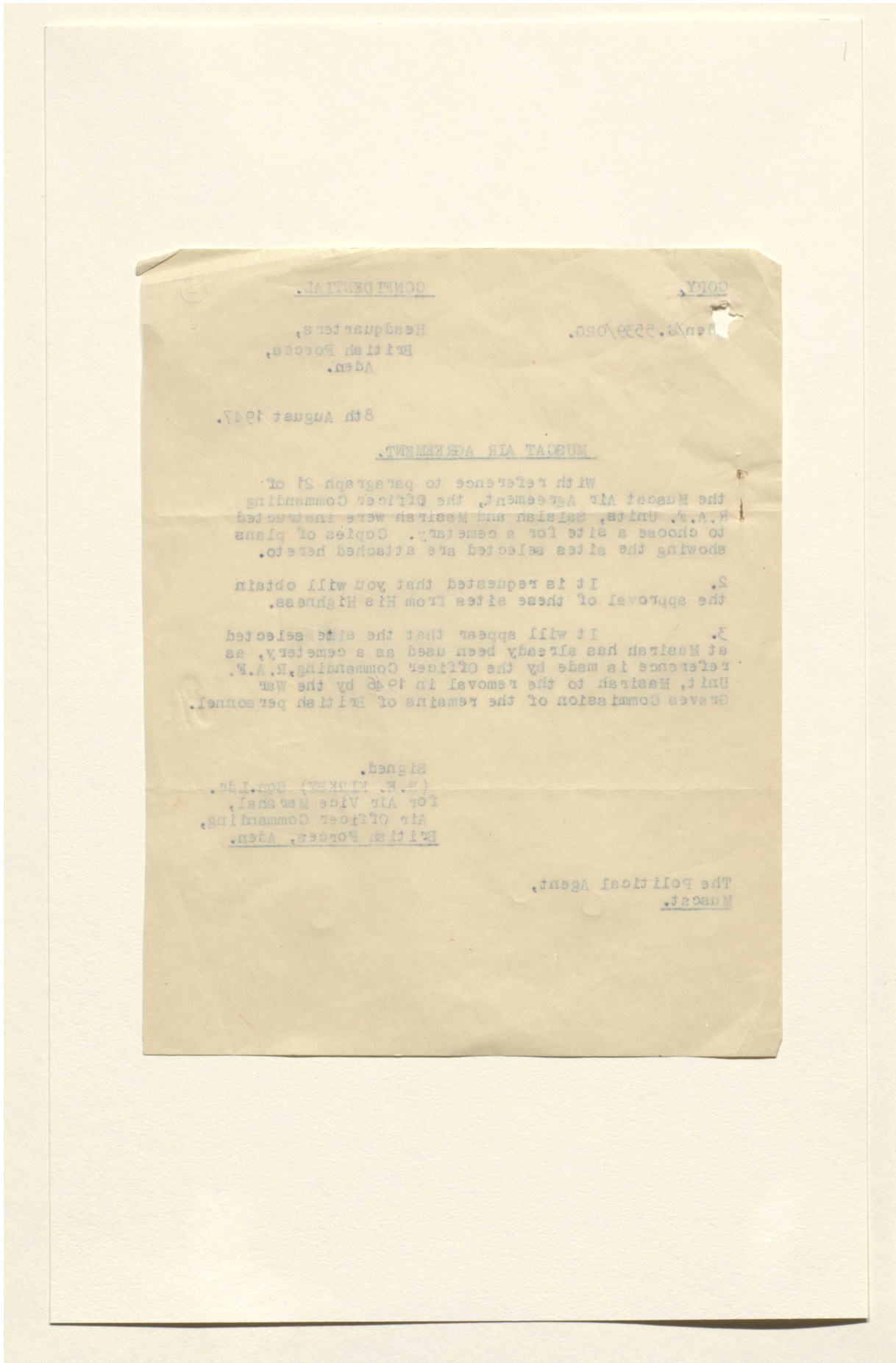
2. It is requested that you will obtain the approval of these sites from His Highness.

3. It will appear that the site selected at Masirah has already been used as a cemetery, as reference is made by the Officer Commanding, R.A.F. Unit, Masirah to the removal in 1946 by the War Graves Commission of the remains of British personnel.

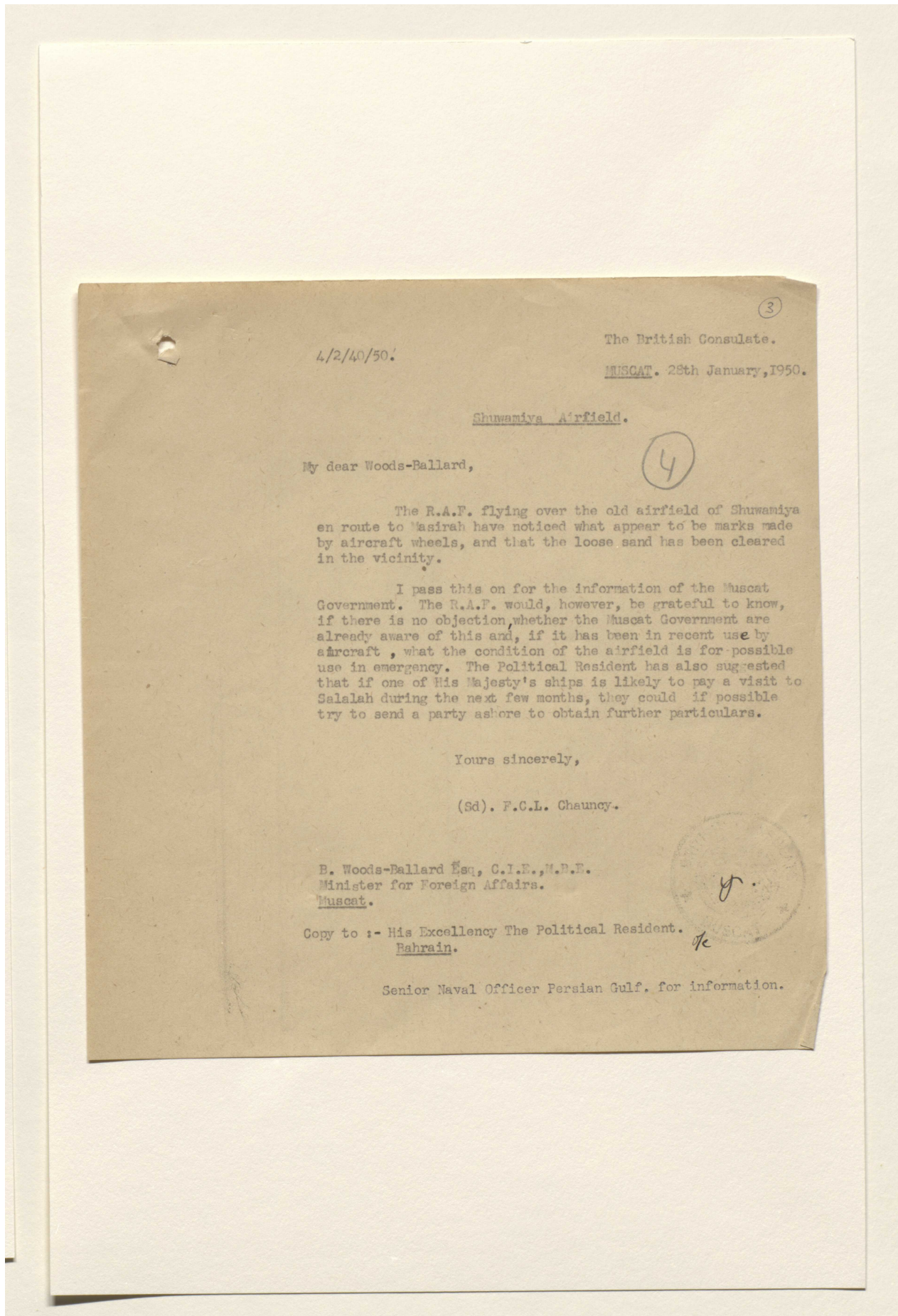
Signed.
(R.E. KIRKEY) Sqn.Ldr.
for Air Vice Marshal,
Air Officer Commanding,
British Forces, Aden.

The Political Agent,
Muscat.

'File 2/40 IV. AIR FACILITIES. (Air Agreement)' [2v] (4/42)



'File 2/40 IV. AIR FACILITIES. (Air Agreement)' [3r] (5/42)



4/2/40/50.

The British Consulate.

MUSCAT. 28th January, 1950.

Shuwamiya Airfield.

My dear Woods-Ballard,

The R.A.F. flying over the old airfield of Shuwamiya en route to Masirah have noticed what appear to be marks made by aircraft wheels, and that the loose sand has been cleared in the vicinity.

I pass this on for the information of the Muscat Government. The R.A.F. would, however, be grateful to know, if there is no objection, whether the Muscat Government are already aware of this and, if it has been in recent use by aircraft, what the condition of the airfield is for possible use in emergency. The Political Resident has also suggested that if one of His Majesty's ships is likely to pay a visit to Salalah during the next few months, they could if possible try to send a party ashore to obtain further particulars.

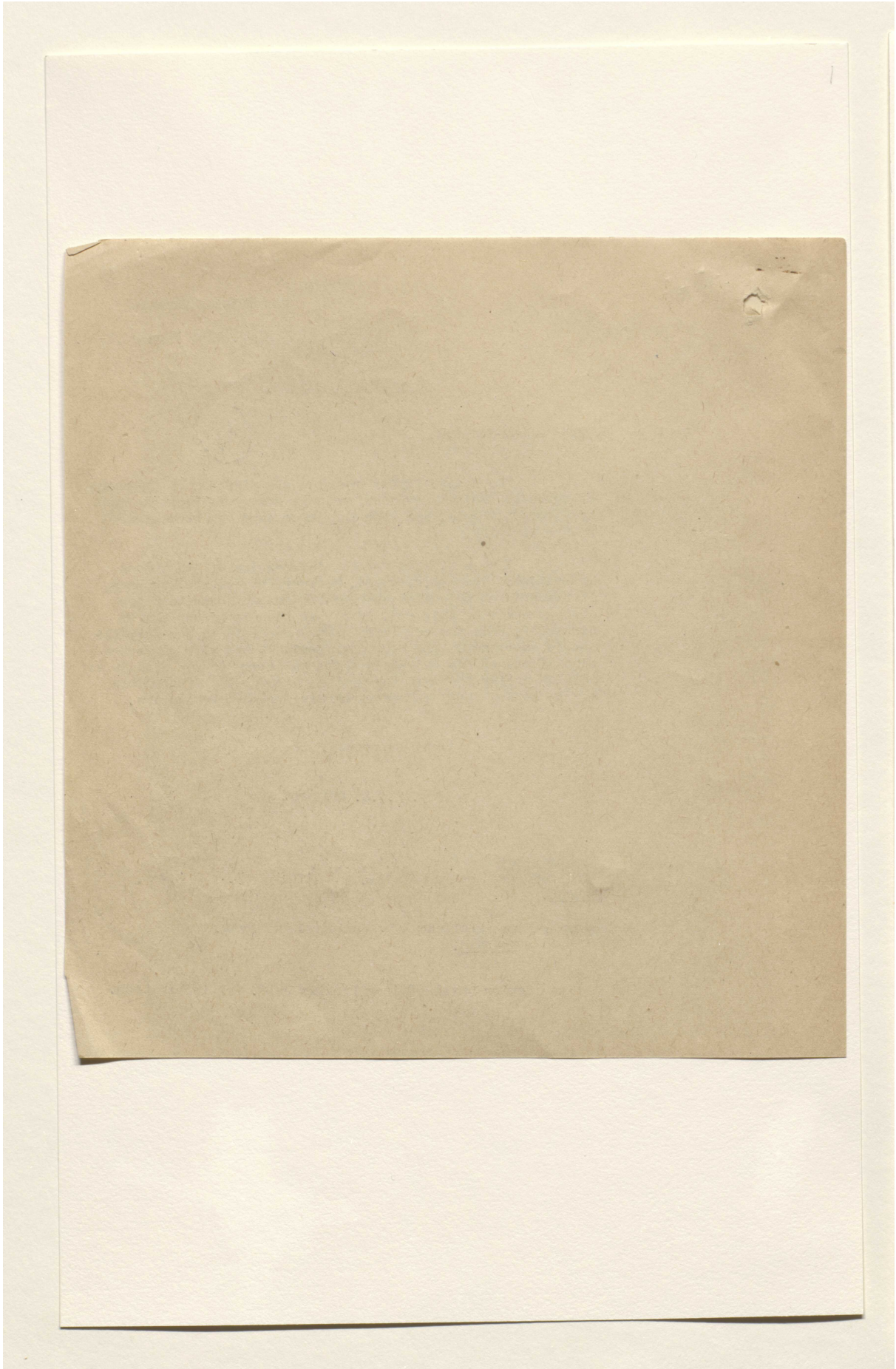
Yours sincerely,

(Sd). F.C.L. Chauncy.

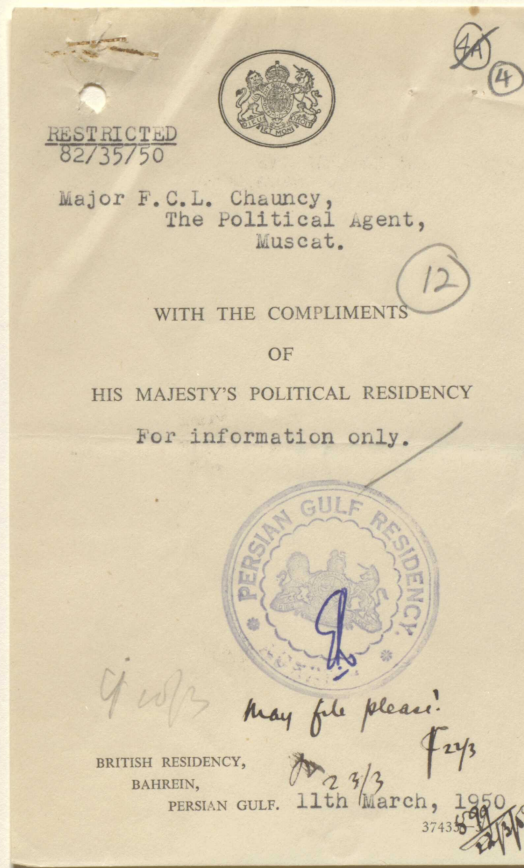
B. Woods-Ballard Esq, C.I.E., M.P.E.
Minister for Foreign Affairs.
Muscat.

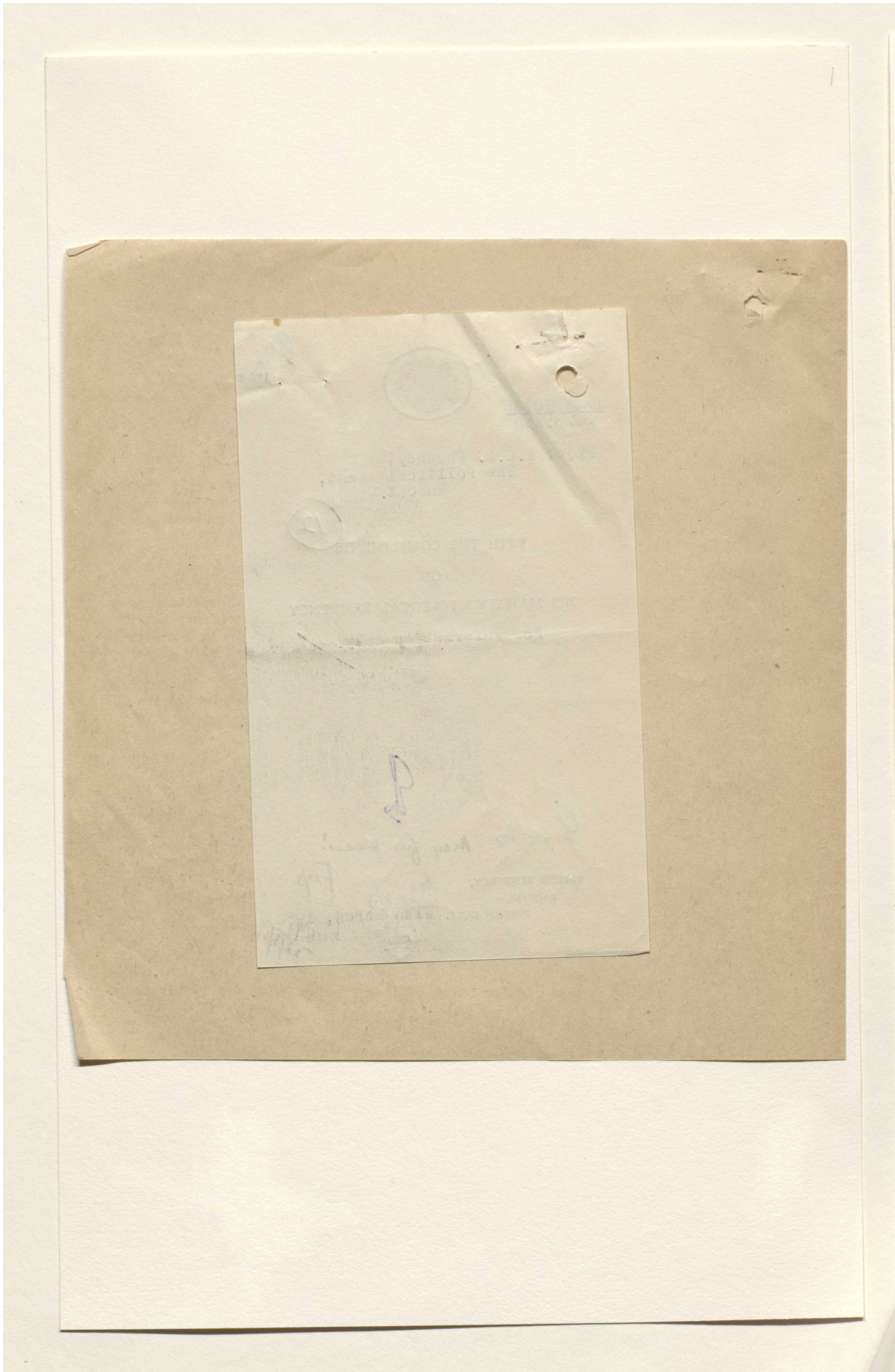
Copy to :- His Excellency The Political Resident.
Bahrain.

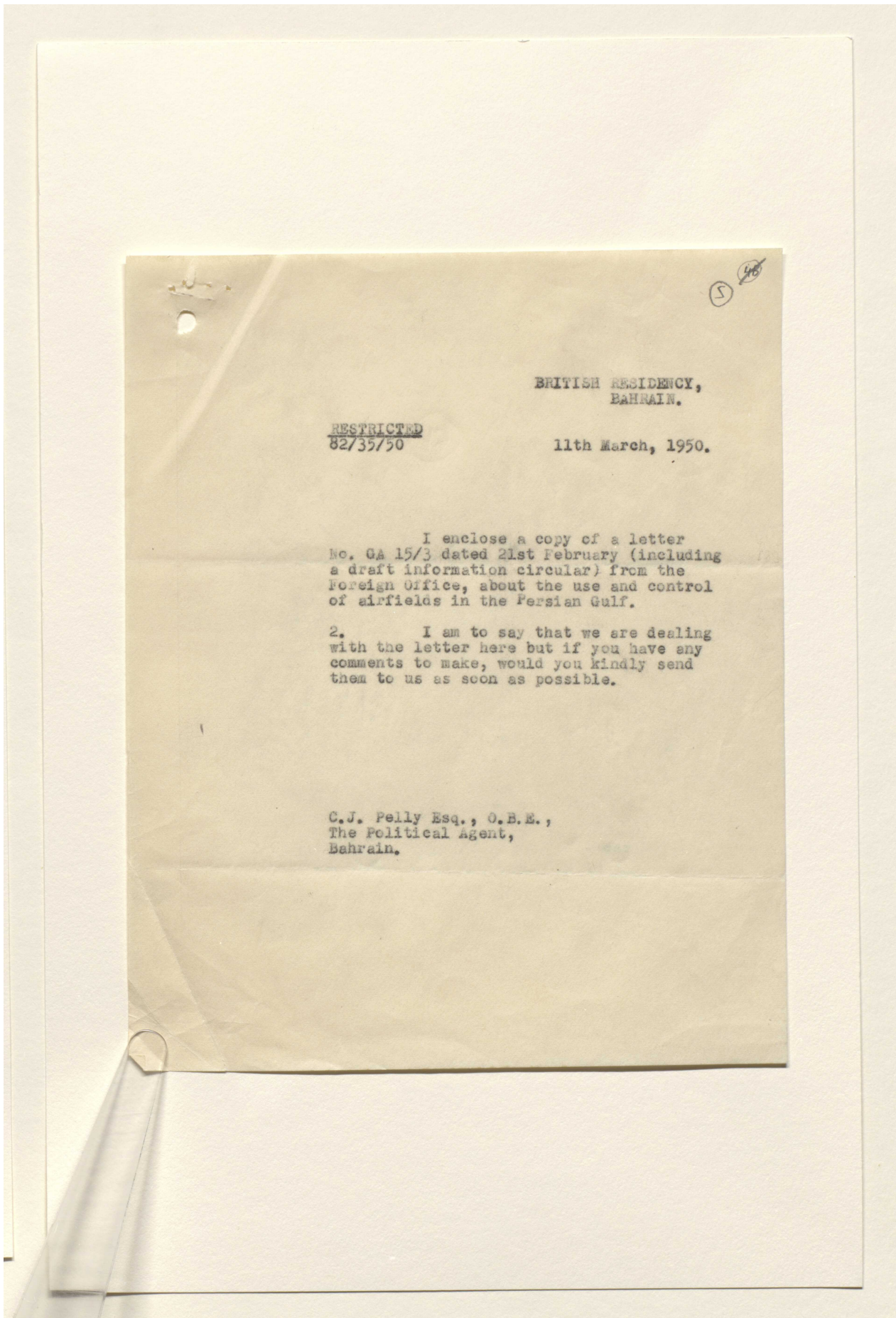
Senior Naval Officer Persian Gulf. for information.



'File 2/40 IV. AIR FACILITIES. (Air Agreement)' [4r] (7/42)







BRITISH RESIDENCY,
BAHRAIN.

RESTRICTED
82/35/50

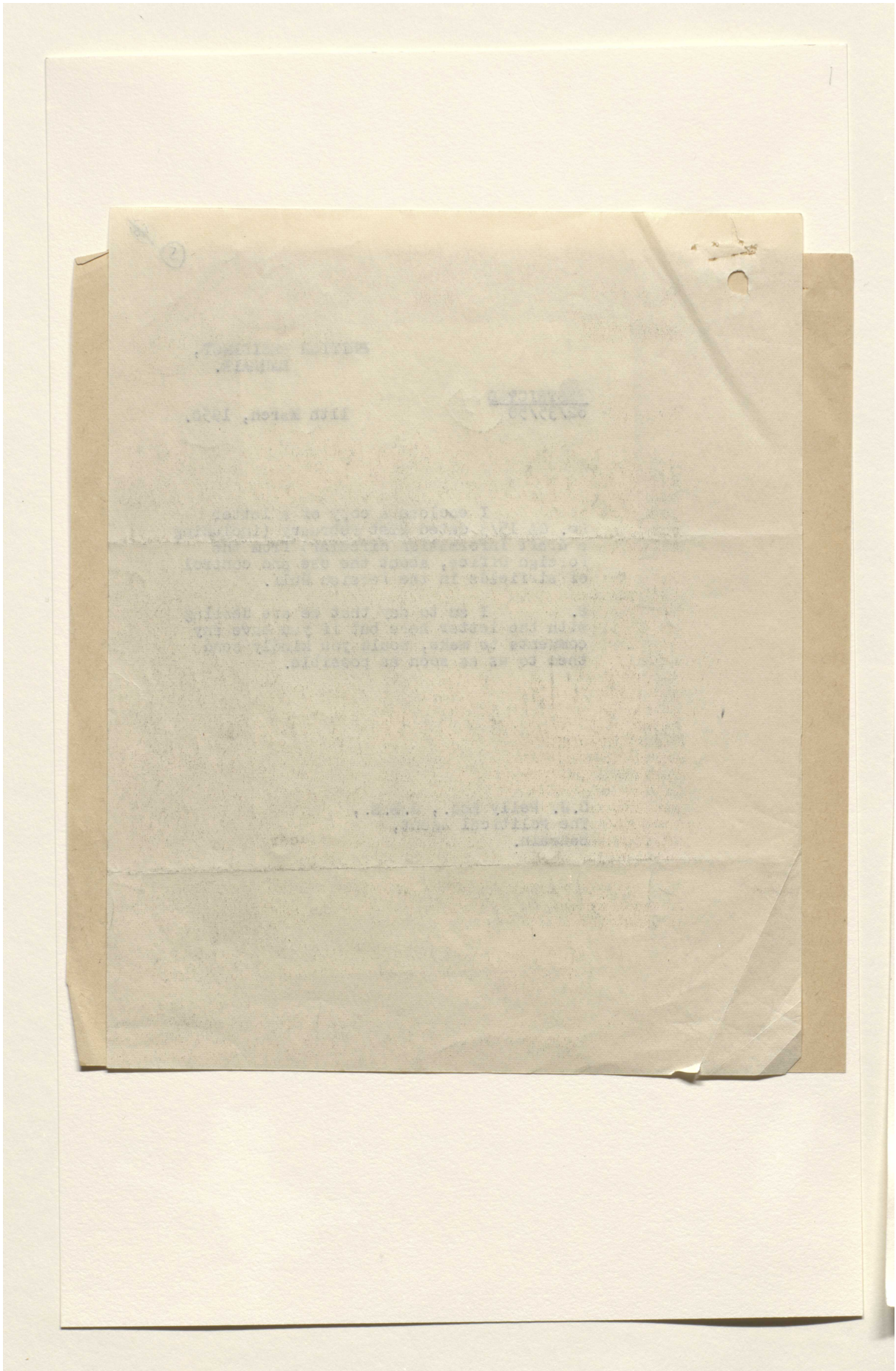
11th March, 1950.

I enclose a copy of a letter No. GA 15/3 dated 21st February (including a draft information circular) from the Foreign Office, about the use and control of airfields in the Persian Gulf.

2. I am to say that we are dealing with the letter here but if you have any comments to make, would you kindly send them to us as soon as possible.

C.J. Pelly Esq., O.B.E.,
The Political Agent,
Bahrain.

'File 2/40 IV. AIR FACILITIES. (Air Agreement)' [5v] (10/42)



'File 2/40 IV. AIR FACILITIES. (Air Agreement)' [6r] (11/42)

(G A 15/3)

COPY

RESTRICTED

FOREIGN OFFICE, S.W.1.

21st February, 1950.

Dear Sir Rupert,

I am sorry it has not been possible to reply sooner to your letter No.26/123/49 of the 9th July 1949 to Burrows, regarding the control of the Persian Gulf airfields; but the question is a complicated one owing to the unique position of the Shaikhdoms and has required lengthy consideration in this office and in the Ministry of Civil Aviation.

2. The Ministry have in hand the preparation of NOTAMS of Information Circulars dealing with the Gulf aerodromes, but they are not yet in a position to publish them; and they have suggested that for the present an Information Circular on the lines of the draft enclosed should be issued. You will see that it covers adequately the most important problem with which we are concerned - the procedure for clearing flights - and provides that in future all applications with the possible exception of the cases referred to in paragraph 3 below will be cleared through one central channel - the Ministry of Civil Aviation - and that apart from those exceptions you will no longer be called upon to deal with applications yourself. I shall be very glad if you will let me know whether the proposal meets with your approval; and whether you think the Shaikh of Kuwait would agree to a suitable amendment being made to Article 6 of the Civil Air Agreement, and the other Rulers concerned to similar amendments to our agreements with them.

3. The Ministry of Civil Aviation suggest however, that if you agree, the instructions in this Information Circular might with advantage be modified in two respects:-

- (a) that you should be authorised to grant permission in the case of single flights from adjoining territory.
- (b) that prior permission should not be required in the case of non stop flights over the Shaikhdoms, and in the case of flights for non-traffic purposes.

I should be glad if you would let me have your views on these proposed exceptions to the general rule that permission for all flights should be made through the diplomatic channel. We are in favour of them; in the case of (a) because it will save a lot of unnecessary time and trouble over minor flights; and in the case of (b) because we doubt whether there is sufficient justification merely on safety grounds, for retaining the requirement. The Ministry are considering whether, as an alternative precaution aircraft flying through the Persian Gulf area should be advised to follow well defined routes.

4. The Ministry of Civil Aviation have examined your suggestion that a penalty should be imposed, without legal process, on aircraft landing without proper authorisation,

...../but

Lieutenant-Colonel
Sir Rupert Hay, K.C.I.E., C.S.I.,
Bahrain.

2.

but they consider, and we are inclined to agree, that although the proposal has the attraction of simplicity and expedition, there is a danger that unless the fines were fixed at an exorbitant figures, operators in some circumstances would rather pay the fine than obtain, or attempt to obtain, prior permission. We also feel that the absence of legal proceeding might make operators feel that they had been dealt with arbitrarily and unjustly; and it might very well lead to the institution of retaliatory measures by foreign governments, whose airfield officials are not as impartial as our own.

5. We realise however, the difficulty of dealing with these people by instituting legal proceedings against them under the regulations as they are drawn up at present; and the Ministry of Civil Aviation, suggest that the best solution would be to add two additional Regulations to the Air Navigation Regulations of Bahrain and Kuwait, and eventually in the Air Navigation Regulations of Sharjah and Qatar, on the lines of Article 46 and 59 of the United Kingdom Air Navigation Order, in order to establish unequivocally that landing or picking up or setting down traffic at those airfields without permission is a contravention of the Regulations; and to provide powers under which offending aircraft would be detained. The Ministry of Civil Aviation have found that these two Regulations enable them to deal adequately with any aircraft which land in this country without authority.

6. We suggest therefore that provisions to be based on Articles 46 and 59 of the United Kingdom Order should be inserted in the Kuwait Regulations as follows and that similar provisions should also be included in the Air Navigation Regulations applicable in the other territories concerned:-

Add the following paragraph to Article 1.

"An aircraft engaged in the carriage of passengers or goods for hire or reward, shall not take on board or discharge passengers or goods at any place within the territories of Kuwait except in accordance with the terms of any agreement for the time being in force between His Majesty's Government in the United Kingdom (acting in this regard on behalf of His Highness the Shaikh) and the Government of the country in which the aircraft is registered or in accordance with the special permission of the Minister of Civil Aviation in the United Kingdom granted on behalf of His Highness the Shaikh and subject to any conditions or limitations which the Minister may specify.

Insert the following new Article after Article 14:-

"(1) if it appears to an authorised person appointed for the purpose by His Highness the Shaikh with the agreement of His Majesty's Government that any aircraft is intended or likely to be flown -

- (a) in such circumstances that the flight would be in contravention of the provisions, or any provision, of these regulations, or of the conditions governing the use of the aerodrome or aerodromes at Kuwait, set out in Annex 2 to the Heads of Agreement between His Majesty's Government in the United Kingdom and His Highness the Shaikh of Kuwait dated the 21st June 1949, or

...../(b)

(b) while in a condition unfit for flight whether the flight would otherwise be in contravention of any provision of these regulations or of the conditions set out in Annex 2 aforesaid or not;

such authorised person may give such instructions and take such steps by way of detention of the aircraft or otherwise as appear to him necessary in order to prevent the flight.

(ii) If any person contravenes any instructions given under this Article, he shall be deemed to have contravened these Regulations and, if an aircraft flies in contravention of any such instructions, or notwithstanding any steps taken by way of detention or ~~the~~ otherwise in order to prevent the flight, it shall be deemed to have failed to comply with these Regulations."

7. I should be very glad if you would let me know whether you see any objection to this plan; and whether you think the Shaikhs concerned are likely to agree to the proposed amendments. The plan depends on the reliability of the authorised person and it is essential therefore that His Majesty's Government should retain control over his appointment. If any of the Shaikhs object to the reference to His Majesty's Government in the Regulations themselves the point might be covered by an appropriate exchange of letters.

✓ your
views

(?)
8. Subject to the above on which we should not like to have ✓ we agree generally with the measures suggested in paragraph 5 of your letter. In the meantime the Ministry of Civil Aviation have appointed a representative to serve at Kuwait, who will it is hoped arrive early in March. He should be able, under your authority, with the additional powers conferred by implementation of the proposals referred to above, to deal promptly and effectively with most of the Kuwait aerodrome problems, particularly the unauthorised landings.

Yours ever,

(Sgd.) W.H. Montagu-Pollock.

'File 2/40 IV. AIR FACILITIES. (Air Agreement)' [8v] (16/42)

16

(b) While in a condition unfit for flight whether the pilot would also be in contravention of any provision of these regulations or of the conditions set out in Annex 2 attached or not; such authorized person may give such instructions and take such steps by way of detention of the aircraft or otherwise as appear to him necessary in order to prevent the flight.

(ii) If any person contravenes any instructions given under this article, he shall be deemed to have contravened the regulations and, in addition, shall be liable to detention of any such instructions, or instructions standing any steps taken by way of detention of the aircraft in order to prevent the flight, it shall be deemed to have failed to comply with these regulations.

7. I should be very glad if you would let me know whether you see any objection to this plan; and whether you think the matters concerned are likely to give to the proposed arrangements the plan depends on the reliability of the indicated person and it is essential therefore that His Majesty's Government should retain control over his appointment. In any of the matters object to the reference to His Majesty's Government in the regulations themselves the point might be covered by an appropriate exchange of letters.

8. Subject to the above on which we should not like to have we agree generally with the measures suggested in paragraph 7 of your letter. In the meantime the Ministry of Civil Aviation have indicated a representative who would be able to deal with the matters which you will be asked to deal with. It is hoped that this person will be able to deal with the matters which you will be asked to deal with. It is hoped that this person will be able to deal with the matters which you will be asked to deal with.

Yours ever,
W. H. Montagu-Pollock (Sgd.)

DRAFT INFORMATION CIRCULAR

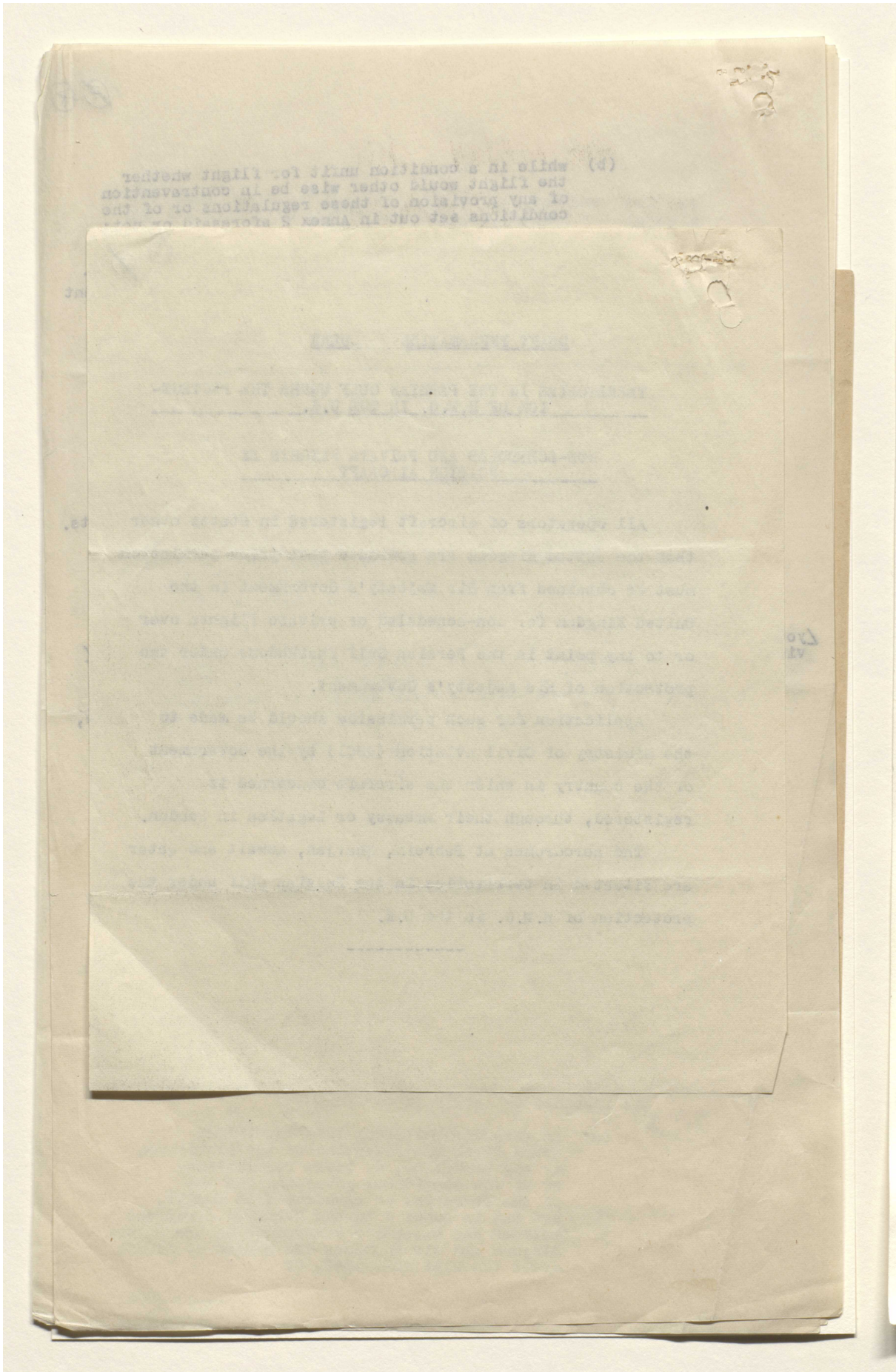
TERRITORIES IN THE PERSIAN GULF UNDER THE PROTECTION OF H.M.G. IN THE U.K.

NON-SCHEDULED AND PRIVATE FLIGHTS BY FOREIGN AIRCRAFT

All operators of aircraft registered in States other than the United Kingdom are reminded that prior permission must be obtained from His Majesty's Government in the United Kingdom for non-scheduled or private flights over or to any point in the Persian Gulf Shaikhdoms under the protection of His Majesty's Government.

Application for such permission should be made to the Ministry of Civil Aviation (ASCI) by the Government of the country in which the aircraft concerned is registered, through their Embassy or Legation in London.

The aerodromes at Bahrein, Sharjah, Kuwait and Qatar are situated in territories in the Persian Gulf under the protection of H.M.G. in the U.K.



CONFIDENTIAL.

Aden/5520/Org.

Headquarters,
British Forces,
Aden.

21st June 1950.

MUSCAT AIR AGREEMENT.

It is desired to refer to the Muscat Air Agreement, in particular this Headquarters letter Aden/5539/Org. dated 8th Aug. 1947, a copy of which is attached, in which it was requested that you obtained the approval of His Highness The Sultan for sites at Masirah and Salalah for use as cemeteries.

2. No record is held at this Headquarters of an answer having been given to this request. Furthermore, a copy of the Muscat Civil Air Agreement of 1947 held at this Headquarters, lists only paras. 1 to 17 in the agreement, and paras 1 to 8 in the General Conditions laid down by the Sultan to govern the use of aerodromes within his territory. Although paras 5 and 6 of the General Conditions states that no new building or other obstruction shall be erected on an aerodrome without the authority of the Sultan, no mention is made of objections to a cemetery site. In this connection it is desired to point out that in the agreement between His Majesty's Government and the Sultan of Makulla, the Sultan of Makulla raised no objection to the provision of a small cemetery at Riyan airfield, inside the airfield boundary.

3. It would therefore be greatly appreciated if you could obtain the permission of the Sultan for a site for cemeteries within the airfield boundaries at Masirah and Salalah, and if at the same time an up-to-date copy of the Muscat Air Agreement could be forwarded to this Headquarters for check and confirmation.

Please see following File 2/40 Vol II.
S-129, — letter from HQ. Br. Forces, Aden.
S-131 — forwarding of letter with plans to Residency.
S-140 — Sultan's approval for cemetery.
S-144 — letter to Aden with copy of S-140.

P. H. GATHERAL
(G.H. GATHERAL) Wng. Cndr.
for Air Vice Marshal,
Air Officer Commanding,
British Forces, Aden.

Suggest copies of correspondence at S-140 & S-144, be forwarded to Aden under P.H., unless Consul wishes to elaborate.
The Political Agent,
Muscat.

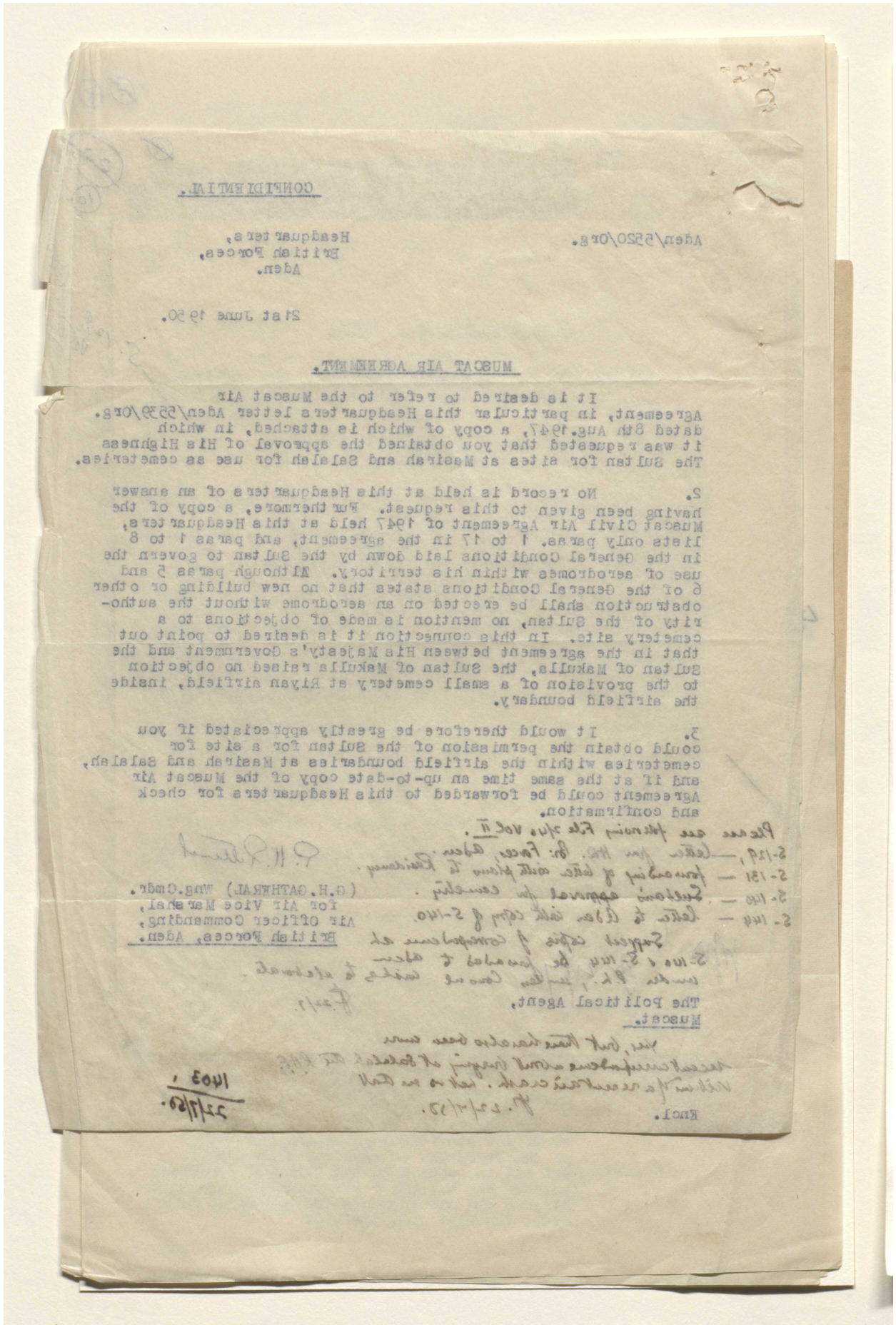
Yes, but there has also been more recent correspondence about burying at Salalah the R.A.F. victims of a recent air crash. Let us see that.

Encl.

P. 22/7/50.

1463
22/7/50.

'File 2/40 IV. AIR FACILITIES. (Air Agreement)' [10v] (20/42)



CONFIDENTIAL

Headquarters,
British Forces,
Aden.

Agcn/5250/or.g.

21st June 1950.

MUSCAT AIR AGREEMENT.

It is desired to refer to the Muscat Air Agreement, in particular this Headquarters letter Agcn/5250/or.g. dated 8th Aug. 1947, a copy of which is attached, in which it was requested that you obtained the approval of His Highness the Sultan for sites at Masrah and Salalah for use as aerodromes.

No record is held at this Headquarters of an answer having been given to this request. Furthermore, a copy of the Muscat Civil Air Agreement of 1947 held at this Headquarters, lists only paras. 1 to 17 in the agreement, and paras. 1 to 8 in the General Conditions laid down by the Sultan to govern the use of aerodromes within his territory. Although paras. 5 and 6 of the General Conditions states that no new building or other operation shall be erected on an aerodrome without the authority of the Sultan, no mention is made of objections to a cemetery site. In this connection it is desired to point out that in the agreement between His Majesty's Government and the Sultan of Makalla, the Sultan of Makalla raised no objection to the provision of a small cemetery at Riyah airdfield, inside the airdfield boundary.

It would therefore be greatly appreciated if you could obtain the permission of the Sultan for a site for aerodromes within the airdfield boundaries at Masrah and Salalah, and if at the same time an up-to-date copy of the Muscat Air Agreement could be forwarded to this Headquarters for check and confirmation.

Please see following file No. 11.
2-12-50 - letter from Mr. Dr. Forster, Aden.
2-13-50 - forwarding of letter with plans to Ministry.
2-14-50 - Sultan's approval for cemetery.
2-14-50 - letter to Aden with copy of 2-14-50.
Support copies of correspondence at
2-14-50 - 2-14-50 be forwarded to Aden
under Mr. Forster's name under reference
The Political Agent,
Muscat.

(G.H. GATHERALL) Wing Commander,
for Air Vice Marshal,
Air Officer Commanding,
British Forces, Aden.

1403 /
27/150

Enclosure
No. 27/150
Notwithstanding the fact that the
latest correspondence should be kept at Aden, the
file, but there is also a copy here

Secret.
24/2/40/50.

The British Consulate.

MUSCAT. 22nd July, 1950.

Safeguarding of Airfield Approaches.

Sir,

I have the honour to refer to your letter No. Aden/S/2012/Org dated the 23rd June 1950, and to say that it will not be possible to review the plan with the Muscat Government, until the Sultan returns in October, but I am aware that no building is at present contemplated upon either site, and in the event of emergency occurring before October, I am certain no difficulty would be experienced in obtaining agreement from the Sultan by cable to any safeguards dictated by the military situation:

2. The action required in para: 2 of your letter will be taken as soon as possible after the Sultan's return.
3. I am sending a copy of this letter and of yours under reply to His Excellency the Political Resident in the Persian Gulf for information.
4. In the meantime two more copies of each of the plans would be helpful if readily available.

I have the honour to be
Sir,
Your obedient servant,

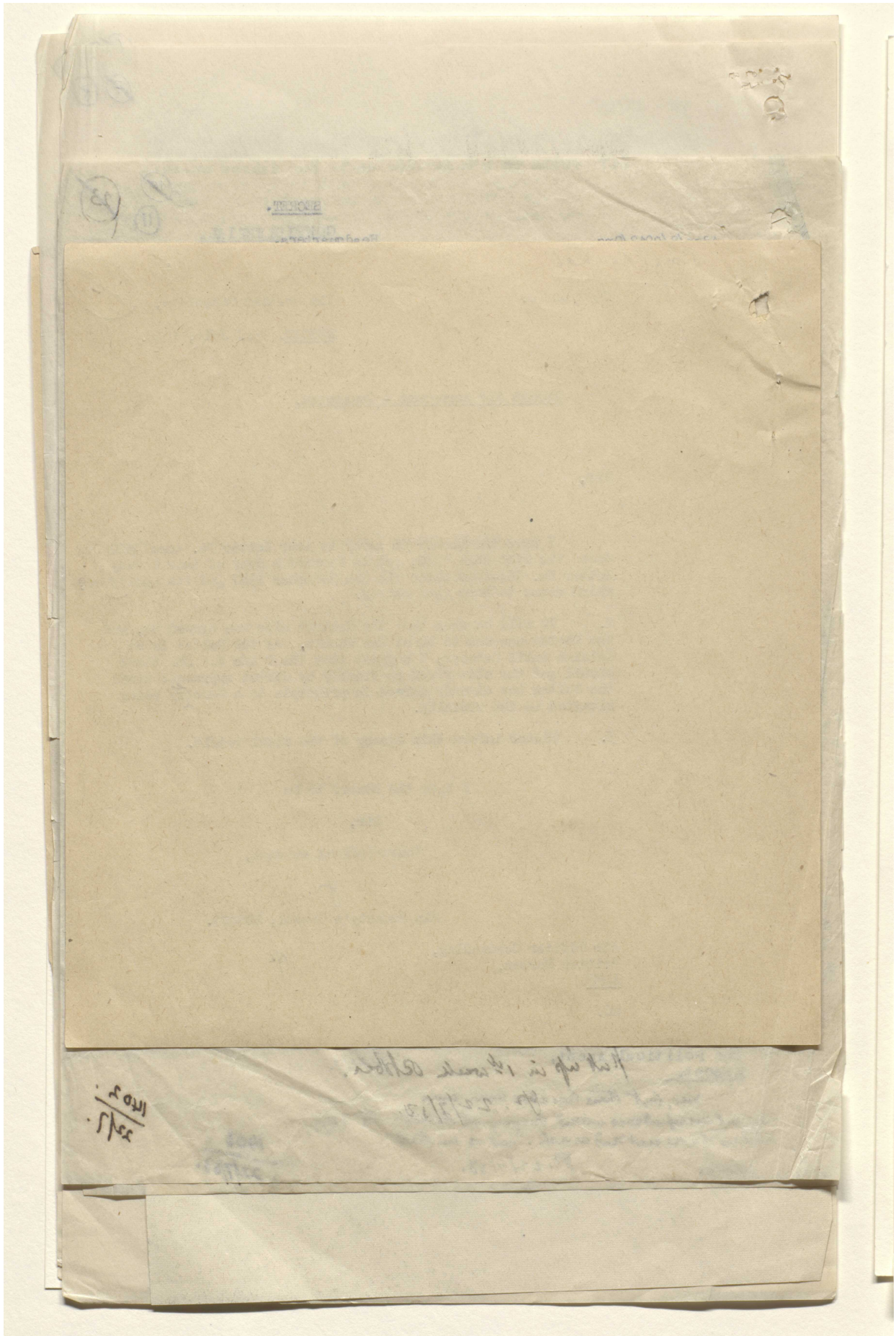
Air Officer Commanding,
Headquarters, British Forces,
ADEN.

His Majesty's Consul, Muscat.

Copy to :- His Excellency the Political Resident
in the Persian Gulf,
BAHRAIN. - for information.



'File 2/40 IV. AIR FACILITIES. (Air Agreement)' [12v] (24/42)



Confidential

25/2/40/50.

The British Consulate,

MUSCAT. 23rd July, 1950.

Muscat Air Agreement - Cemeteries.

Sir,

I have the honour to refer to your letter No. Aden/5520/Org dated the 21st June 1950, and to forward a copy of this Agency letter No. C61-2/40 dated the 8th December 1947 and its enclosure, which seems to have gone astray.

2. It will be seen that the Masirah site was agreed to, and the Dhofar one was to be at Ras Rasuit. As the Sultan is at Salalah until October, I suggest that the O i/c R.A.F. there should get the site fixed up finally by direct approach: since the Sultan has already agreed in principle to a Cemetery being situated in the vicinity.

3. Please inform this Agency of the final result.

I have the honour to be

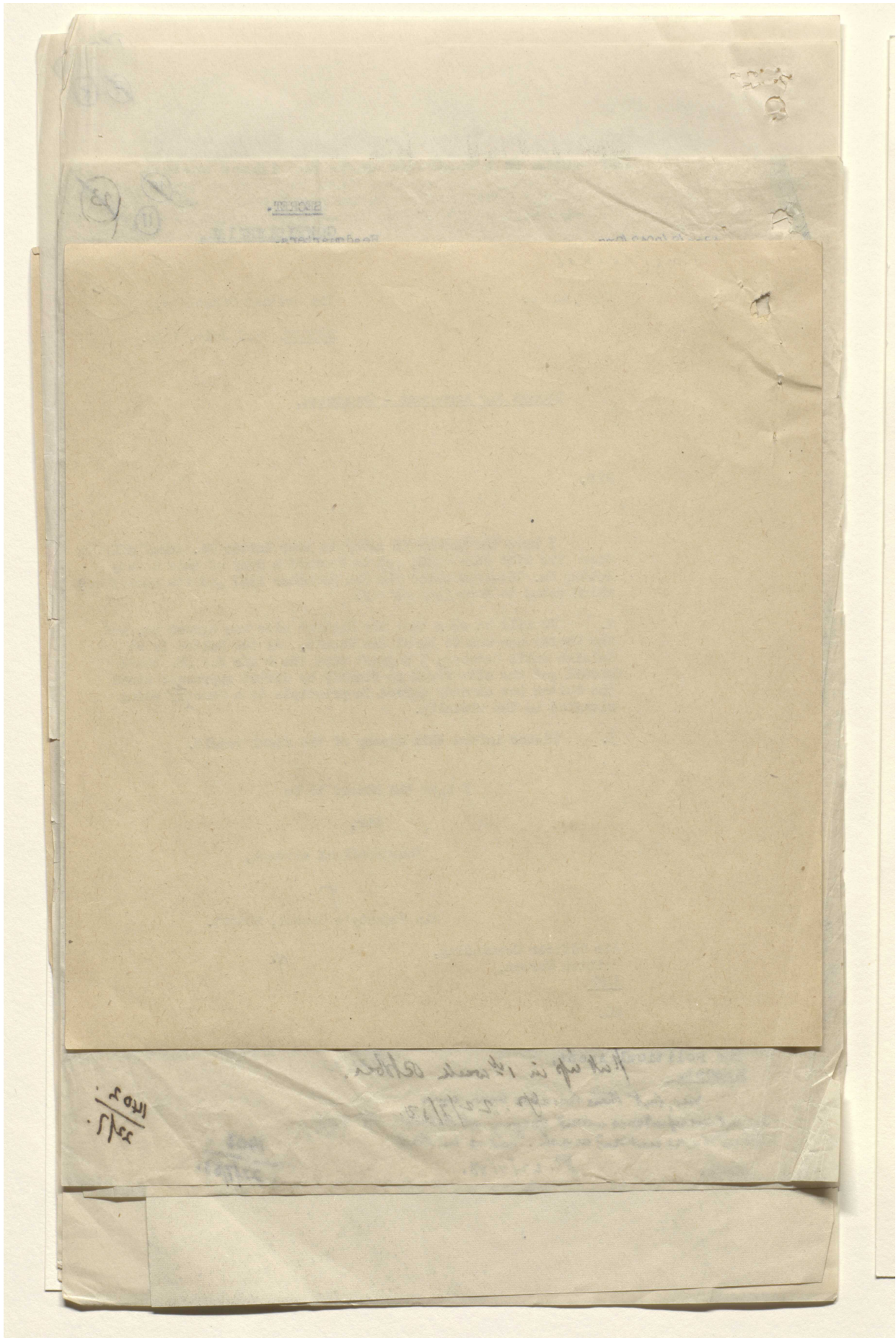
Sir,

Your obedient servant,

y.
His Majesty's Consul, Muscat.

Air Officer Commanding,
British Forces,
ADEN.

MC.



'File 2/40 IV. AIR FACILITIES. (Air Agreement)' [14r] (27/42)

C O P Y.

13
14

CONFIDENTIAL.

No. C. 610 - 2/40

Political Agency,
Muscat,
8th December, 1947

To :-
Air Officer Commanding
British Forces,
Aden.

Memorandum.

Reference your memorandum ADEN/C.5539/ORG dated the 8th August 1947.

2. I enclose for your information a copy of a letter dated 29th October 1947 which I have received from His Highness the Sultan of Muscat and Oman. Perhaps it would be possible for the Officer Commanding at Salalah to call on His Highness and discuss further with him the proposals for the Christian cemetery at Dhofar.

Sd/- A.C. Stewart,
Political Agent, Muscat.

C O P Y.

AL-HUSN
Salalah - Dhofar.
The 29th October 1947.

My dear Friend,

Please refer to your letter No. C./502-2/40 dated the 16th September 1947.

We approve the site for the Christian Cemeteries at Masirah according to the plan.

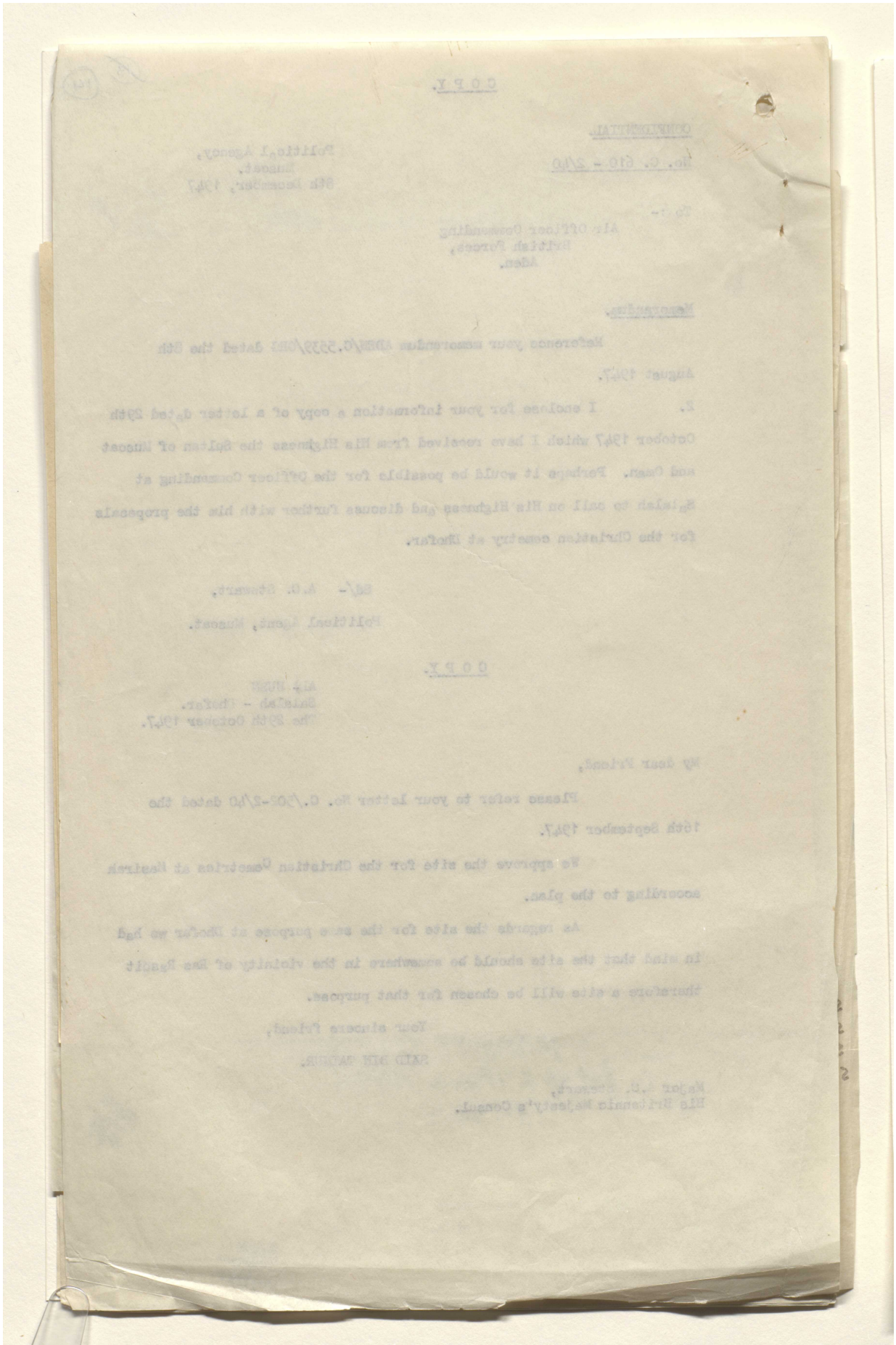
As regards the site for the same purpose at Dhofar we had in mind that the site should be somewhere in the vicinity of Ras Rasuit therefore a site will be chosen for that purpose.

Your sincere friend,

SAID BIN TAIMUR.

Major A.C. Stewart,
His Britannic Majesty's Consul.

'File 2/40 IV. AIR FACILITIES. (Air Agreement)' [14v] (28/42)



'File 2/40 IV. AIR FACILITIES. (Air Agreement)' [15r] (29/42)

Form 247 (Small). ROYAL AIR FORCE. Receipt No. 95

RECEIPT FOR SECRET COMMUNICATION
(See A.P. 3086, paras. 15-17.)

UN-REGISTERED SECRET OR CONFIDENTIAL PUBLICATION
(See A.P. 3086, paras. 13 and 31.)

(This receipt should be returned as a SECRET* letter).

FROM British Consulate to RAF/Aden
Muscat

Receipt is acknowledged of
Ref Adn/2012/ORG. 198/50

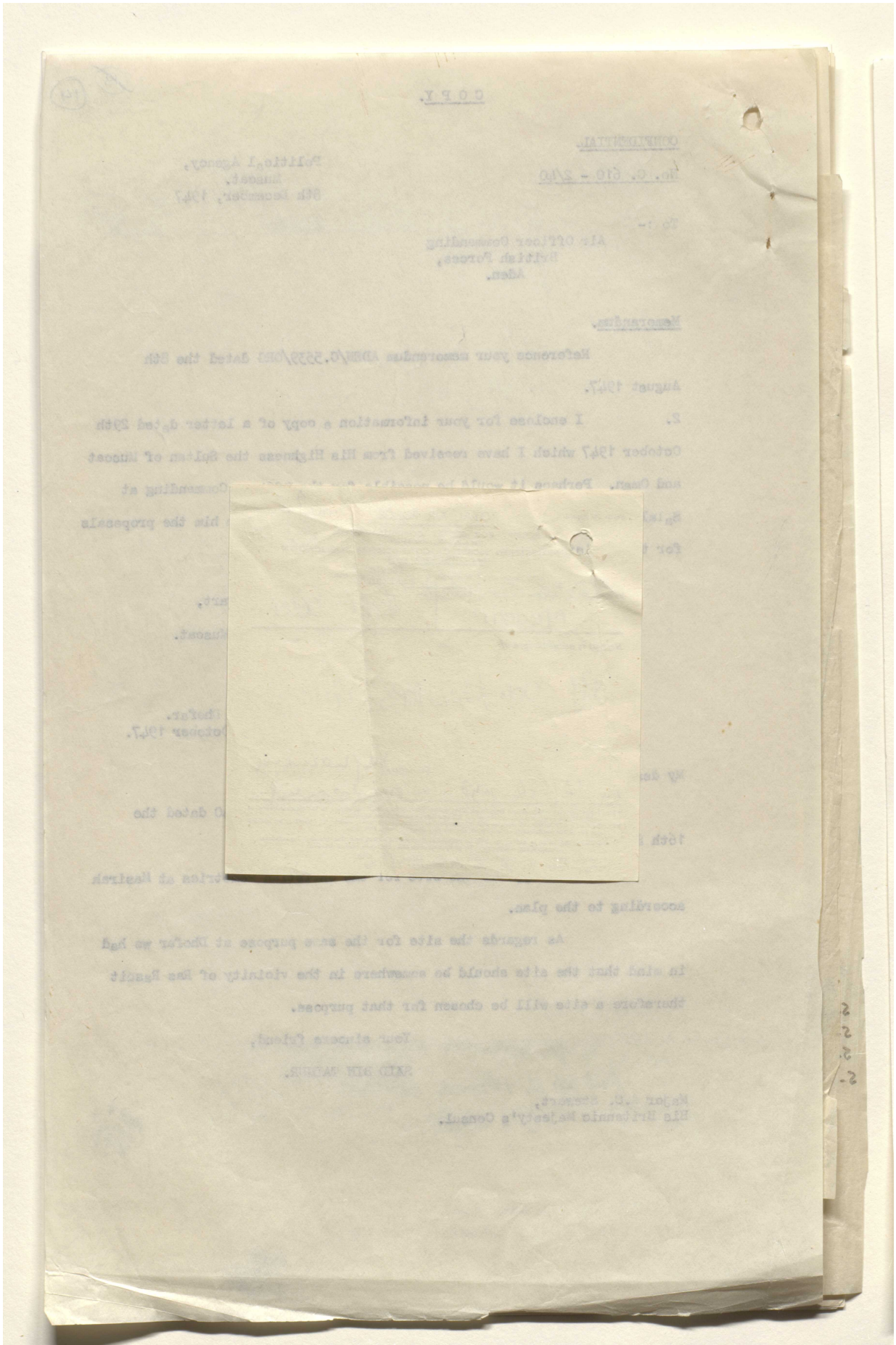
Date 12/10 1950 Signature M. Hume
Rank P/O

*This receipt may be returned as a Restricted letter unless the reference (inserted above) to the communication or publication is such as might convey useful information to unauthorized persons. The officer who fills in the reference to the communication or publication is responsible for directing, by striking out one of the words Secret or Restricted, the category of treatment of this form.

NOTE.—This form is not to be used in respect of Registered Secret and Confidential Documents, receipts for which are to be given on Form 727. (See A.P. 3086, para. 27.)

(*15604—10987) Wt. 41287—3220 1,250M 11/44 T.S. 700
(*16399—10987) Wt. 13855—767 1,000M 5/43 T.S. 700

'File 2/40 IV. AIR FACILITIES. (Air Agreement)' [15v] (30/42)



'File 2/40 IV. AIR FACILITIES. (Air Agreement)' [16r] (31/42)

SECRET

Headquarters,
British Forces,
Aden.

Ref:- Aden/2012/Org.

18th August, 1950.

Sir,

Safeguarding of airfield approaches

I have the honour to refer to your letter 24/2/40/50 dated 22nd July, 1950, and to thank you for your information concerning the safeguarding of stripping plans at Salalah and Masirah.

2. Two more copies of the stripping plans are being prepared and will be forwarded to you as soon as possible.

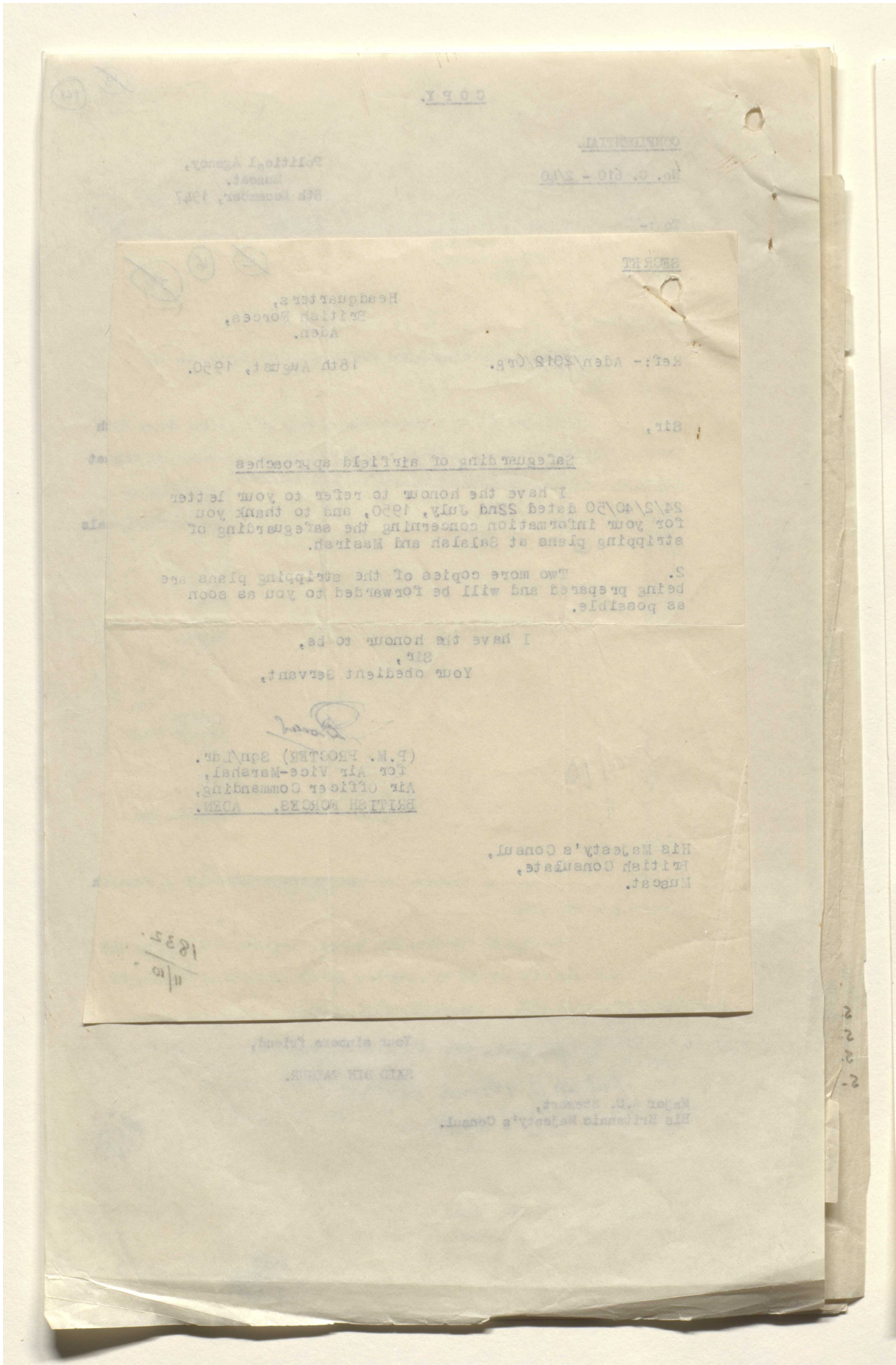
I have the honour to be,
Sir,
Your obedient servant,

P. M. Procter
(P.M. PROCTER) Sqn/Ldr.
for Air Vice-Marshal,
Air Officer Commanding,
BRITISH FORCES, ADEN.

49/10
His Majesty's Consul,
British Consulate,
Muscat.

1832.
11/10

'File 2/40 IV. AIR FACILITIES. (Air Agreement)' [16v] (32/42)



'File 2/40 IV. AIR FACILITIES. (Air Agreement)' [17r] (33/42)

Headquarters,
British Forces,
Aden.

Ref:- Aden/5520/Org.

29th August 1950.

MUSCAT AIR AGREEMENT.

Further to our letter of even reference dated 21st June 1950, Sqn.Ldr. Procter, Org.1 of this Headquarters visited Salalah on the 24th/25th August this year and was granted an interview by the Sultan of Muscat.

2. The question of the safeguarding of the airfield approaches at Salalah and Masirah was discussed, and His ~~Highness~~ ^{Highness} the Sultan stated that he was in full agreement that the approaches to the run-ways at both these airfields, should be safeguarded in the interests of the safety of the aircraft and the passengers using them. The Sultan confirmed that he would approve suitable amendments to the Muscat Civil Air Agreement of 1947.

3. Appended below are suggested amendments to the general conditions laid down by the Sultan to cover the use of the aerodromes within his territory:-

Add new sub paragraph to Para. 6 of Section 3 General Conditions. Add

"viii. No buildings or other obstructions shall be erected in the funnel approaches to the runways without the conjoint authority of the Sultan of Muscat and the R.A.F., whilst the R.A.F. is managing the aerodrome on behalf of the Sultan."

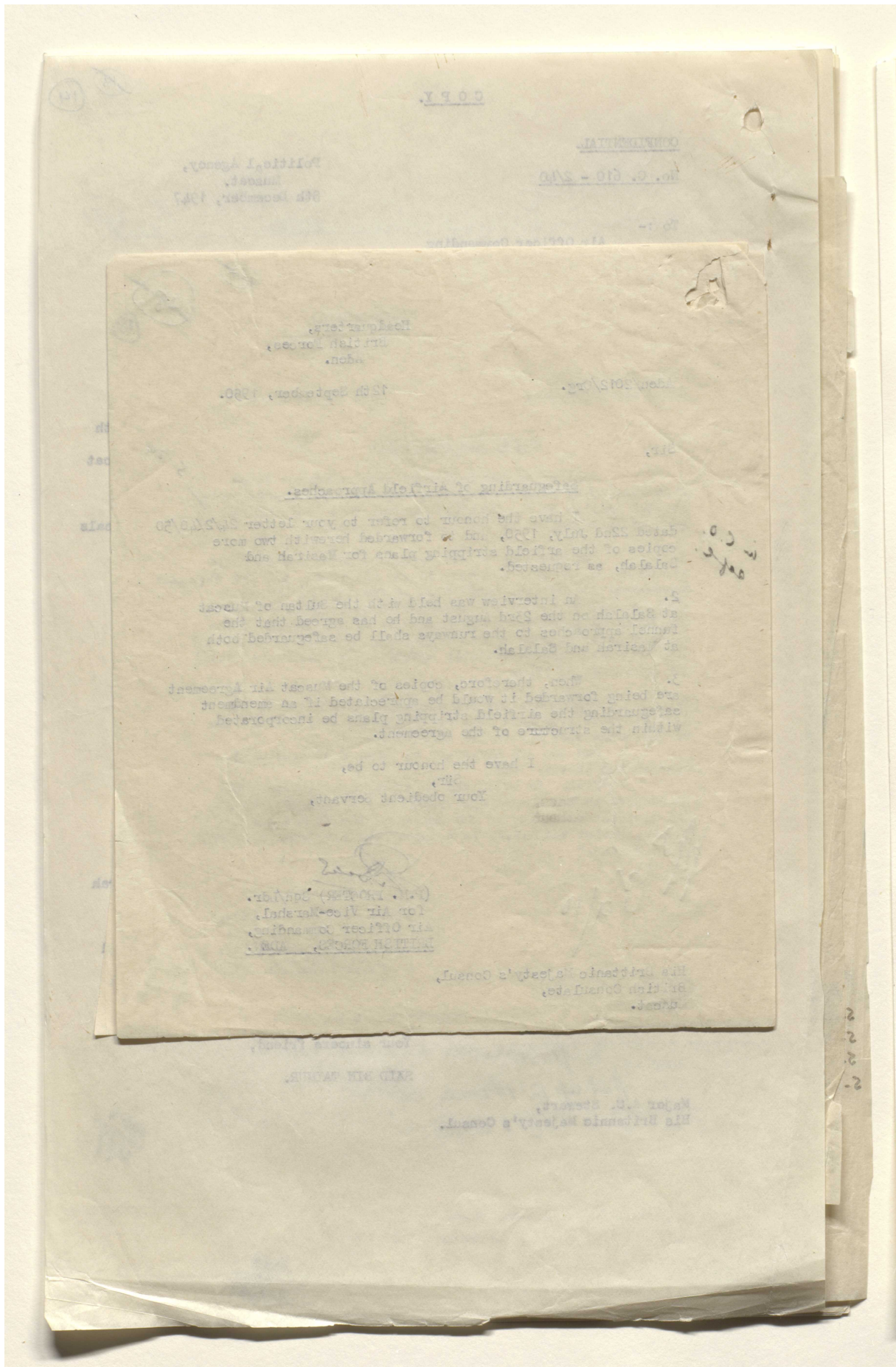
P. M. Procter
(P.M. PROCTER) Sqn.Ldr.,
for Air Vice Marshal,
Air Officer Commanding,
BRITISH FORCES, ADEN.

89/10
The Political Agent,
MUSCAT.

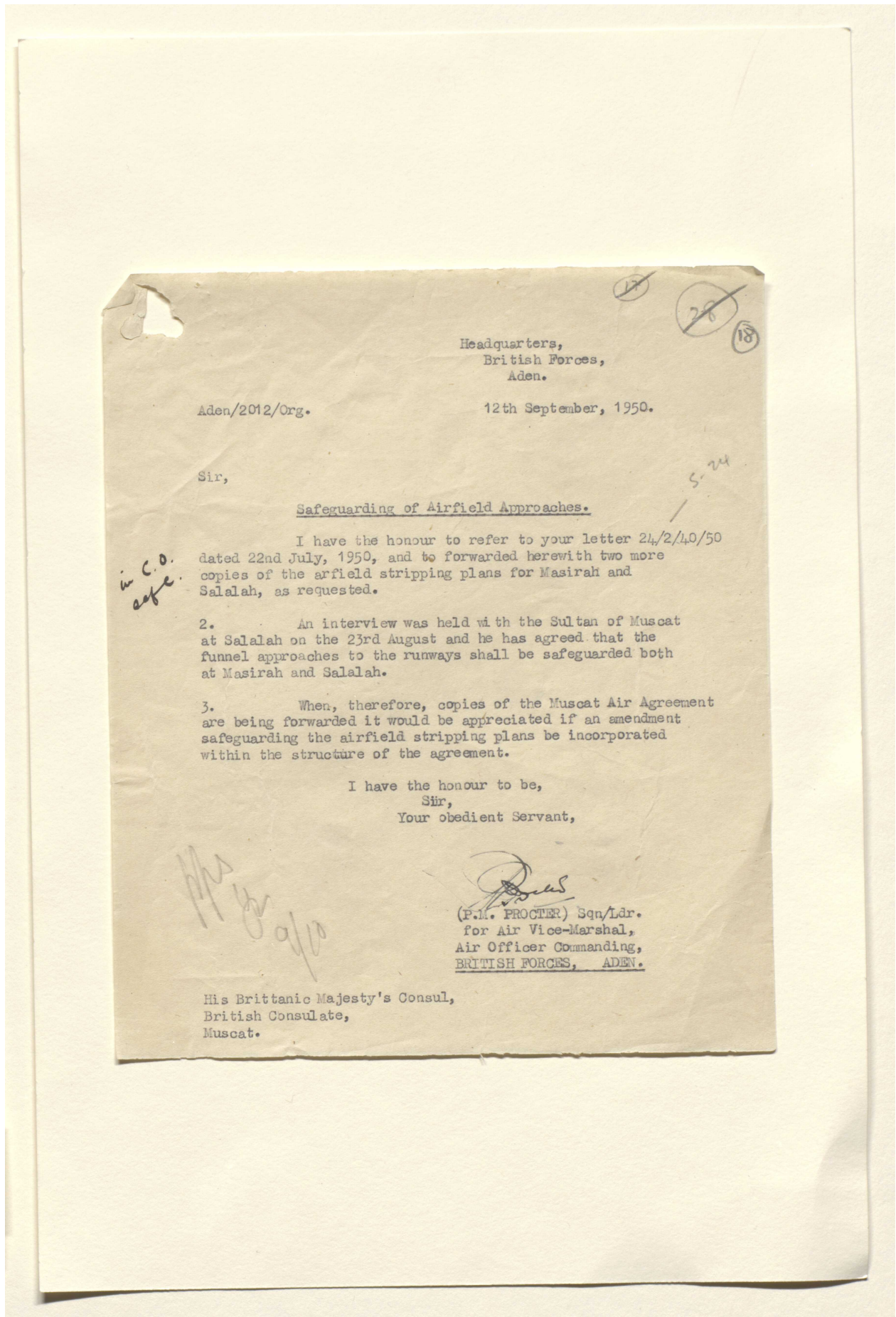
Copy to Superintending Engineer.

1833
11/10

'File 2/40 IV. AIR FACILITIES. (Air Agreement)' [17v] (34/42)



'File 2/40 IV. AIR FACILITIES. (Air Agreement)' [18r] (35/42)



Headquarters,
British Forces,
Aden.

Aden/2012/Org.

12th September, 1950.

Sir,

Safeguarding of Airfield Approaches.

in C.O. safe.
I have the honour to refer to your letter 24/2/40/50 dated 22nd July, 1950, and to forward herewith two more copies of the airfield stripping plans for Masirah and Salalah, as requested.

2. An interview was held with the Sultan of Muscat at Salalah on the 23rd August and he has agreed that the funnel approaches to the runways shall be safeguarded both at Masirah and Salalah.

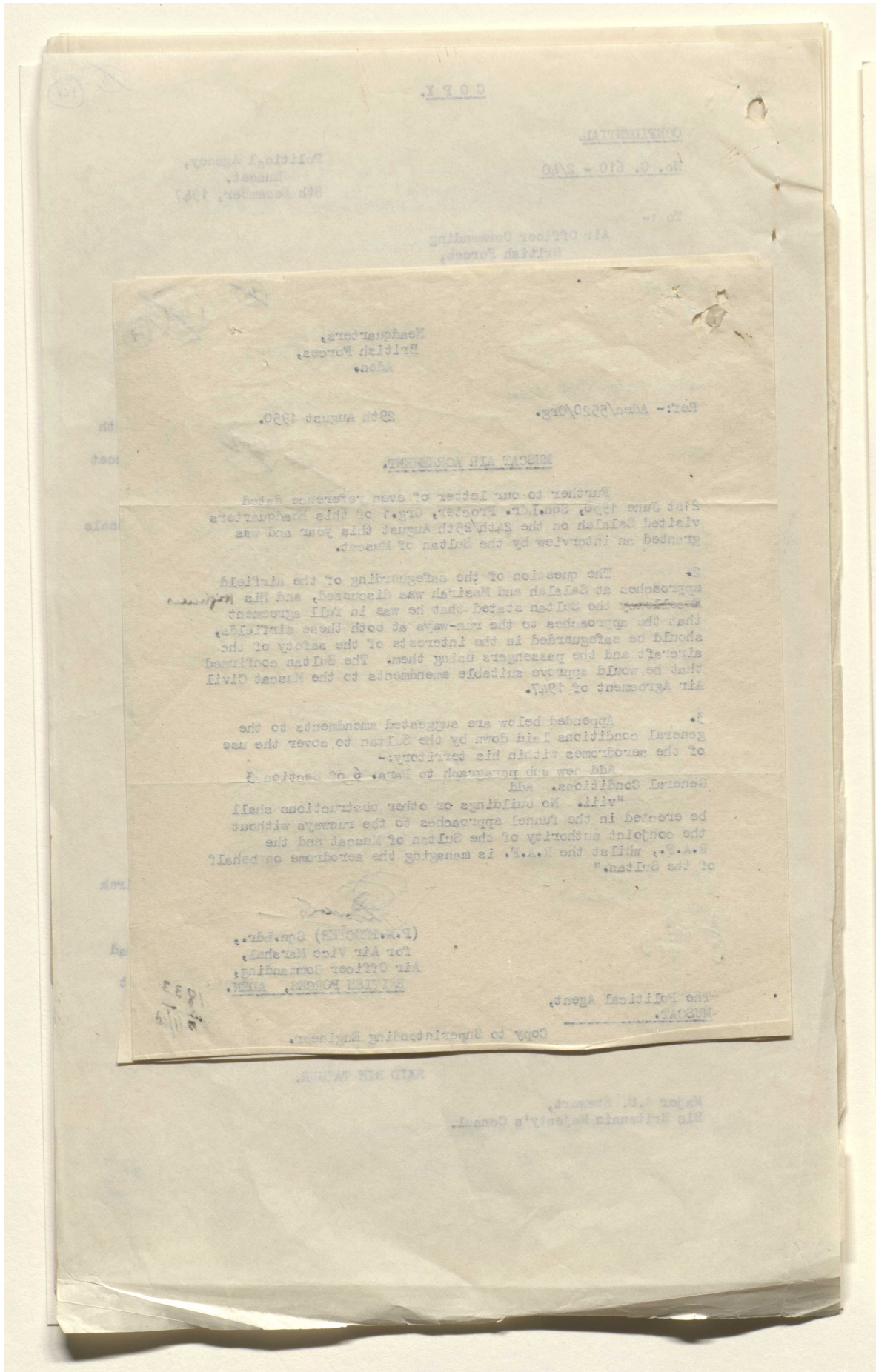
3. When, therefore, copies of the Muscat Air Agreement are being forwarded it would be appreciated if an amendment safeguarding the airfield stripping plans be incorporated within the structure of the agreement.

I have the honour to be,
Sir,
Your obedient Servant,

Mrs J. J. J.
9/10
Procter
(P.M. PROCTER) Sqn/Ldr.
for Air Vice-Marshal,
Air Officer Commanding,
BRITISH FORCES, ADEN.

His Britannic Majesty's Consul,
British Consulate,
Muscat.

'File 2/40 IV. AIR FACILITIES. (Air Agreement)' [18v] (36/42)



29/2/40/50.

H.B.M.'s Consulate and
Political Agency,
MUSCAT. 14th October, 1950.

Muscat Air Agreement.

Sir,

I have the honour to refer to your Memorandum No. Aden/5520/ORG dated the 29th August 1950.

2. From the copy of the Air Agreement of 1947 in my possession it seems that the amendment you require to make is governed by Article 6 of the Agreement, and will be made in Schedule III para:6.

3. This para: 6 already has eleven sub-paragraphs, (i) to (xi) in it, and I am therefore not clear how your proposed amendment is to be incorporated.

4. It would seem convenient to include in the existing sub-paragraph (vi) which precludes building on the aerodrome itself, i.e. "... Nor shall buildings or other obstructions be erected in the funnel approaches Sultan". Or, alternatively to add it as a new sub paragraph (xii).

5. The documents in my possession are only typewritten and unsigned copies. The amendment can presumably be effected by exchange of letters without any need for initialling the original documents by the signatories, i.e. the Sultan and His Excellency the Political Resident, and when the Sultan has accorded formal consent, it will merely be necessary to inform all concerned to make the amendment in their copy of the Schedule to the Agreement accordingly. This seems to have been the intention of Article 6 of the Agreement.

6. I shall be grateful for your views on this point and your decision regarding the amendment itself.

I have the honour to be

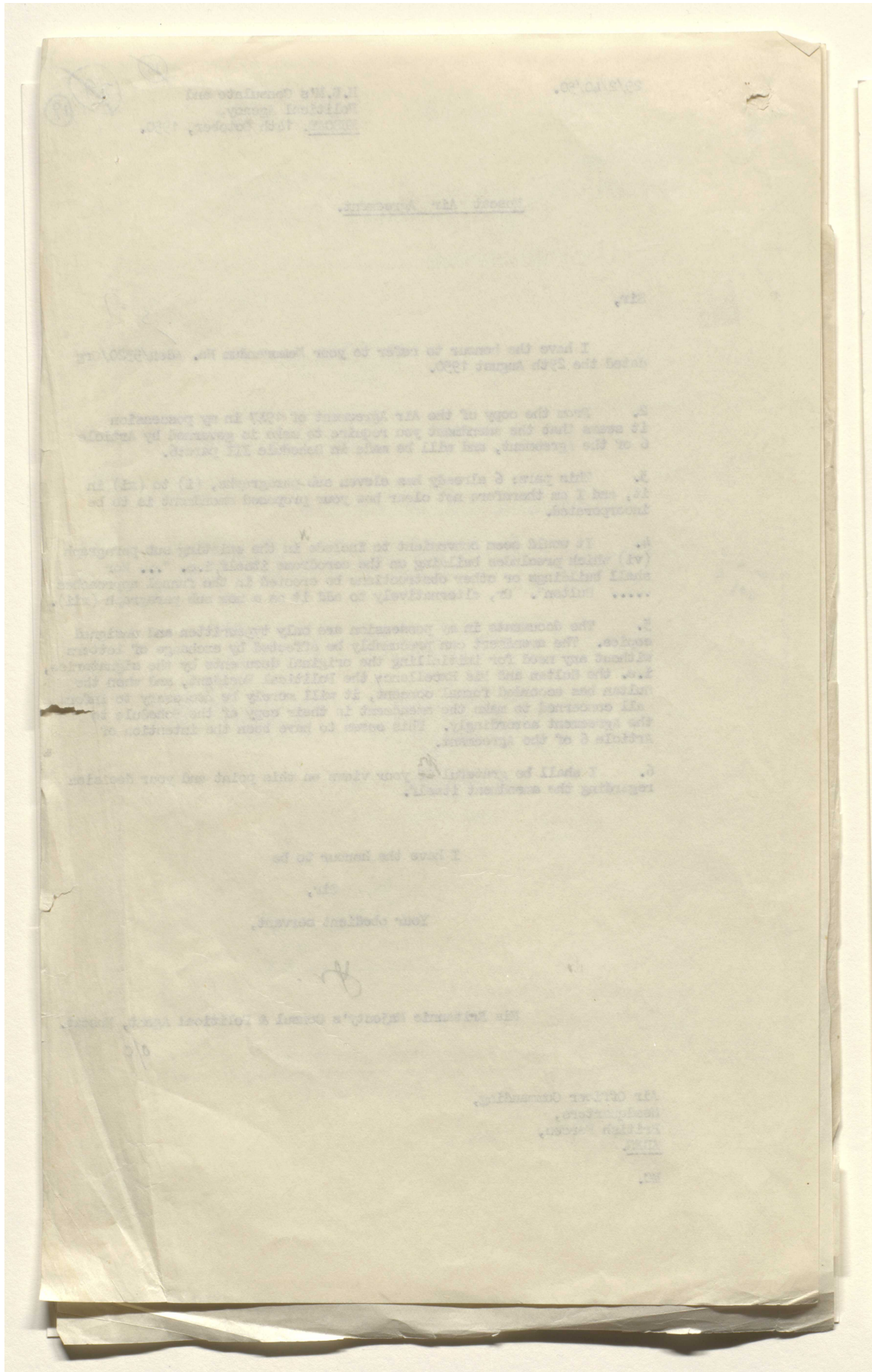
Sir,

Your obedient servant,

His Britannic Majesty's Consul & Political Agent, Muscat.

Air Officer Commanding,
Headquarters,
British Forces,
ADEH.

MC.



Headquarters,
British Forces,
Aden.

Ref:- Aden/5520/Org.

1st November, 1950.

Sir,

Muscat Air Agreement

I have the honour to refer to your letter 29/2/40/50 dated 14th October, 1950, and in particular to paras. 3 and 4.

2. It is agreed that a suitable amendment to the Muscat Civil Air Agreement 1947 which gives full protection to the funnel approaches of runways at Salalah and Masirah could be amply covered by the under-mentioned amendment.

Section III. General Conditions laid down by the Sultan to govern the use of aerodromes within his territory.

Add to para. 6 (vi) "nor shall buildings or other obstructions be erected in the funnel approaches to the runways without the conjoint authority of the Sultan of Muscat and the Royal Air Force, whilst the Royal Air Force is managing the aerodromes on behalf of the Sultan".

3. It is also confirmed that the documents concerning the Muscat Air Agreement held by this Headquarters are only typewritten and unsigned copies. Under these circumstances it is suggested that the above mentioned amendment can be effected without the need for initialling of the original documents by the signatories. It is, however, desired to confirm that the copy held by you does in fact agree with the copy held at this Headquarters, and for this reason the copy of the agreement held at this Headquarters is forwarded for your perusal and check. The above mentioned amendment has been incorporated in Section III.

I have the honour to be,

Sir,

Your obedient Servant,

G.H. GATHERAL

(G.H. GATHERAL)
Wing Commander,
for Air Vice-Marshal,
Air Officer Commanding,
BRITISH FORCES, ADEN.

His Britannic Majesty's Consul and Political Agent,
MUSCAT.

2322

24/12

'File 2/40 IV. AIR FACILITIES. (Air Agreement)' [20v] (40/42)

Headquarters,
British Forces,
Aden.
Ref: Aden/2520/0rg.
1st November, 1950.

Sir,

Muscat Air Agreement

I have the honour to refer to your letter 28/2/50 dated 14th October, 1950, and in particular to paras. 3 and 4.

It is agreed that a suitable amendment to the Muscat Civil Air Agreement 1947 which gives full protection to the funnel approaches of runways at Salalah and Masirah could be easily covered by the under-mentioned amendment.

Section III. General Conditions laid down by the Sultan to govern the use of aerodromes within his territory.

Add to para. 6 (vi) "nor shall buildings or other obstructions be erected in the funnel approaches to the runways without the joint authority of the Sultan of Muscat and the Royal Air Force, whilst the Royal Air Force is managing the aerodrome on behalf of the Sultan".

It is also confirmed that the documents concerning the Muscat Air Agreement held by the Headquarters are only typewritten and unassigned copies. Under these circumstances it is suggested that the above mentioned amendment can be effected without the need for initialling of the original documents by the signatories. It is, however, desired to confirm that the copy held by you does in fact agree with the copy held at the Headquarters, and for this reason the copy of the agreement held at the Headquarters is forwarded for your perusal and check. The above mentioned amendment has been incorporated in Section III III.

I have the honour to be,
Sir,
Your obedient servant,

G. H. GATHERER
(G. H. GATHERER),
Wing Commander,
for Air Vice-Marshal,
Air Officer Commanding,
BRITISH FORCES, ADEN.

His Britannic Majesty's Consul and Political Agent,
MUSCAT.

2520
25/11

