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النسخة الإلكترونية من هذا السجل متاحة للاطلاع على الإنترنت عبر الرابط التالي:

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تحتوي النسخة الإلكترونية على معلومات إضافية ونصوص وصور بدقة عالية تسمح بإمكانية تكبيرها ومطالعتها بسهولة.

"ملف رقم ٠٤٣٦/٥١ اتفاقية طيران الشارقة"

المكتبة البريطانية: أوراق خاصة وسجلات من مكتب الهند

IOR/R/15/4/7

١٦ يناير ١٩٥١-٠٩ ديسمبر ١٩٥١ (ميلادي)

الإنجليزية والعربية في اللاتينية بالأحرف والعربية

ملف واحد (٩٨ ورقة)

غير معروف

المؤسسة المالكة

المرجع

التاريخ/ التواريخ

لغة الكتابة

الحجم والشكل

حق النشر



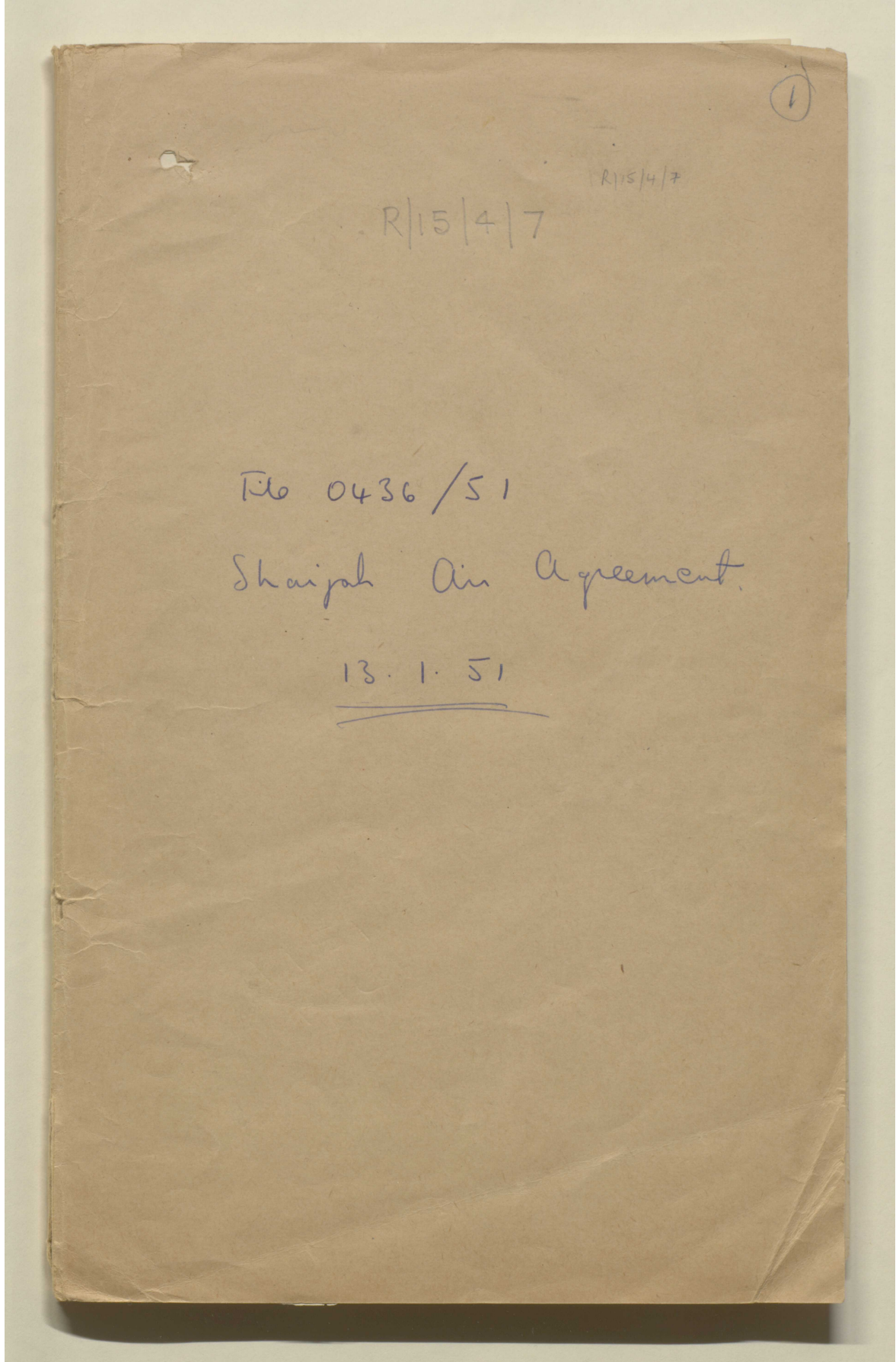
حول هذا السجل

يحتوي الملف على مراسلات تتعلق بتجديد اتفاقية الشارقة الجوية، بما في ذلك مسودات الاتفاقية النهائية ونسخة عنها موقعة في ١٥ نوفمبر ١٩٥١. تدور المراسلات بشكل رئيسي بين الأطراف التالية: الوكالة البريطانية في الشارقة، الوكالة السياسية في البحرين، المقيمة السياسية في الخليج العربي في البحرين، وزارة الخارجية، حاكم الشارقة الشيخ محمد بن صقر القاسمي (ولاحقًا الشيخ صقر بن سلطان).

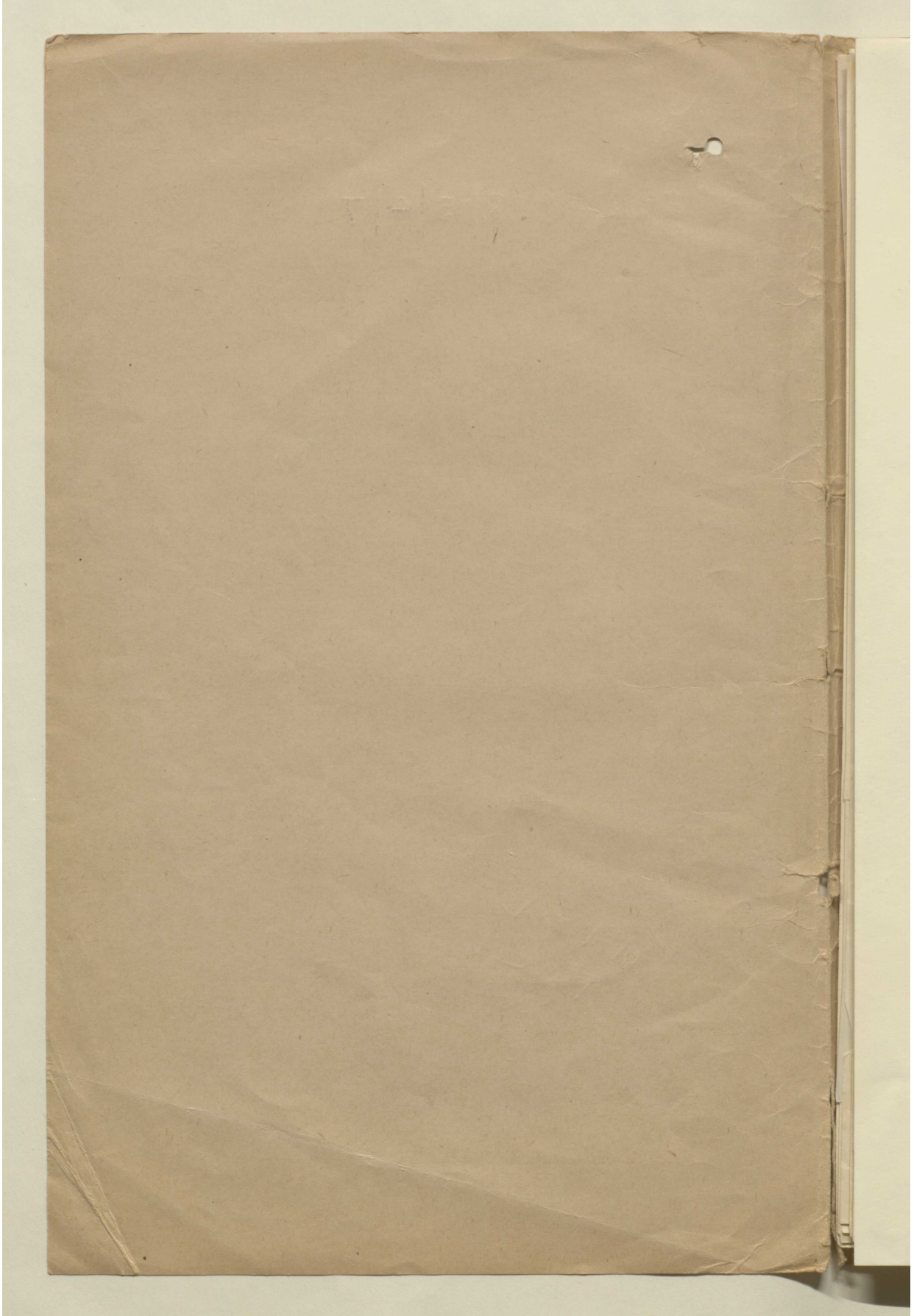
تتضمن الأوراق مسائل طالتها المفاوضات كجزء من الاتفاقية، مثل توسعة المطار، دفع الإيجار، رواتب الحراس، وتقديم هدية من البنادق والذخيرة وخدمة البرق المجانية للشيخ.

كما يحتوي الملف على مراسلات (الأوراق ٣٢-٣٣) تتعلق برغبة شركة إنترناشونال إيراديو بوضع اسم

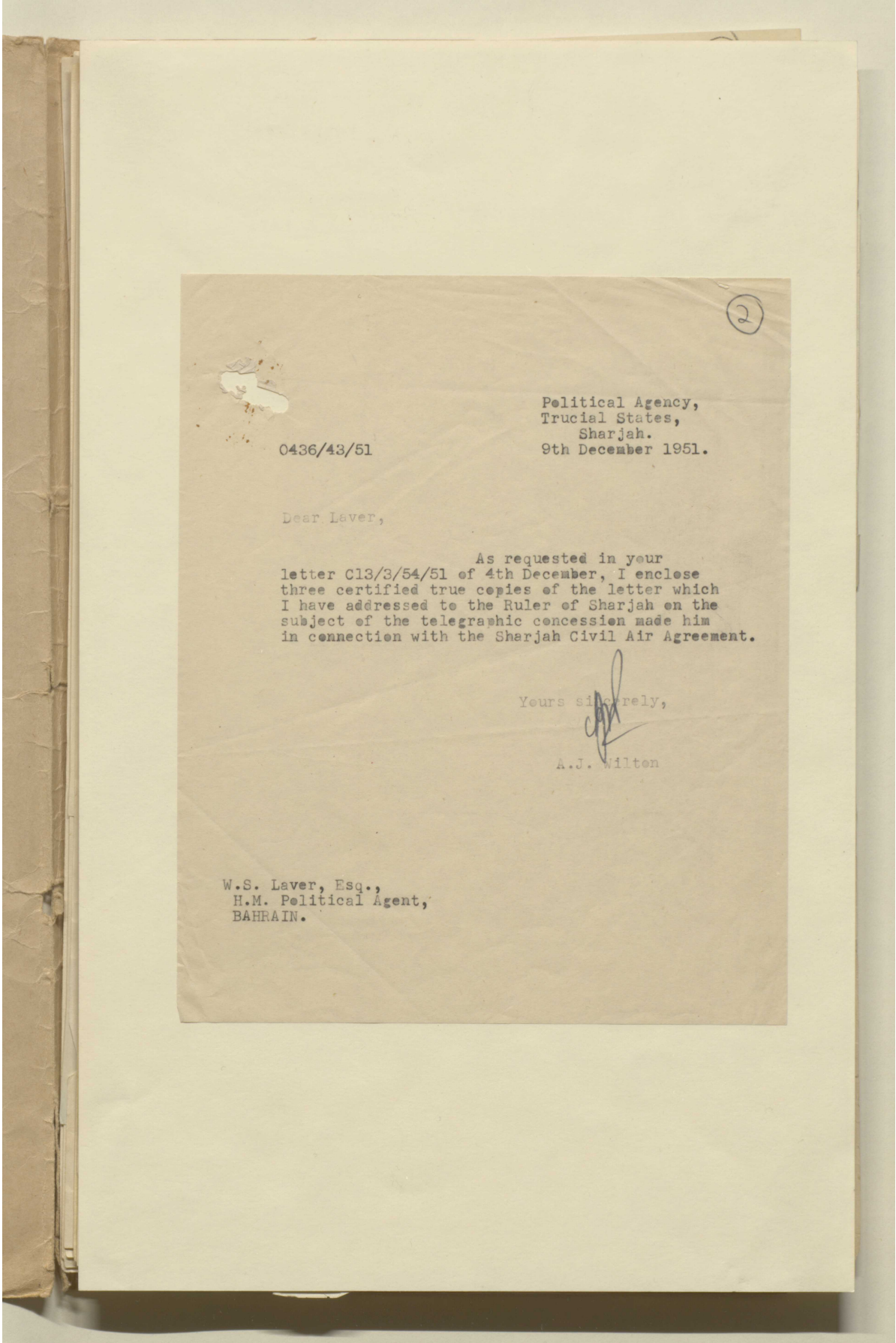
"ملف رقم ٥١/٣٦٠٤ اتفاقية طيران الشارقة" [أمامي] (٢٠٠١)



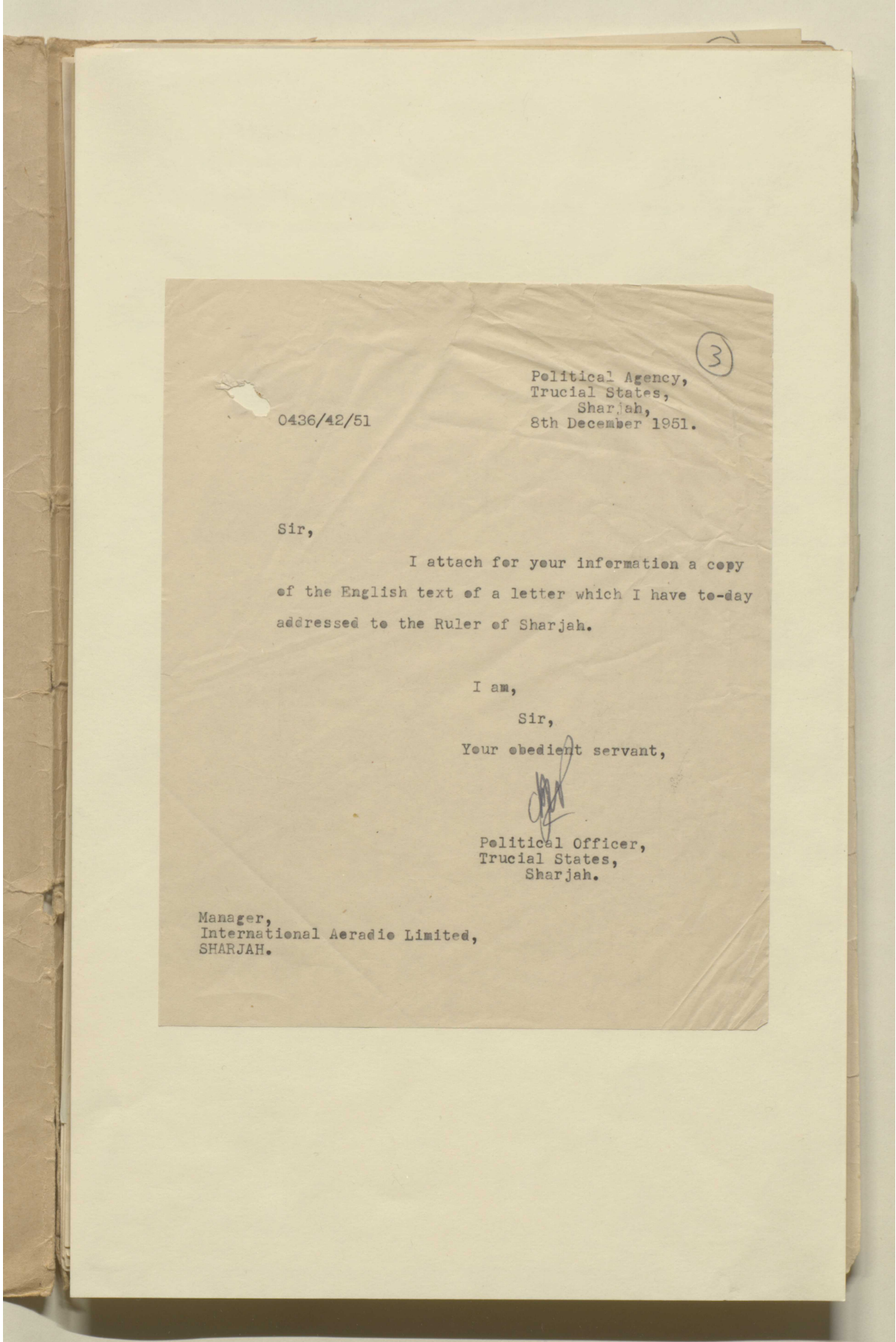
"ملف رقم ٥١/٣٦٠٤ اتفاقية طيران الشارقة" [أمامي-داخلي] (٢٠٠/٢)



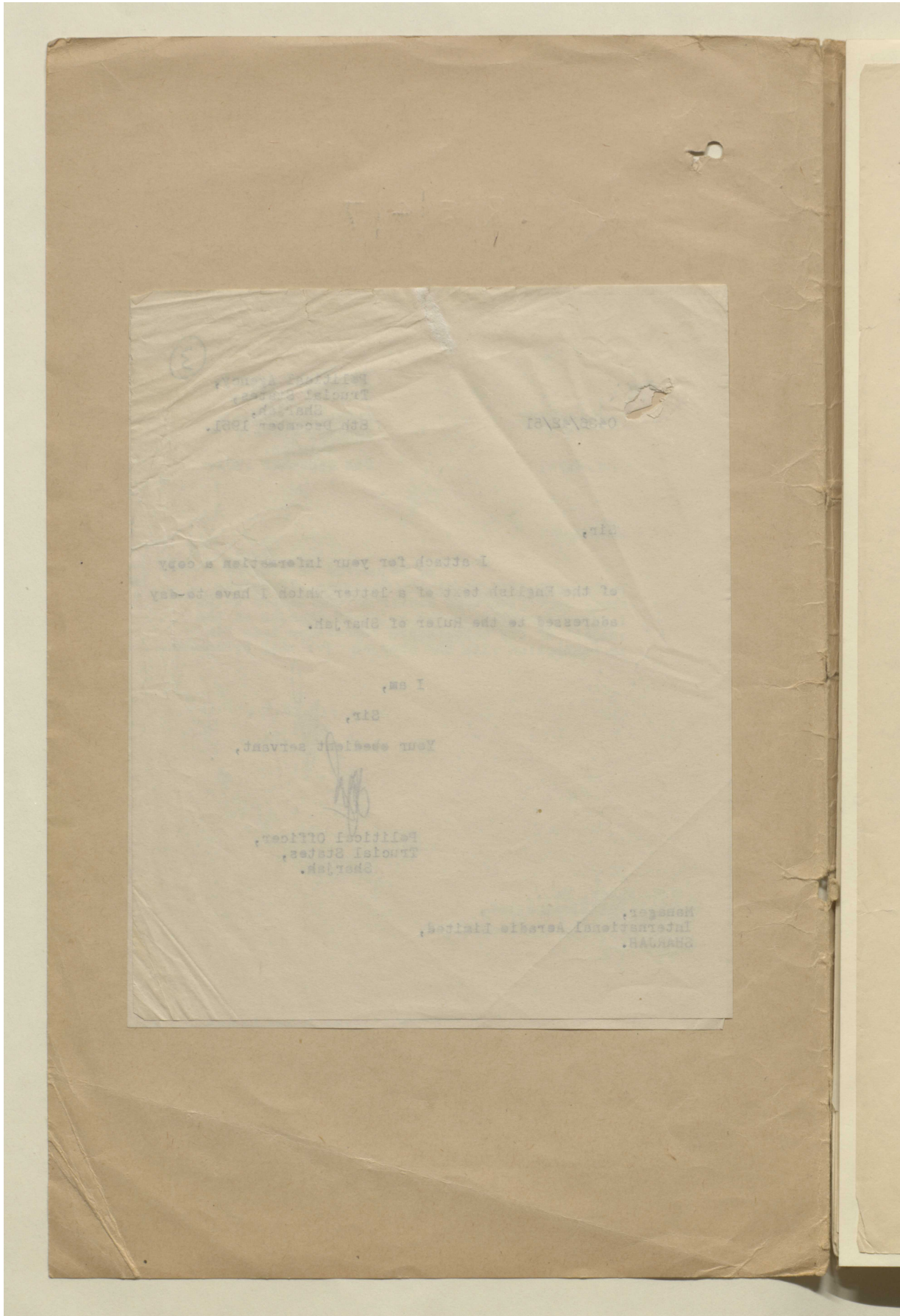
"ملف رقم ٥١/٤٣٦ . اتفاقية طيران الشارقة" [٢و] (٢٠٠٣/٣)



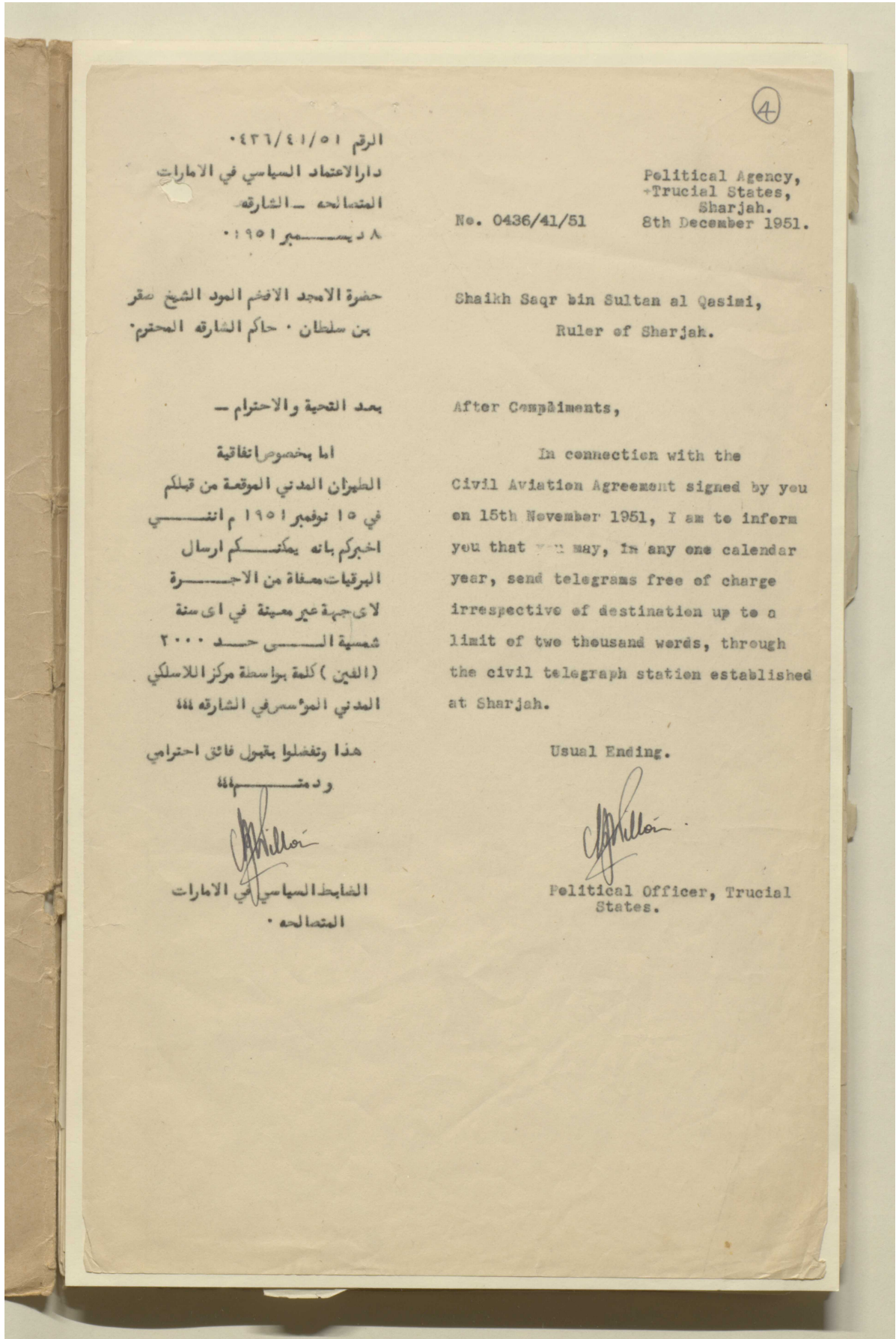
"ملف رقم ٥١/٤٣٦، اتفاقية طيران الشارقة" [٣و] (٥/٢٠٠)



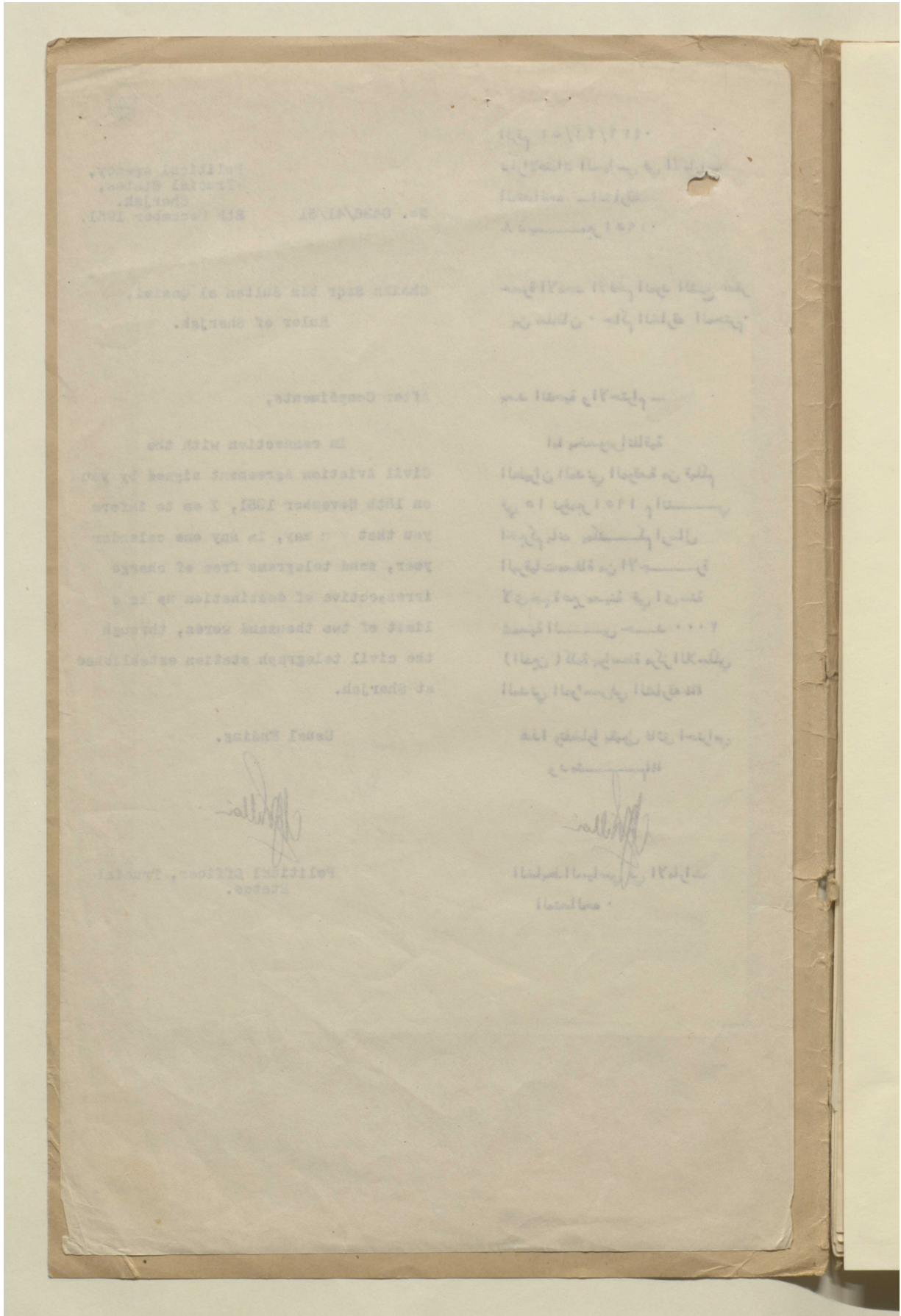
"ملف رقم ٥١/٤٣٦ . اتفاقية طيران الشارقة" [ظ٣] (٢٠٠٠/٦)



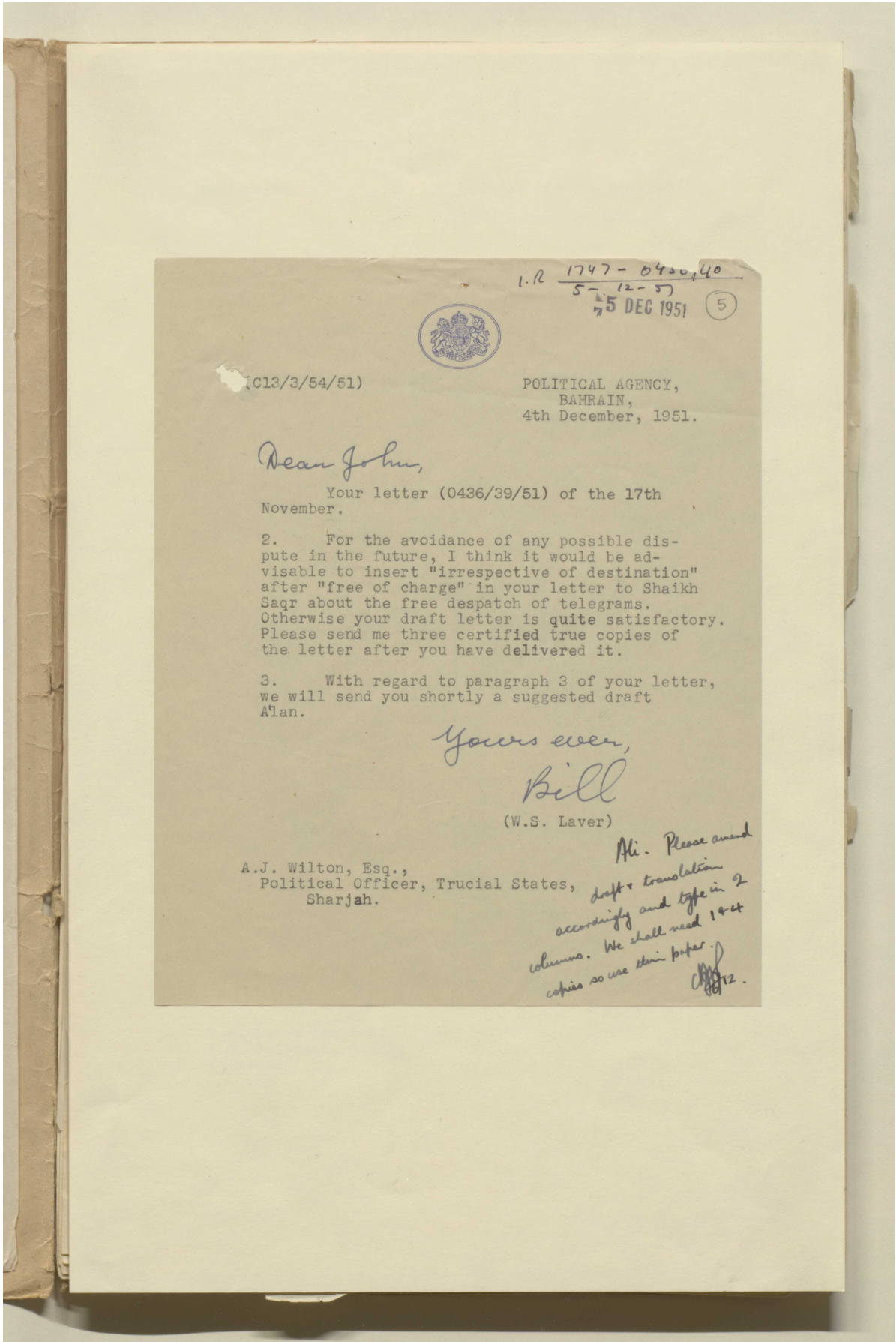
"ملف رقم ٥١/٤٣٦ . اتفاقية طيران الشارقة" [و٤] [٧/٢٠٠٧]



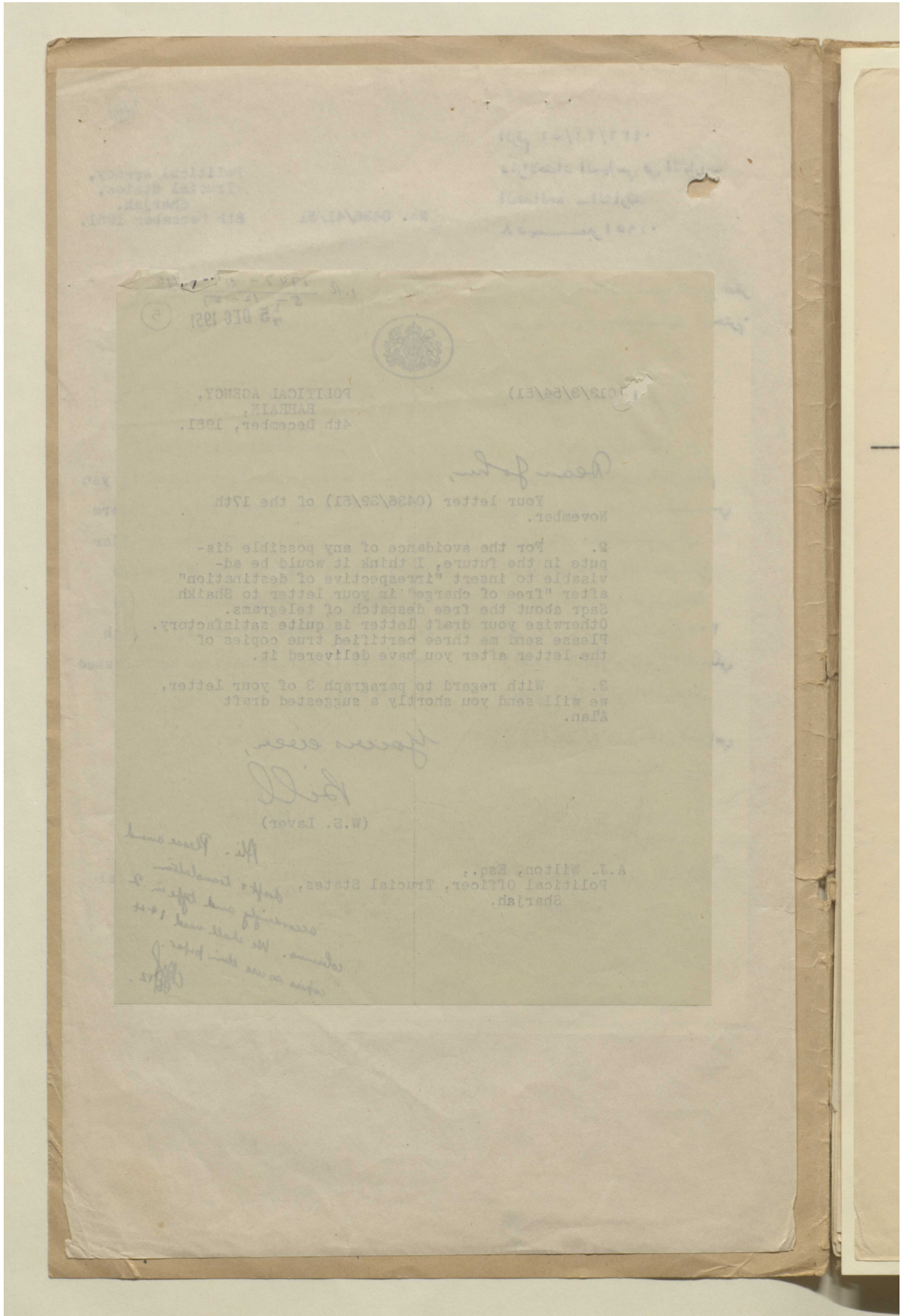
"ملف رقم ٥١/٣٦٠٤ اتفاقية طيران الشارقة" [٤ظ] (٢٠٠٨)



"ملف رقم ٥١/٣٦٠٤٠٤ اتفاقية طيران الشارقة" [٥٠] (٢٠٠٩)



"ملف رقم ٥١/٣٦٠٤٠ اتفاقية طيران الشارقة" [هظ] (١٠/١٠/٢٠٠٠)



"ملف رقم ٥١/٣٦/٤٠٤ اتفاقية طيران الشارقة" [٦] [٢٠٠١/١١]

0436/39/51.

British Agency, Sharjah.

17th November, 1951.

Dear Bill,

Please refer to my despatch No.9 of 15th November.

2. When the Ruler signed the Air Agreement he reminded me of the concession by which he is to be permitted to send 2000 words a year by telegraph free of charge, and I said that I would write him a further letter on this subject. I enclose a draft letter which I shall send if you see no objection. In this connection please see paragraph 6 of Residency letter 1389/29 of 18th July forwarded to me with Compliments slip C13/3/34/51 of 25th July, and paragraph 3 of my letter 0436/24/51 of 13th August. The grant of the facility has been settled, and I should be grateful if you could give me your approval for the letter to be sent.

3. Article 14 of the Agreement states that the Regulations annexed to the Agreement shall be given the force of law in the territory of the Shaikh. The Shaikh is a little hazy about how to achieve this result, never having promulgated a written law in his life, and having no precedent to work on. Have you a simple example of a form of words used in Bahrain to give legal force to a document such as this which is already drafted? I have suggested that when photostat copies of the Agreement and its Annexes have been made, copies of the letter should be available for inspection at the airfields, together with a copy of some simple proclamation by the Shaikh that they are to be considered part of the law of his territory.

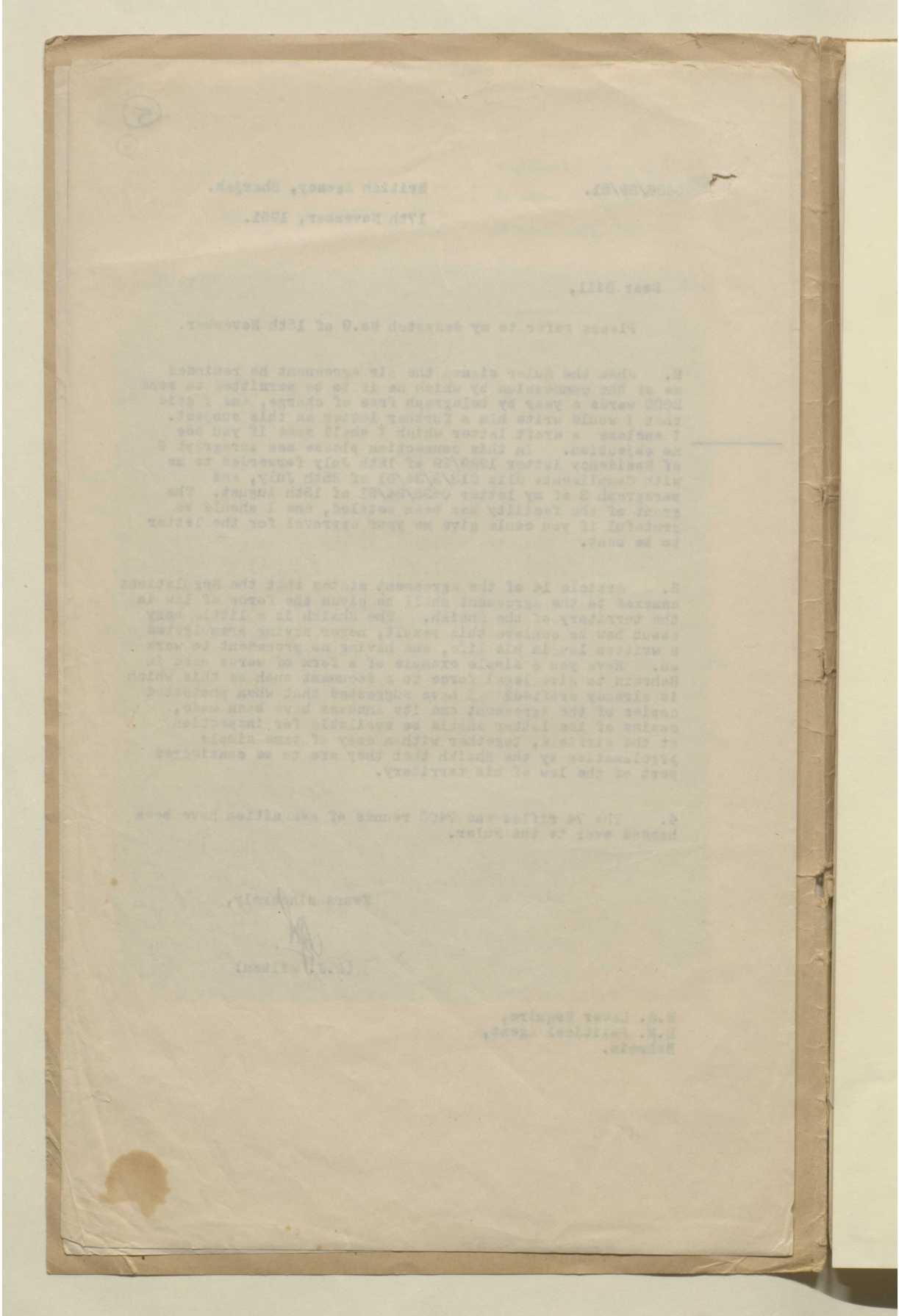
4. The 74 rifles and 7400 rounds of ammunition have been handed over to the Ruler.

Yours sincerely,

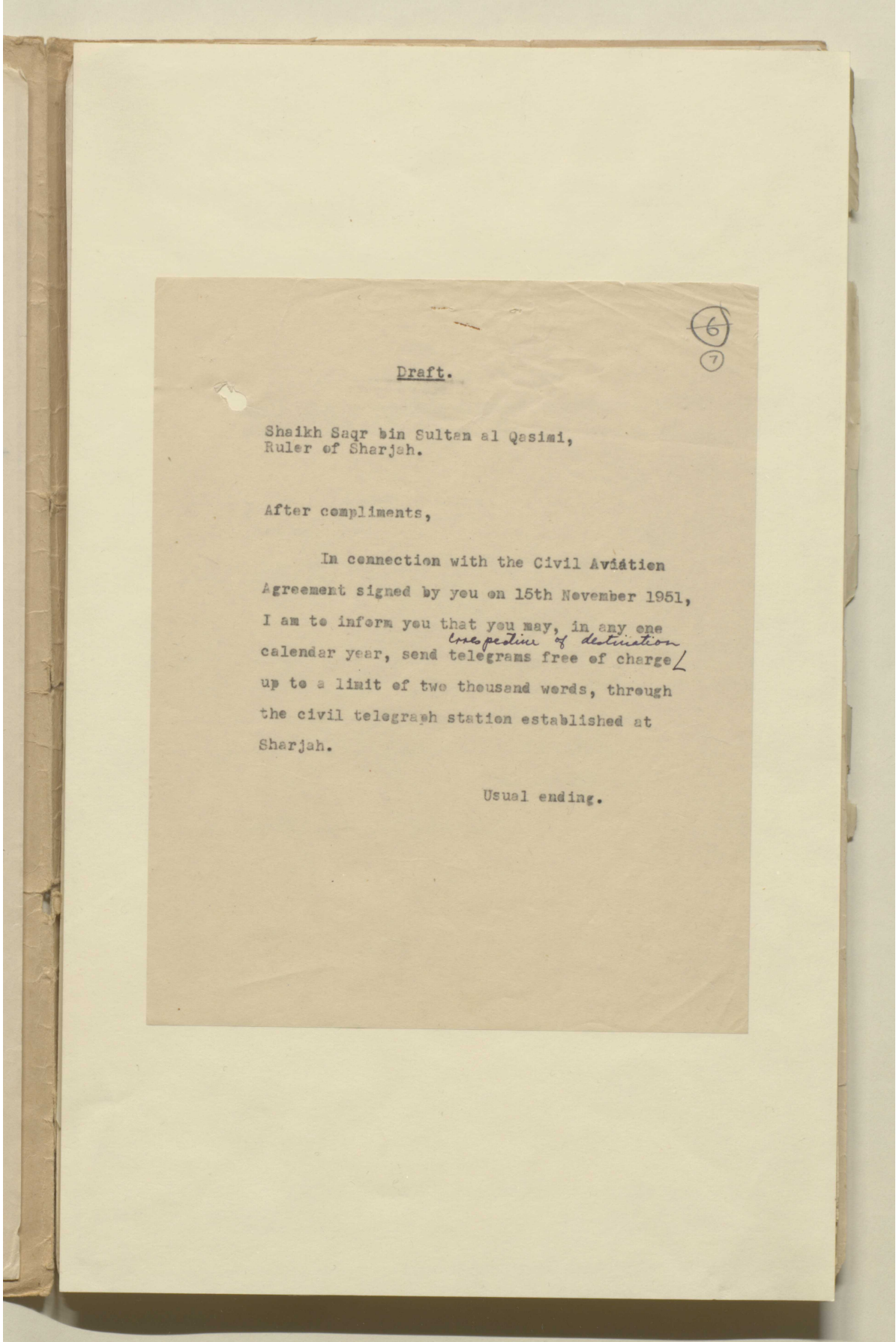
(A.J. Wilton)

W.S. Lever Esquire,
H.M. Political Agent,
Bahrain.

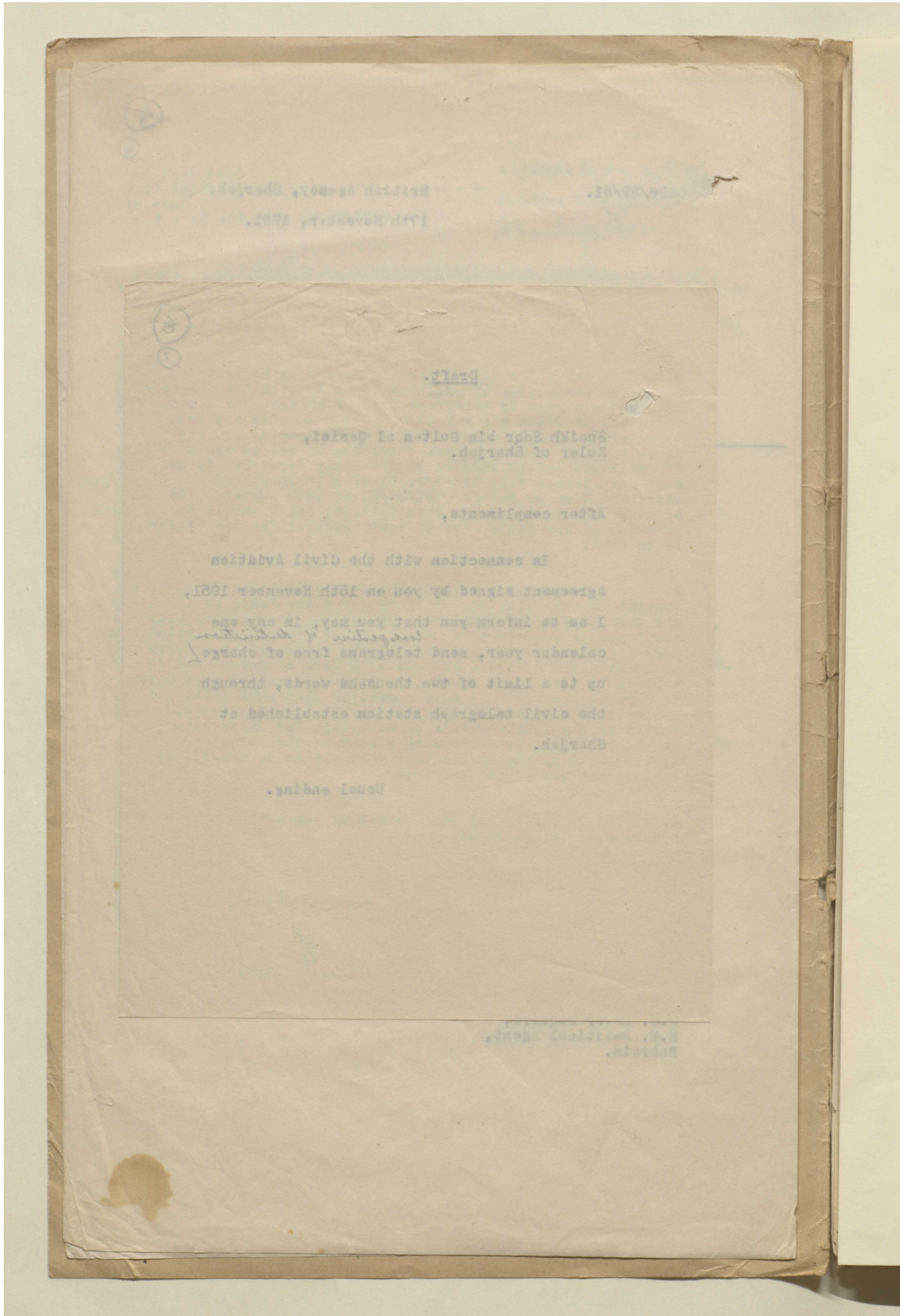
"ملف رقم ٥١/٣٦٠٤٠ اتفاقية طيران المشاركة" [٦ظ] (٢٠٠٠/١٢)



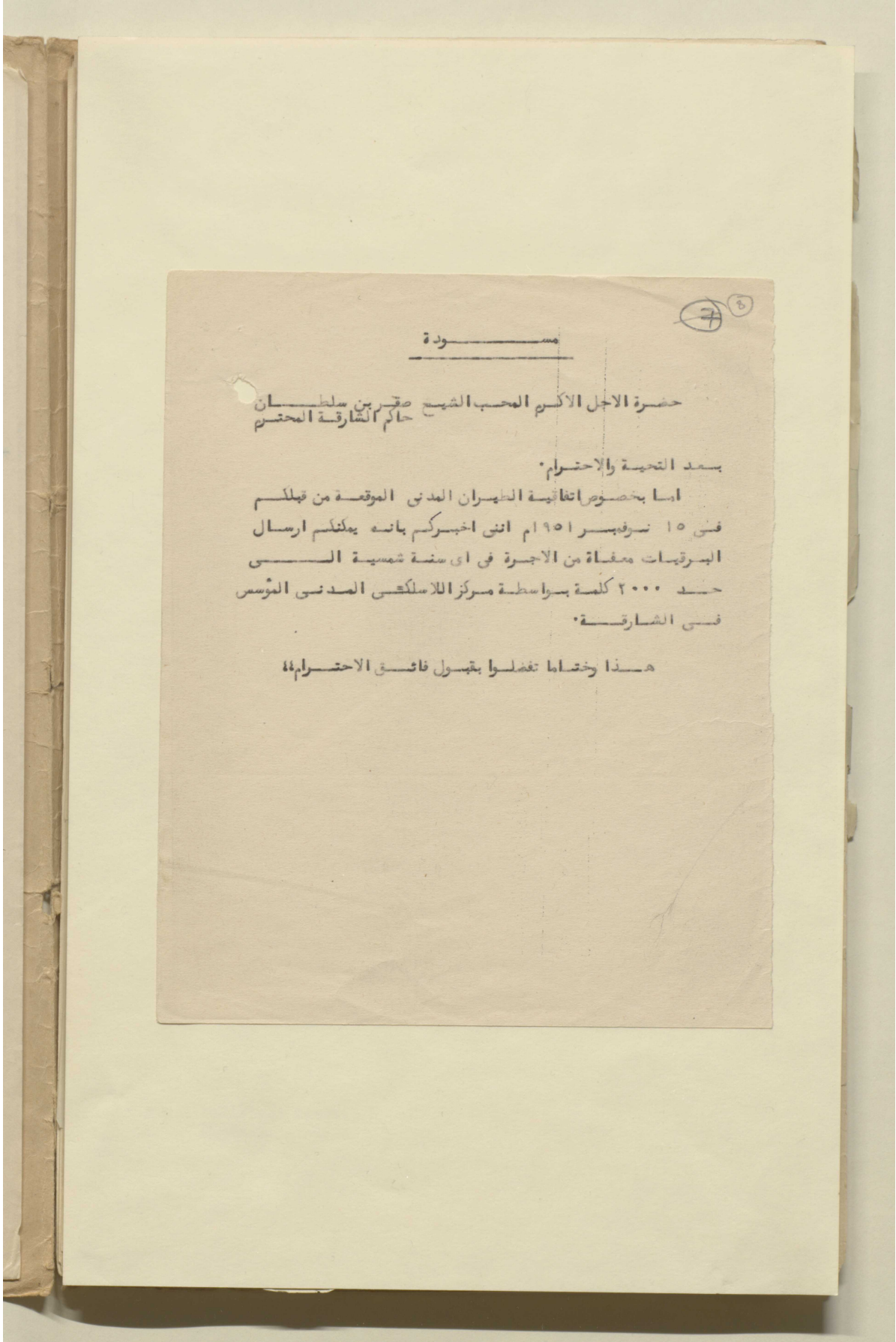
"ملف رقم ٥١/٣٦٠٤ اتفاقية طيران الشارقة" [٧و] (٢٠٠٠/١٣)



"ملف رقم ٥١/٣٦/٠٤ اتفاقية طيران المشاركة" [٧ظ] (٢٠٠٠/١٤)



"ملف رقم ٥١/٣٦٠٤ اتفاقية طيران الشارقة" [٨و] (٢٠٠٠/١٥)



مسودة

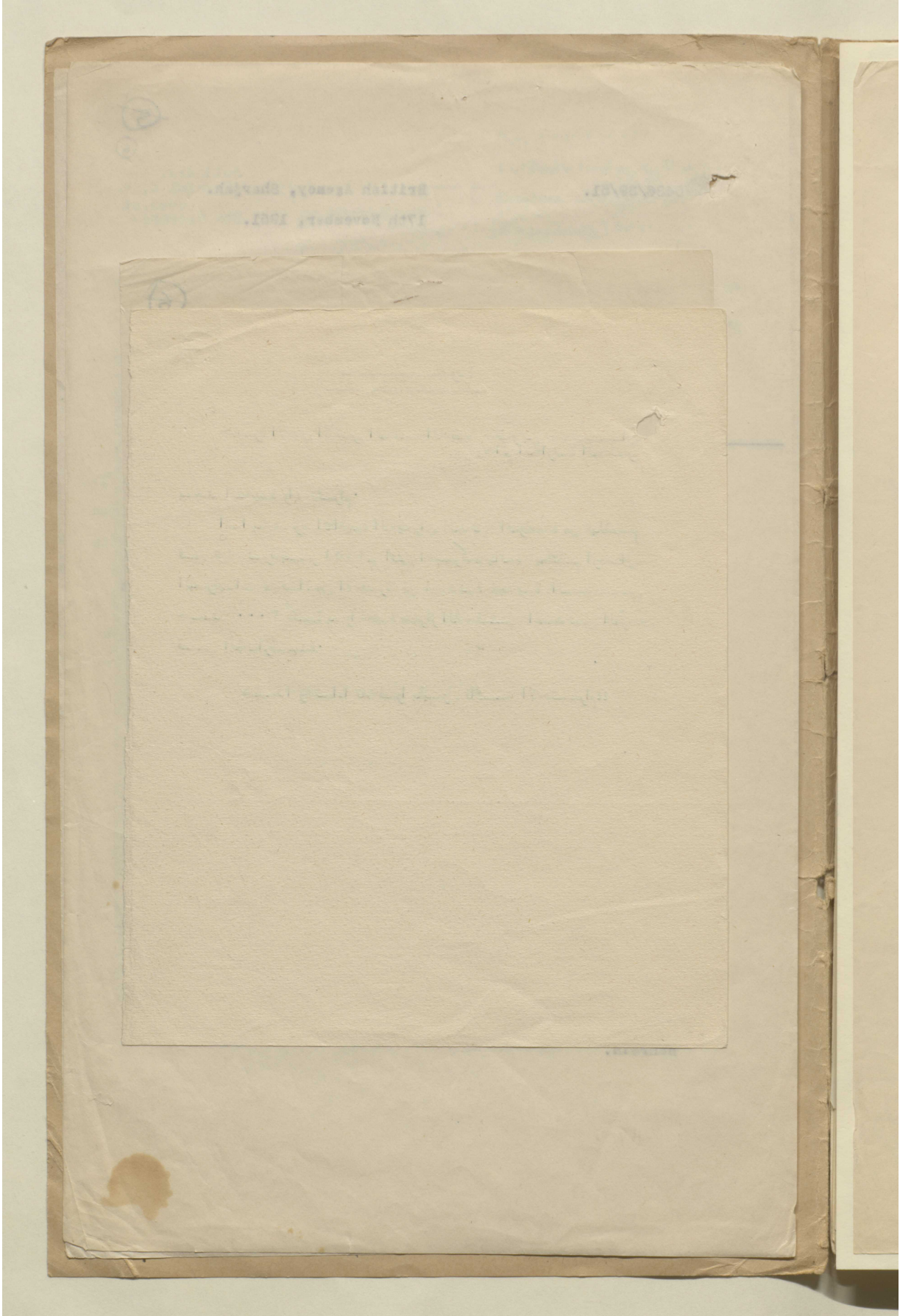
حضرة الاجل الاكبر المحب الشيخ
صقر بن سلطان
حاكم الشارقة المحترم

بعد التحية والاحترام

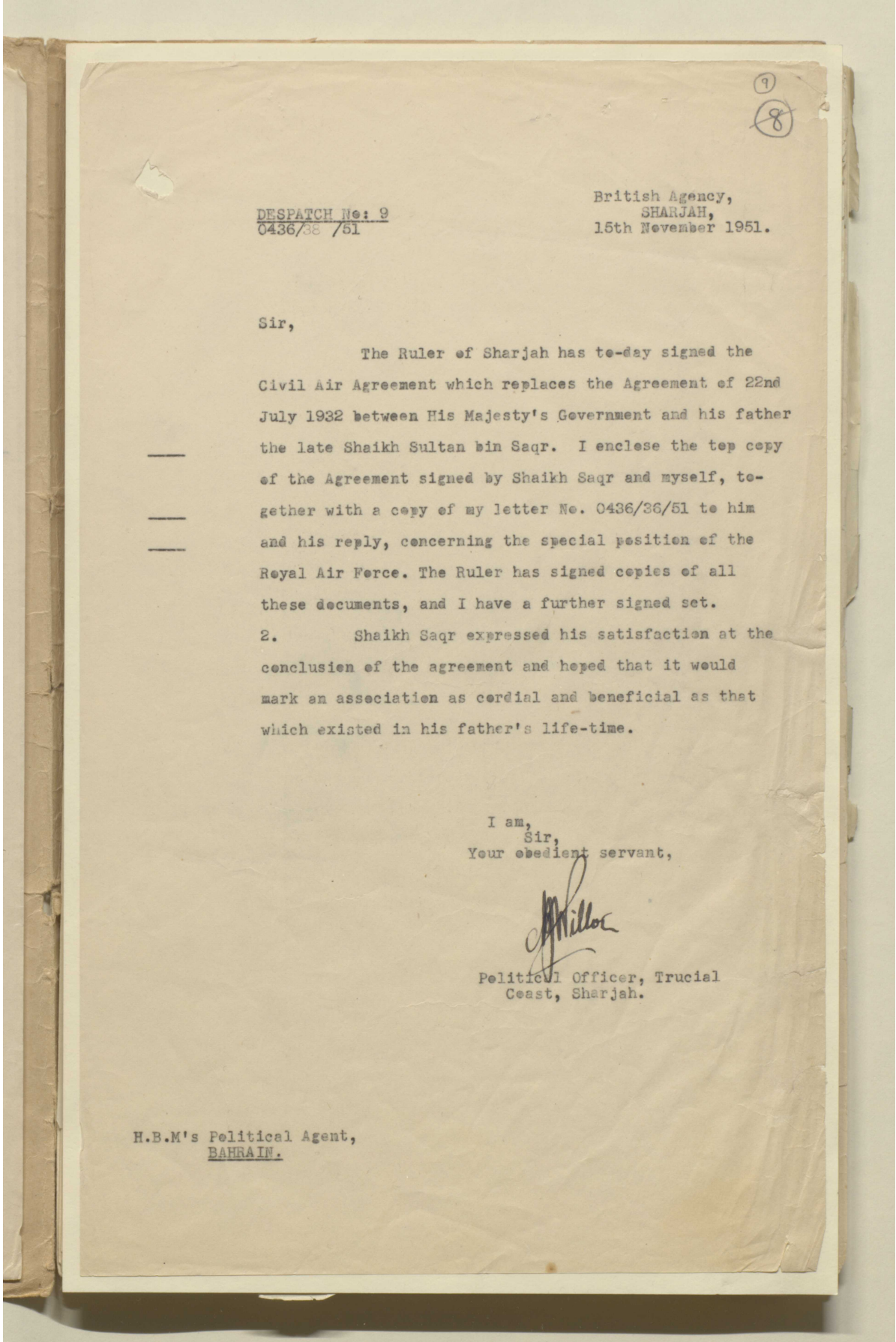
اما بخصوص اتفاقية الطيران المدني الموقعة من قبلكم
ففي ١٥ نوفمبر ١٩٥١م اتنى اخبركم بانني يمكنكم ارسال
البرقيات مضافة من الاجرة في اي سنة شمسية السني
حد ٢٠٠٠ كلمة بواسطة مركز اللاسلكي المدني المؤسس
في الشارقة

هذا وختاماً تفضلوا بقبول فائق الاحترام

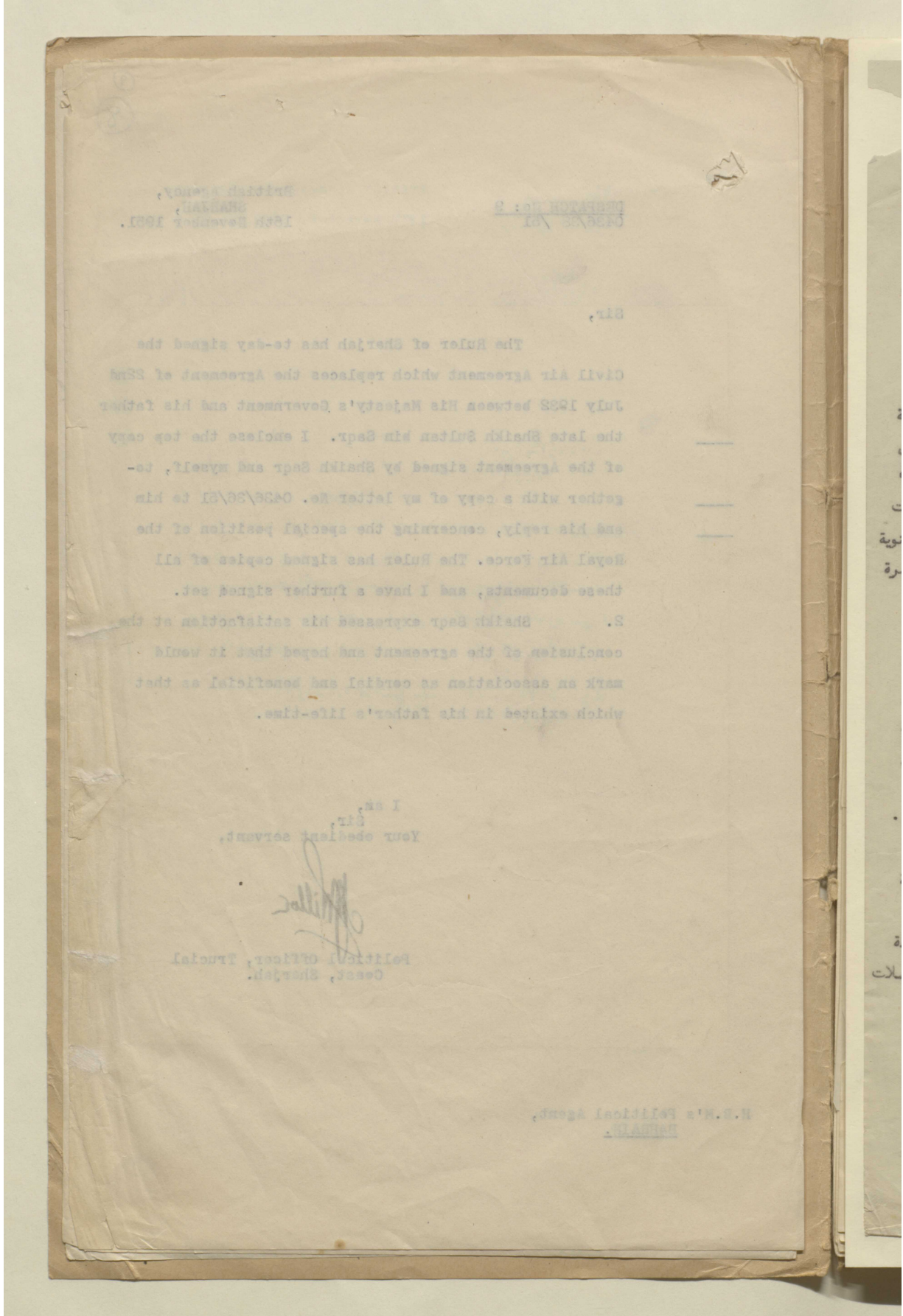
"ملف رقم ٥١/٣٦٠٤ اتفاقية طيران الشارقة" [٨ظ] (٢٠٠٠/١٦)



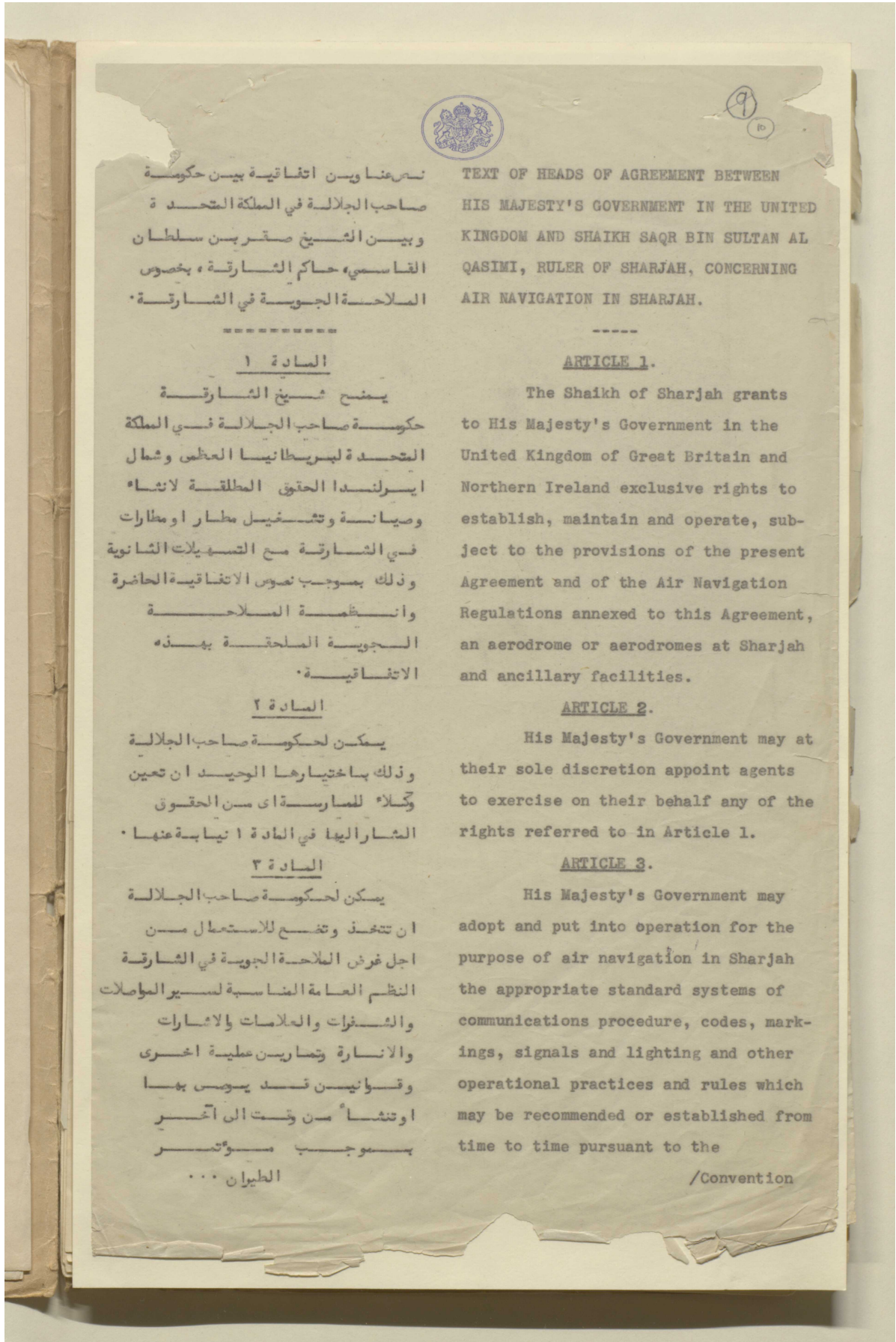
"ملف رقم ٥١/٣٦/٠٤ اتفاقية طيران الشارقة" [٩] (٢٠٠٠/١٧)

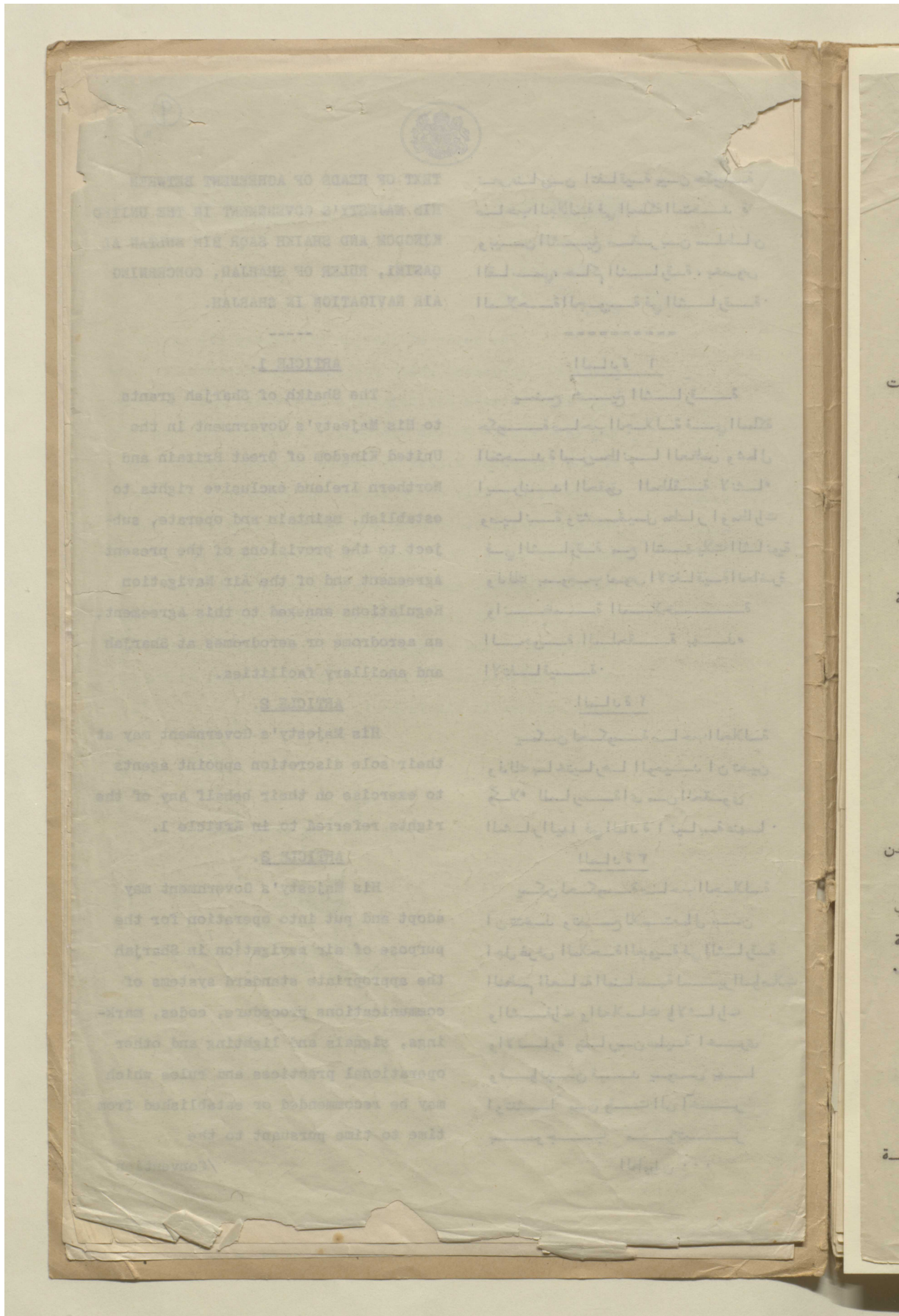


"ملف رقم ٥١/٣٦٠٤٠ اتفاقية طيران الشارقة" [٩ظ] (١٨/٢٠٠٠)

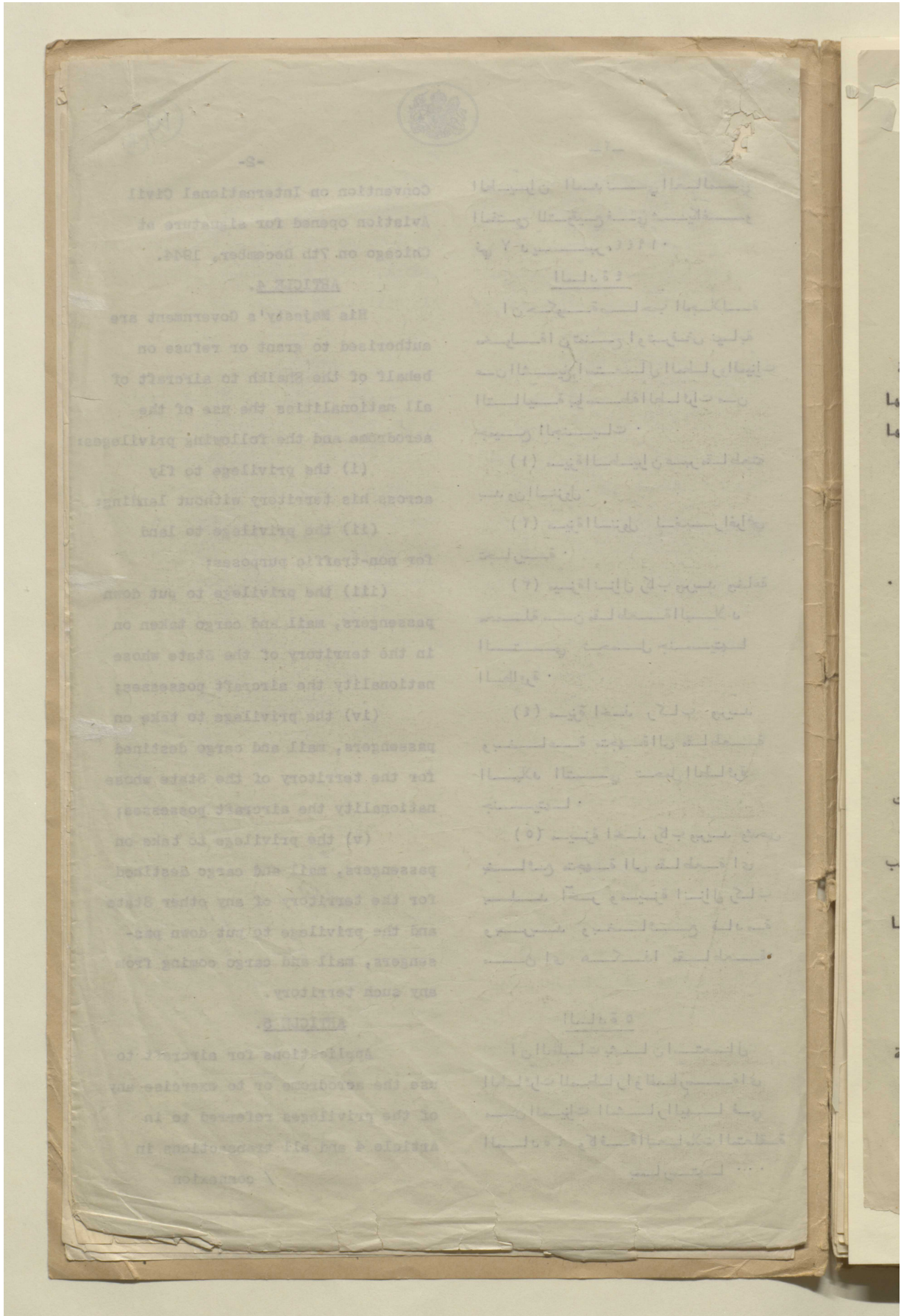


"ملف رقم ٥١/٣٦٠٤ اتفاقية طيران الشارقة" [١٠/١٩/٢٠٠١]





"ملف رقم ٥١/٤٣٦، اتفاقية طيران الشارقة" [١١ ظ] (٢٠٠٠/٢٢)





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11

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بمارستها وسوف تدبير
بواسطة السلطات البريطانية
في الخليج الفارسي او كما قد
ترشد حكومة صاحب
الجلالة.

المادة ٦

يحق لحكومة صاحب الجلالة
وممثلها المعيّنين من جانبها
ارسال رسائل لاسلكية واستلامها
من وفي اية محطة لاسلكية
تدار بموجب هذه الاتفاقية
سواءً نيابة عنهم او عن
آخرين وان تجبي اجورا
بشأن هكذا رسائل.

المادة ٧

يحق لحكومة صاحب الجلالة
ان تاخذ (مباشرة او بواسطة
وكلائها المعيّنين) هكذا رسوما
للهبوط والايواء و اية رسوما اخرى
من استعمال المطار والخدمات
التعلقة بذلك كما تراه
مناسبا. ستدفع حكومة صاحب
الجلالة الى الشيخ (مباشرة
او بواسطة وكلائها المعيّنين) رسوما
قدره ١٠ روبيات عن كل
طائرة تجارية تستعمل المطار.

المادة ٨

يمكن لحكومة صاحب الجلالة
الحق الوحيد في تجهيز الوقود
وزيت التشحيم (مباشرة او
بواسطة وكلائها المعيّنين) لاستعملي
المطار. ان الاسعار التي
تدفع...

connexion with their exercise shall
be conducted through the British
Authorities in the Persian Gulf, or
as His Majesty's Government may
direct.

ARTICLE 6.

His Majesty's Government and
their duly appointed representatives
shall have the right to send wireless
communications from, and receive them
at, any wireless station operated
under the present Agreement, whether
on their own behalf or on behalf of
others, and to levy charges in res-
pect of such communications.

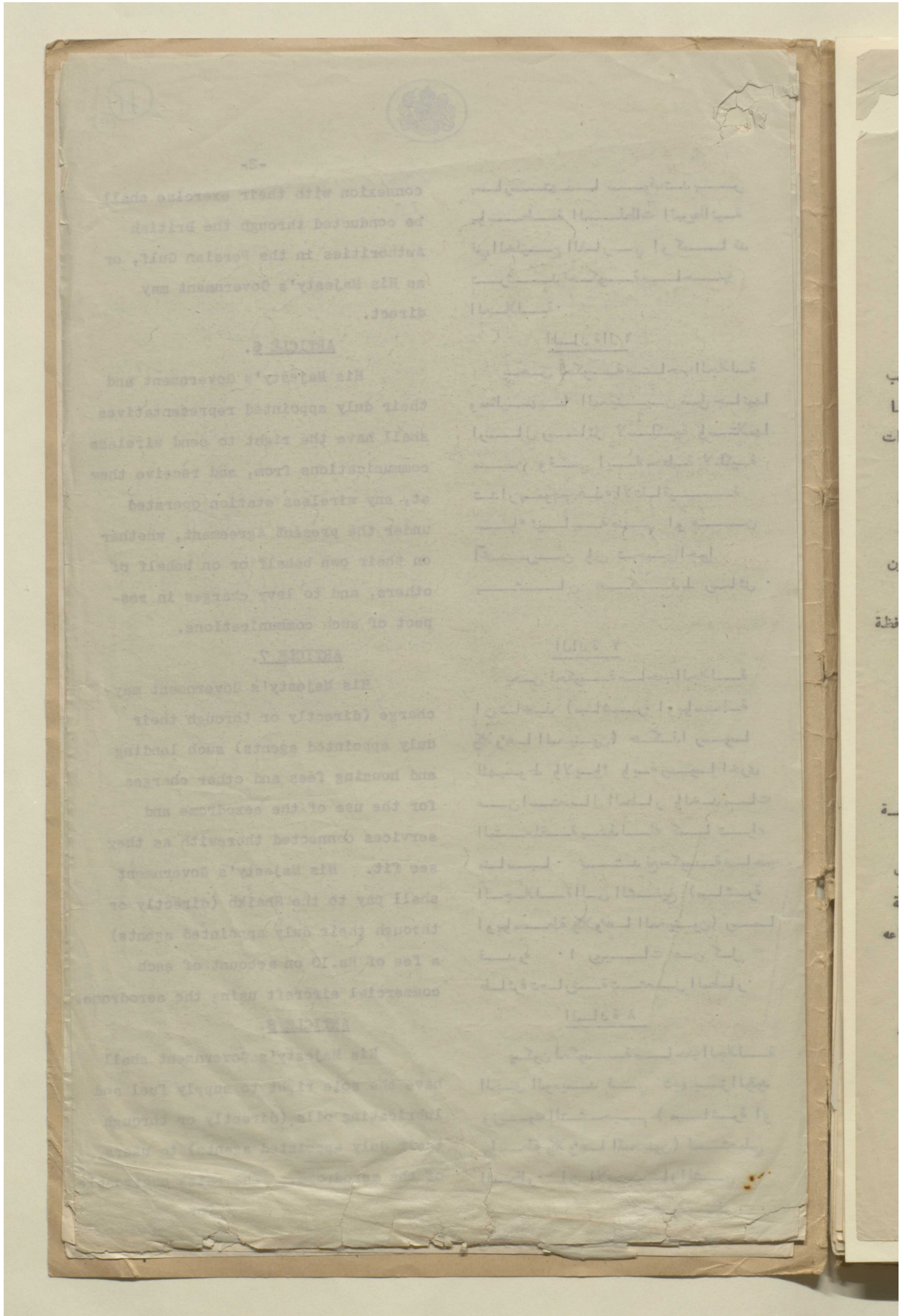
ARTICLE 7.

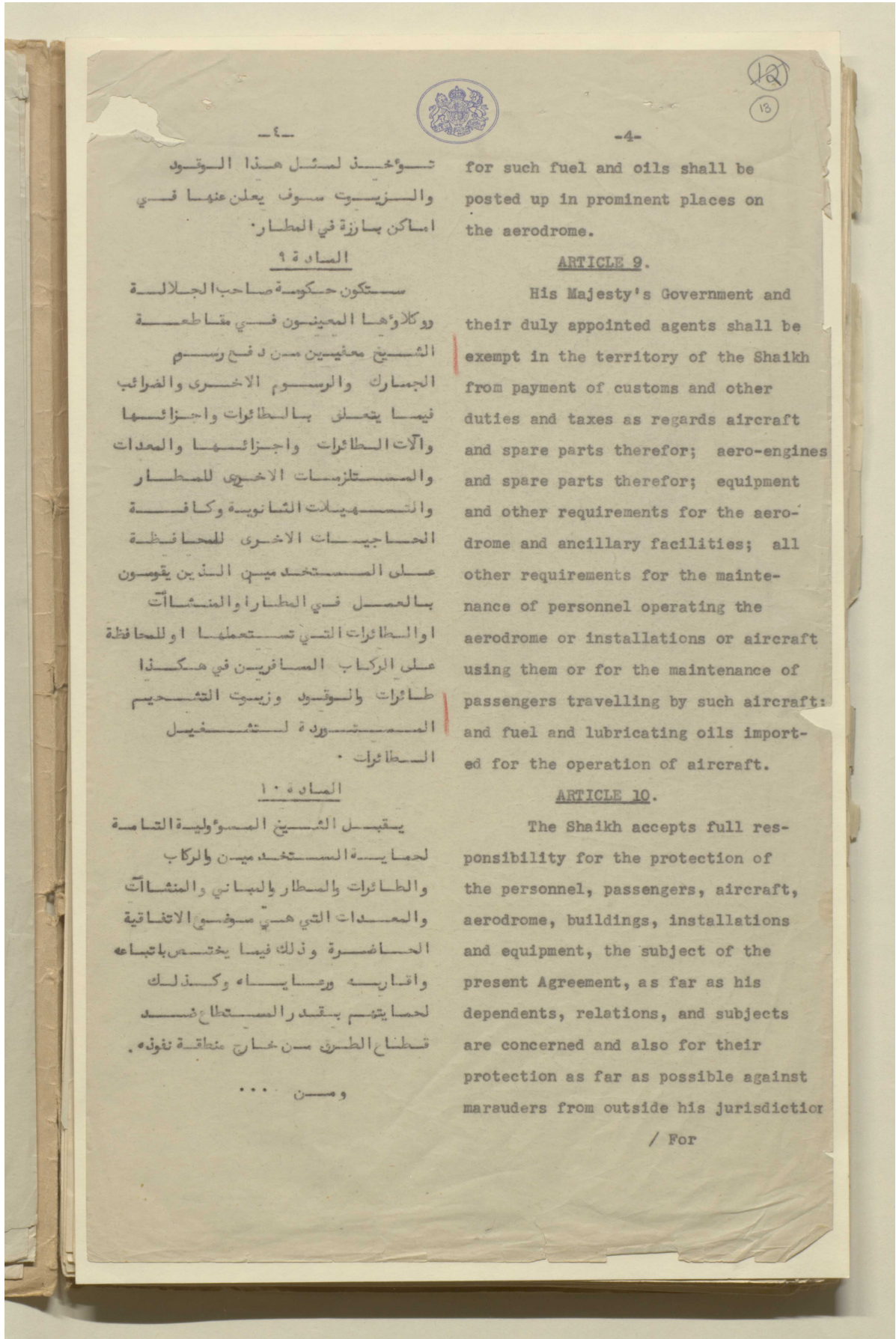
His Majesty's Government may
charge (directly or through their
duly appointed agents) such landing
and housing fees and other charges
for the use of the aerodrome and
services connected therewith as they
see fit. His Majesty's Government
shall pay to the Shaikh (directly or
through their duly appointed agents)
a fee of (Rs.10) on account of each
commercial aircraft using the aerodrome.

ARTICLE 8.

His Majesty's Government shall
have the sole right to supply fuel and
lubricating oils (directly or through
their duly appointed agents) to users
of the aerodrome. The rates chargeable
/ for

"ملف رقم ٥١/٣٦٠٤٠٤ اتفاقية طيران الشارقة" [١٢ ظ] (٢٤/٢٠٠٠)





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تؤخذ لمثل هذا الوقود
والزيوت سوف يعلن عنها في
اماكن بارزة في المطار.

المادة ٩

ستكون حكومة صاحب الجلالة
وكلاؤها المعينون في مقاطعاته
الشيخ معتمدين من دفع رسوم
الجمارك والرسوم الاخرى والضرائب
فيما يتعلق بالطائرات واجزائها
والآلات الطائرات واجزائها والمعدات
والمستلزمات الاخرى للمطار
والتسهيلات الثانوية وكافة
الحاجيات الاخرى للمحافظة
على المستخدم من الذين يقصون
بالعمل في المطار والمنشآت
والطائرات التي تستعملها او للحفاظ
على الركاب المسافرين في هكذا
طائرات والوقود وزيوت التشحيم
المستوردة لتشغيل
الطائرات .

المادة ١٠

يقبل الشيخ المسؤولية التامة
لحماية المستخدم من الركاب
والطائرات والمطار والمباني والمنشآت
والمعدات التي هي موضوع الاتفاقية
الحاضرة وذلك فيما يختص باتباعه
واقاربه ورعاياه وكذلك
لحمايتهم بقدر المستطاع ضد
تطاع الطرق من خارج منطقة نفوذه .
ومن

-4-

for such fuel and oils shall be
posted up in prominent places on
the aerodrome.

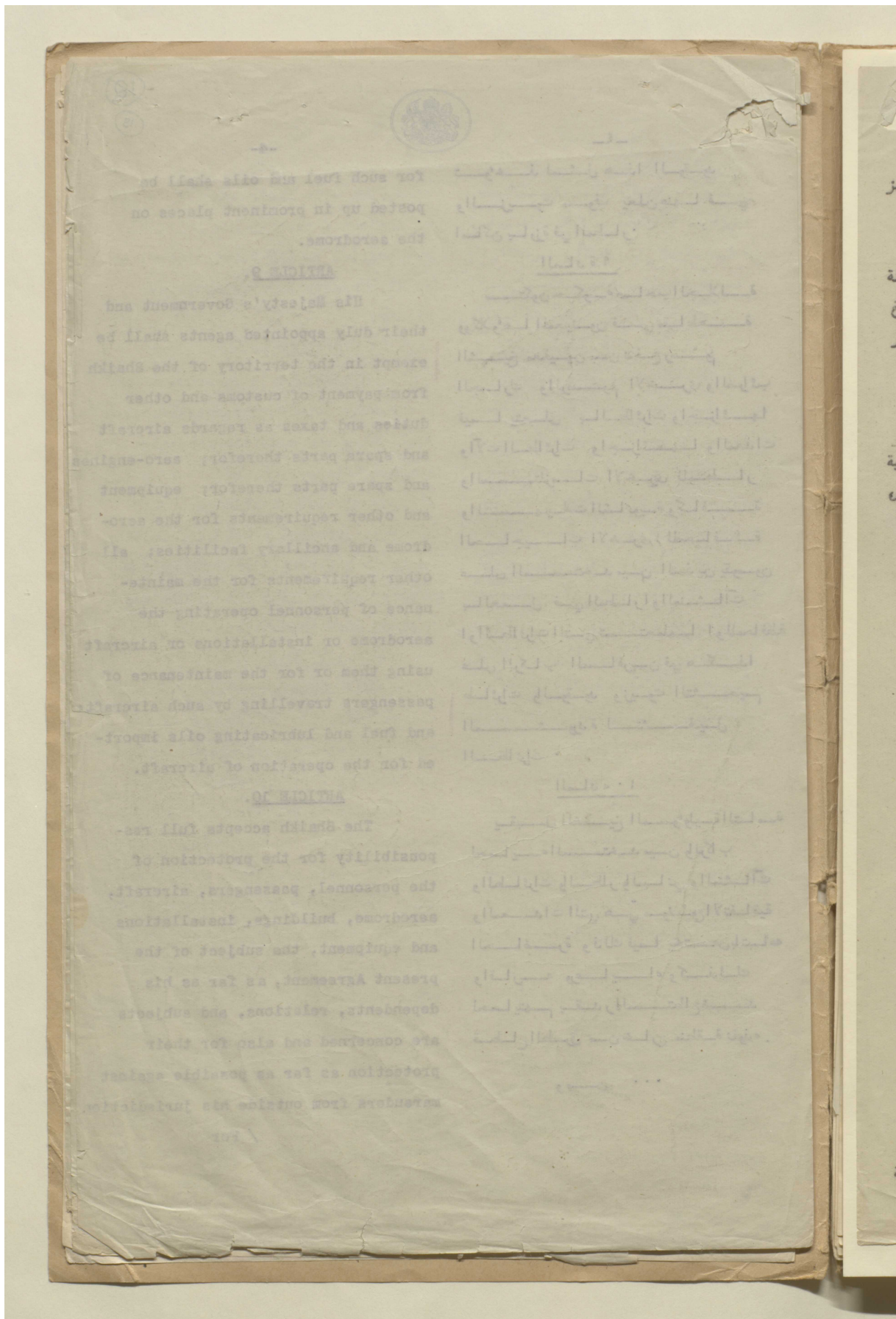
ARTICLE 9.

His Majesty's Government and
their duly appointed agents shall be
exempt in the territory of the Shaikh
from payment of customs and other
duties and taxes as regards aircraft
and spare parts therefor; aero-engines
and spare parts therefor; equipment
and other requirements for the aero-
drome and ancillary facilities; all
other requirements for the mainte-
nance of personnel operating the
aerodrome or installations or aircraft
using them or for the maintenance of
passengers travelling by such aircraft;
and fuel and lubricating oils import-
ed for the operation of aircraft.

ARTICLE 10.

The Shaikh accepts full res-
ponsibility for the protection of
the personnel, passengers, aircraft,
aerodrome, buildings, installations
and equipment, the subject of the
present Agreement, as far as his
dependents, relations, and subjects
are concerned and also for their
protection as far as possible against
marauders from outside his jurisdiction

/ For





-٥-

ومن اجل هذا الخوض سيجهز
رئيسي حرس وستة وثلاثون حارسا .

المادة ١١

ستدفع حكومة صاحب الجلالة
شهريا الى الشيخ المبالغ
التالية بشأن استعمال المطار
وعن الميزات المدرجة فيما سبق .

(١) راتب رئيسي حرس وستة
وثلاثون حارسا بمعدل /- ٨٥ روبية
لكل رئيس حرس و /- ٦٥ روبية لكل حارس
يضاف اليها /- ١٥ روبية كعلاوة
غلاء المعيشة لكل رجل . وستكون
علاوة غلاء المعيشة هذه عرضة
للتخفيض اذا هبطت تكاليف المعيشة .
(٢) اجار المطار /- ١٤٢٠ روبية .

(٣) اجار عن منزل المسافرين
/- ١٠٠٠ روبية . ان المبالغ
المستحقة بموجب هذا العنوان
سوف تمزل وتفيد مقابل المبلغ الذي
تعرضته حكومة صاحب الجلالة
للشيخ لبناء منزل المسافرين ،
وسوف لا تدفع مدفوعات للشيخ
حتى يسدد القرض الاتي الذكر .
(٤) اعانة شخصية قدرها
/- ١٠٠٠ روبية مقابل المسؤولة
التي قبل الشيخ اخذها على
عاتقه .

المادة ١٢

يعني التعمير "المطار" في
الاتفاقية الحاضرة المطار الموجود
حاليا في الشارقة ويشمل اقتصرة
نفيه تد يتم بها وأي مطار

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For this purpose he shall provide two
Head Guards and thirtysix guards.

ARTICLE 11.

His Majesty's Government shall
pay the Shaikh in respect of the use
of the aerodrome and for the privi-
leges hereinbefore enumerated, the
following amounts monthly:-

(1) Pay of two Head Guards and
36 guards at Rs.85/- for each Head
Guard and Rs.65/- for each guard,
plus Rs.15/- as a cost of living
allowance for each man. This cost of
living allowance shall be subject to
reduction if the cost of living falls.

(ii) Rent for the aerodrome,
Rs.1,420/-.

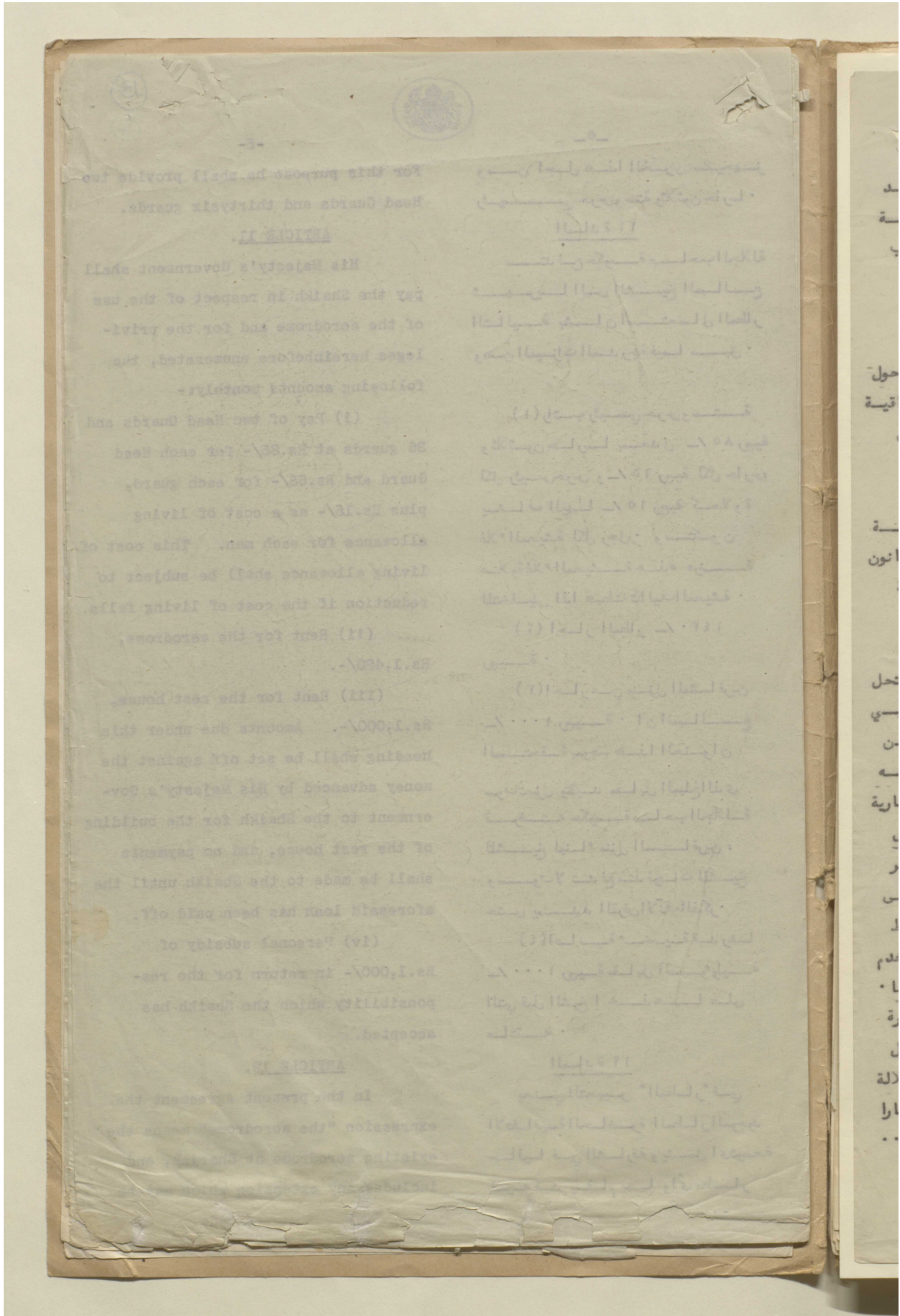
(iii) Rent for the rest house,
Rs.1,000/- . Amounts due under this
heading shall be set off against the
money advanced by His Majesty's Gov-
ernment to the Shaikh for the building
of the rest house, and no payments
shall be made to the Shaikh until the
aforesaid loan has been paid off.

(iv) Personal subsidy of
Rs.1,000/- in return for the res-
ponsibility which the Shaikh has
accepted.

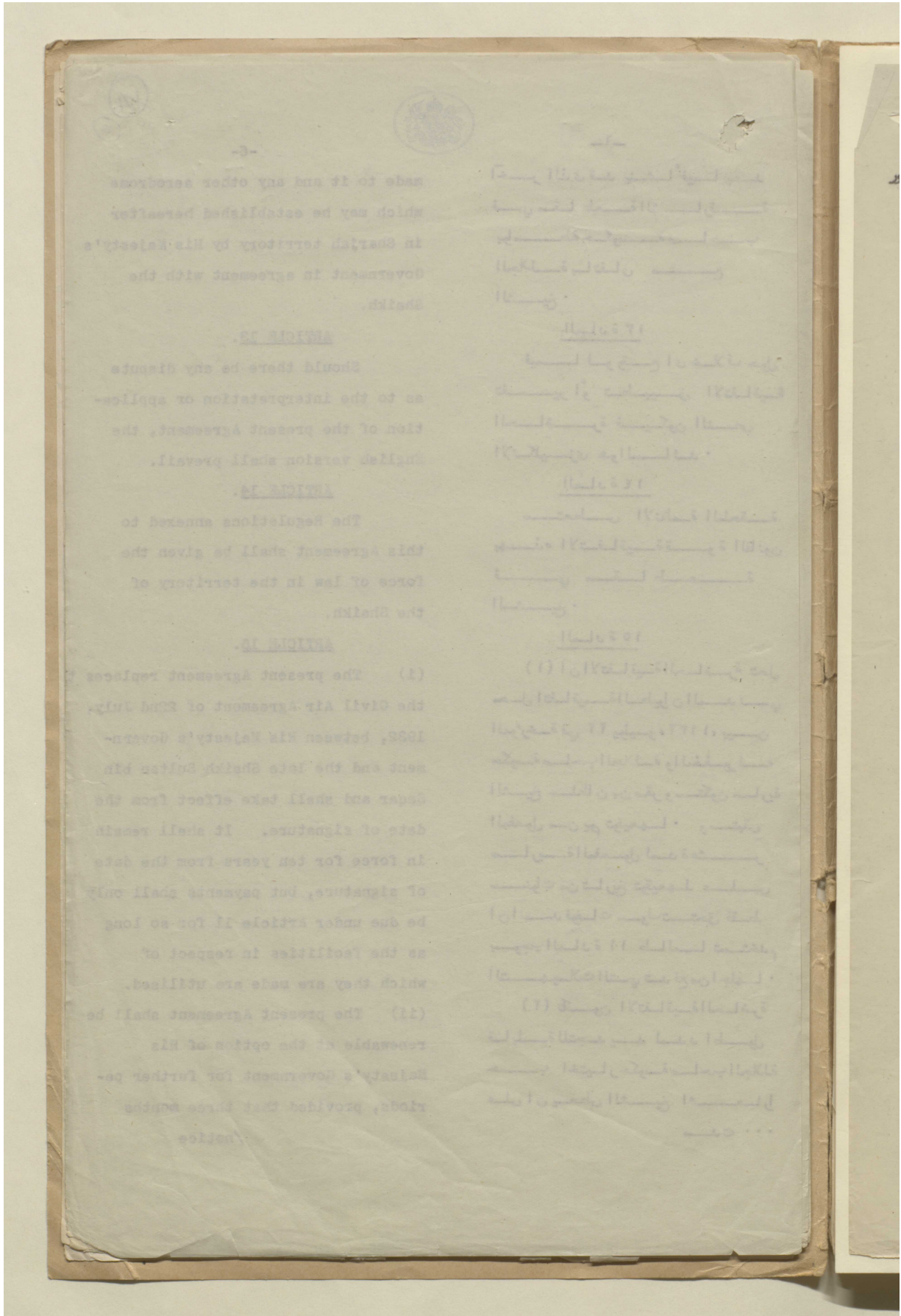
ARTICLE 12.

In the present Agreement the
expression "the aerodrome" means the
existing aerodrome at Sharjah, and
includes any extension which may be

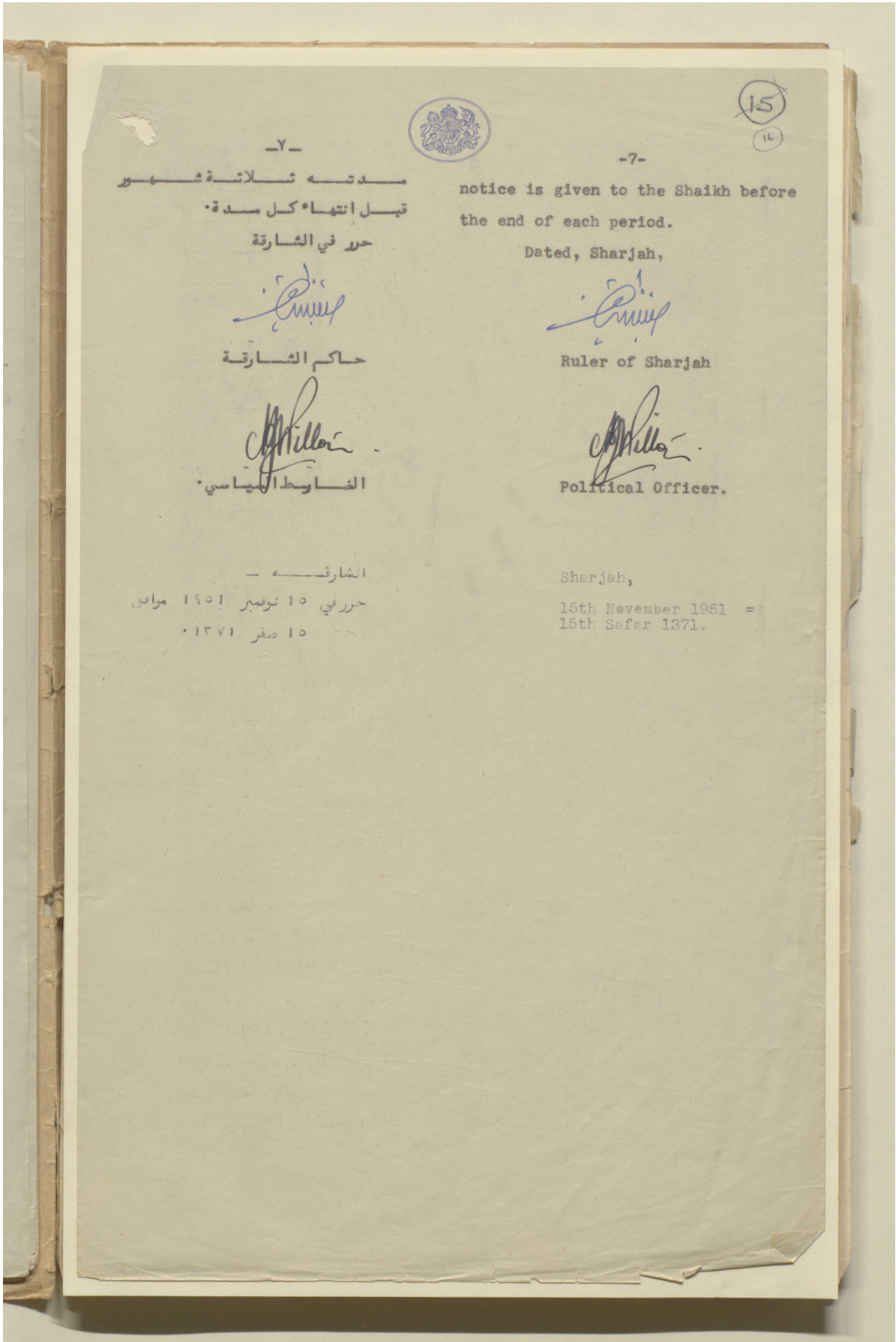
"ملف رقم ٥١/٣٦٠٤، اتفاقية طيران الشارقة" [٤ اظ] (٢٠٠٠/٢٨)



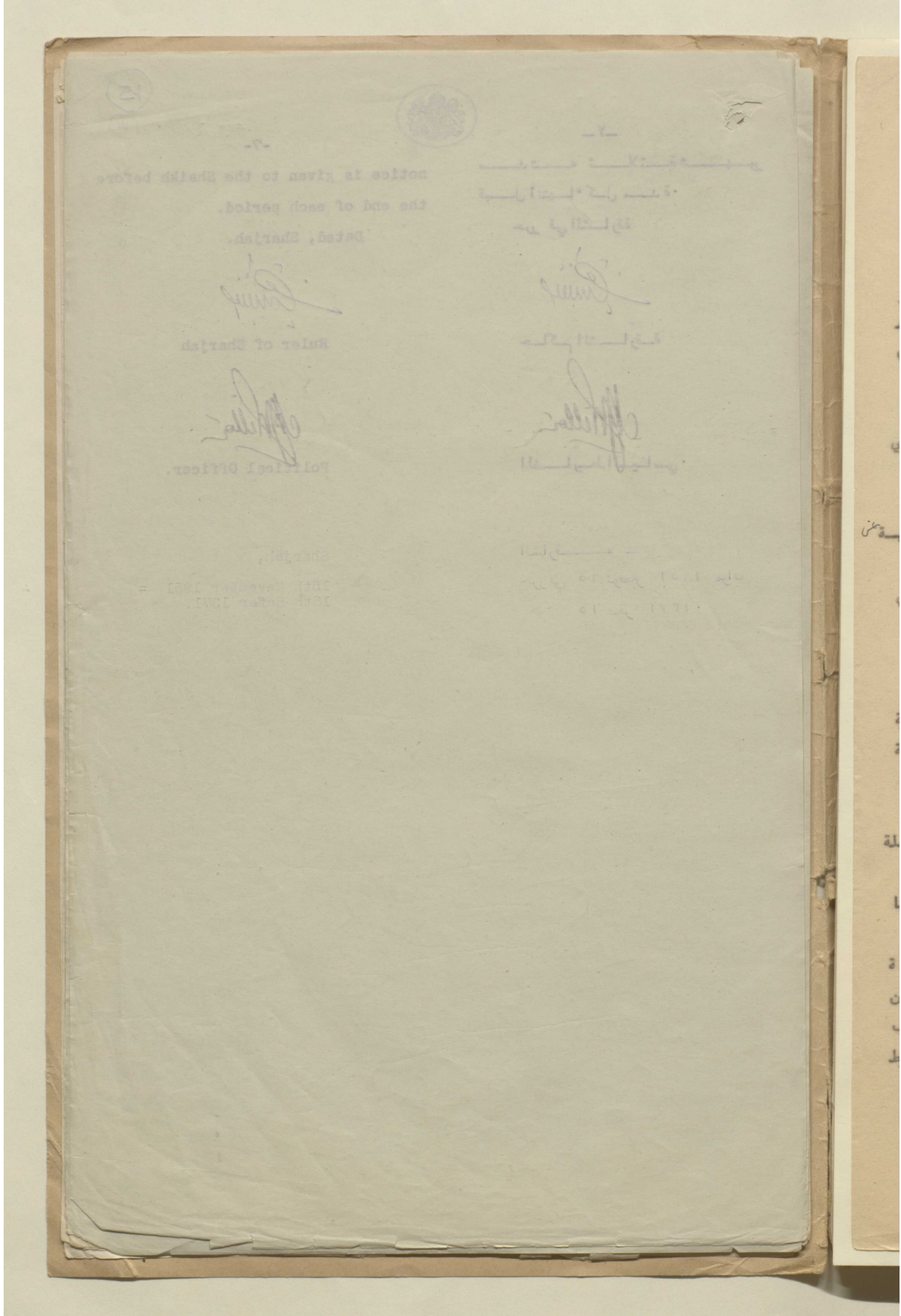
"ملف رقم ٥١/٣٦٠٤، اتفاقية طيران الشارقة" [١٥ ظ] (٢٠٠٠/٣٠)



"ملف رقم ٥١/٣٦٠٤ اتفاقية طيران الشارقة" [١٦] (٢٠٠/٣١)



"ملف رقم ٥١/٣٦٠٤ اتفاقية طيران الشارقة" [١٦ ظ] (٢٠٠/٣٢)



انظمة الملاحة الجوية

١٠ سوفلا تطير طائرة على
مقاطعات الشارقة وتهبط فيها
او تاخذ على متنها او تنزل ركابا في
هكذا مقاطعات او حمولة حمت بالاجرة
او عن سكا فاة، الا بموجب بنود اية
اتفاقية سارية المفعول في الوقت الحاضر
بين حكومة صاحب الجلالة في
الملكة المتحدة (وتقوم في هذا
الشان بالنميا بة من
الشيخ) وبين حكومة البلاد التي
سجرت فيها الطائرة او بموجب
اذن خاص من وزير الطيران المدني
في الملكة المتحدة منح نيابة
الشيخ وخاضعا لاية
شروط او تحد يدات التي
قد يعينها
الوزير

٢٠ (١) عندما تطير طائرة
على مقاطعات الشارقة
او تهبط فيها سوف تحتل بالانظمة
العامة المدونة اذ ناء .
(أ) سوف تكون الطائرة مسجلة
وستحمل جنسيتها المعينة وعلامات
التسجيل منقوشة عليها
بالكيفية المعينة .
(ب) سوف تحمل الطائرة شهادة
بانها صالحة للطيران
بالكيفية المعينة وسوف
يكتسب باى بنود او شروط
التي بموجبها اعطيت
شهادة صلاحها
للطيران .
(ج) . . .

AIR NAVIGATION REGULATIONS.

1. Aircraft shall not fly over
or land in the territories of Sharjah
or take on board or discharge in such
territories any passengers or cargo
carried for hire or reward, 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 the Shaikh) and
the Government of the country in
which the aircraft is registered or
in accordance with the special per-
mission of the Minister of Civil
Aviation in the United Kingdom grant-
ed on behalf of the Shaikh and sub-
ject to any conditions or limita-
tions which the Minister may specify.

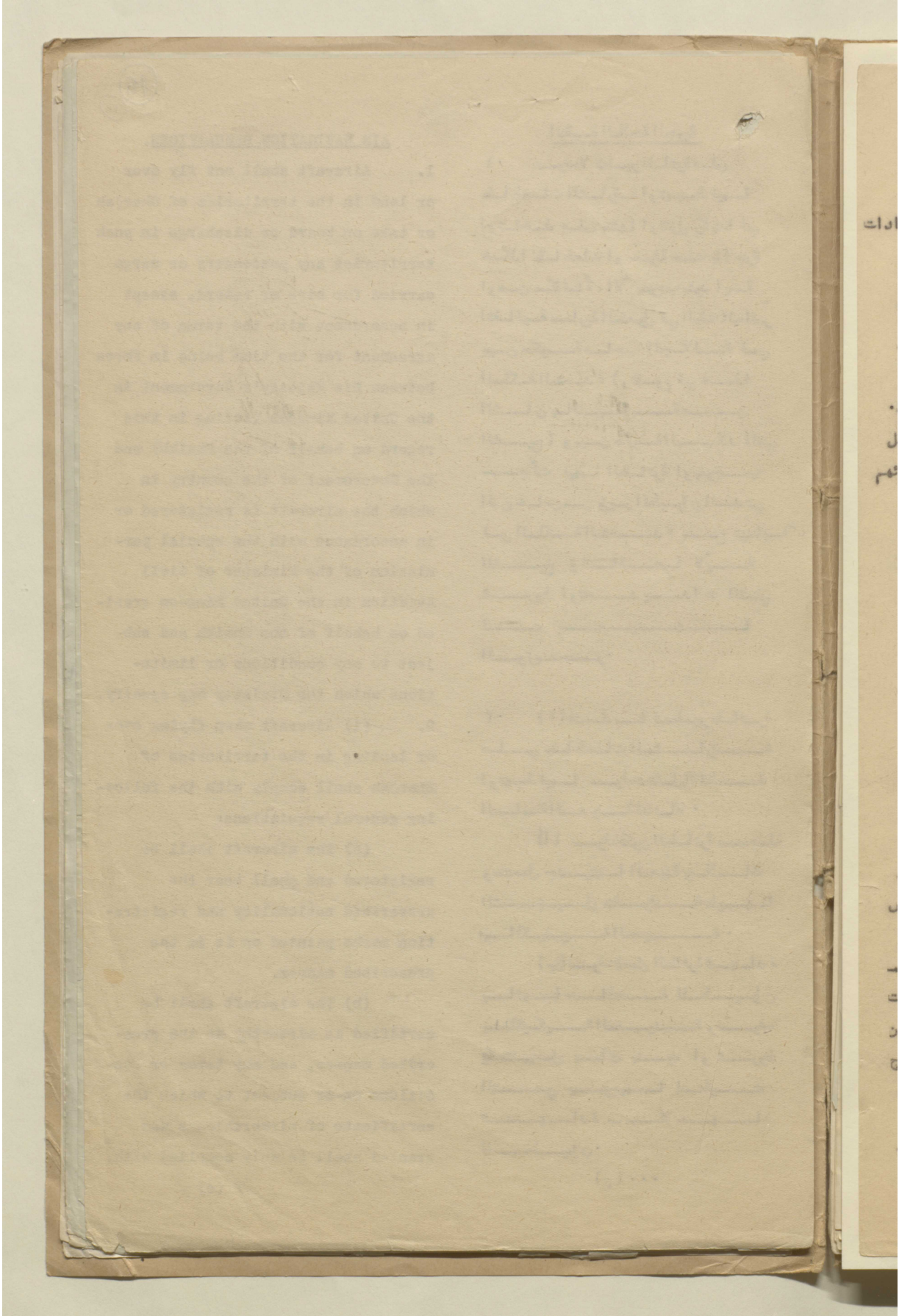
2. (1) Aircraft when flying over
or landing in the territories of
Sharjah shall comply with the follow-
ing general regulations:

(a) The aircraft shall be
registered and shall bear the
prescribed nationality and registra-
tion marks painted on it in the
prescribed manner.

(b) The aircraft shall be
certified as airworthy in the pres-
cribed manner, and any terms or con-
ditions on or subject to which the
certificate of airworthiness was
granted shall be duly complied with.

(c) /

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-٢-

(ج) سوف يكون موظفو الطائرة من العدد والصفة المعينة وسوف يجوزون بشهادات الجدارة المعينة والاجازات.

(د) سوف يحمل نبي الطائرة الوثائق المعينة وسجل المسفات معداً حتى آخر تاريخ نبي الاستمارات والكييفية المعينة. وبالإضافة إذا كانت الطائرة تنقل ركابا فستحمل قائمة بأسمائهم وان كانت تحمل بضائع فستحمل بوليصة وبيان شحنها.

(٢) تعنى كلمة "معينة" في هذه المادة المعين بواسطة القانون للبلاد التي سجلت فيها الطائرة.

٢. سوف لا تستعمل طائرة اي محل لهبوطها او طيرانها في مقاطعات الشارقة غير مطار مصرح به، عدا في حالة حاد او بسبب ضغط الجو او اي سبب آخر لا مناص منه.

٤. سوف يعطى اشعاراً مقدماً للسدايرة الحجر الصحي والى السلطات المختصة الاخرى في الشارقة عن موعد وصول طائرة قادمة من الخارج في اي مطار في الشارقة وعن طيران طائرة الى الخارج من اي مطار في الشارقة.

... ٥

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(c) The personnel of the aircraft shall be of the prescribed number and description and shall be provided with the prescribed certificates of competency and licences.

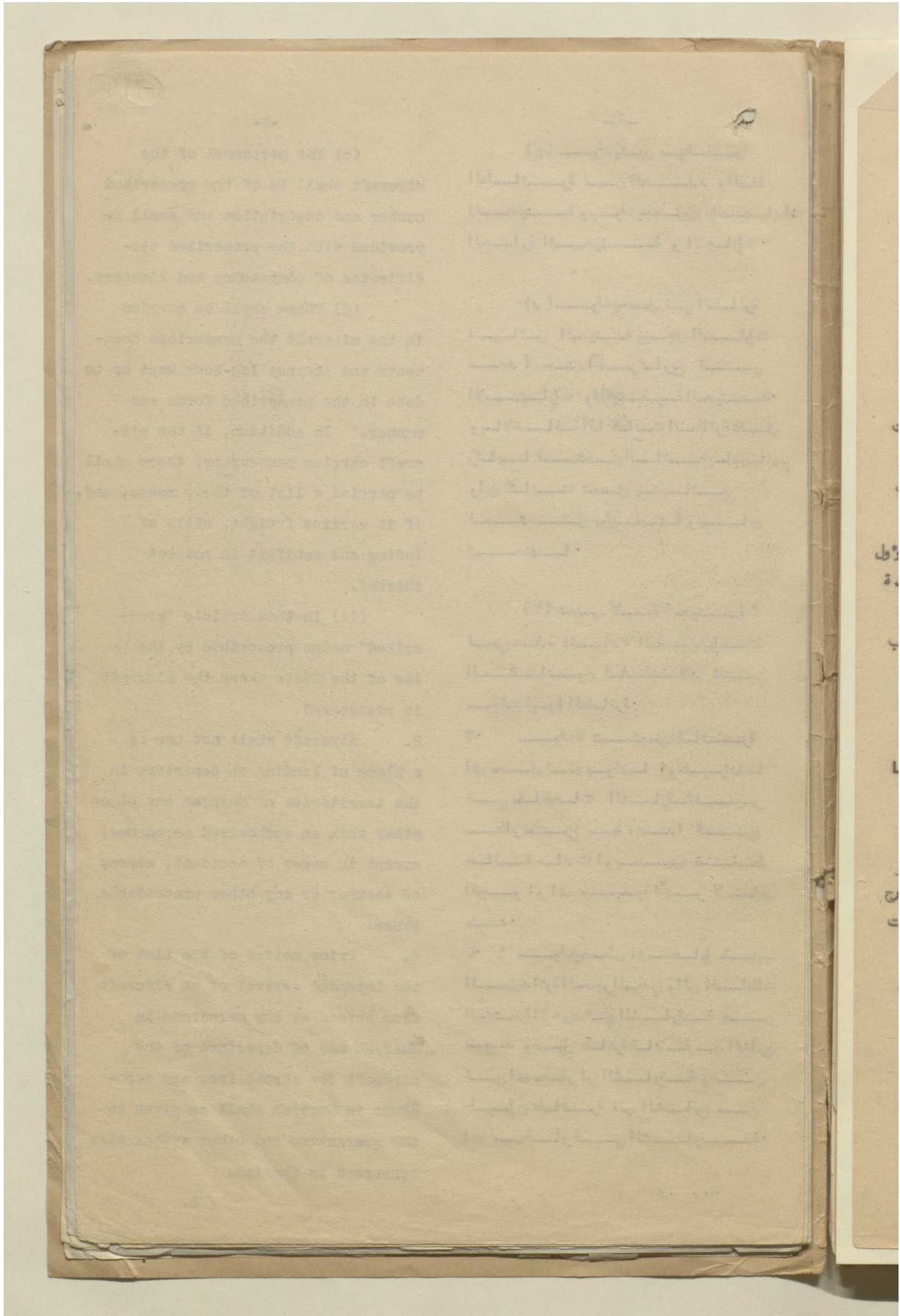
(d) There shall be carried in the aircraft the prescribed documents and journey log-book kept up to date in the prescribed forms and manner. In addition, if the aircraft carries passengers, there shall be carried a list of their names, and, if it carries freight, bills of lading and manifest in respect thereof.

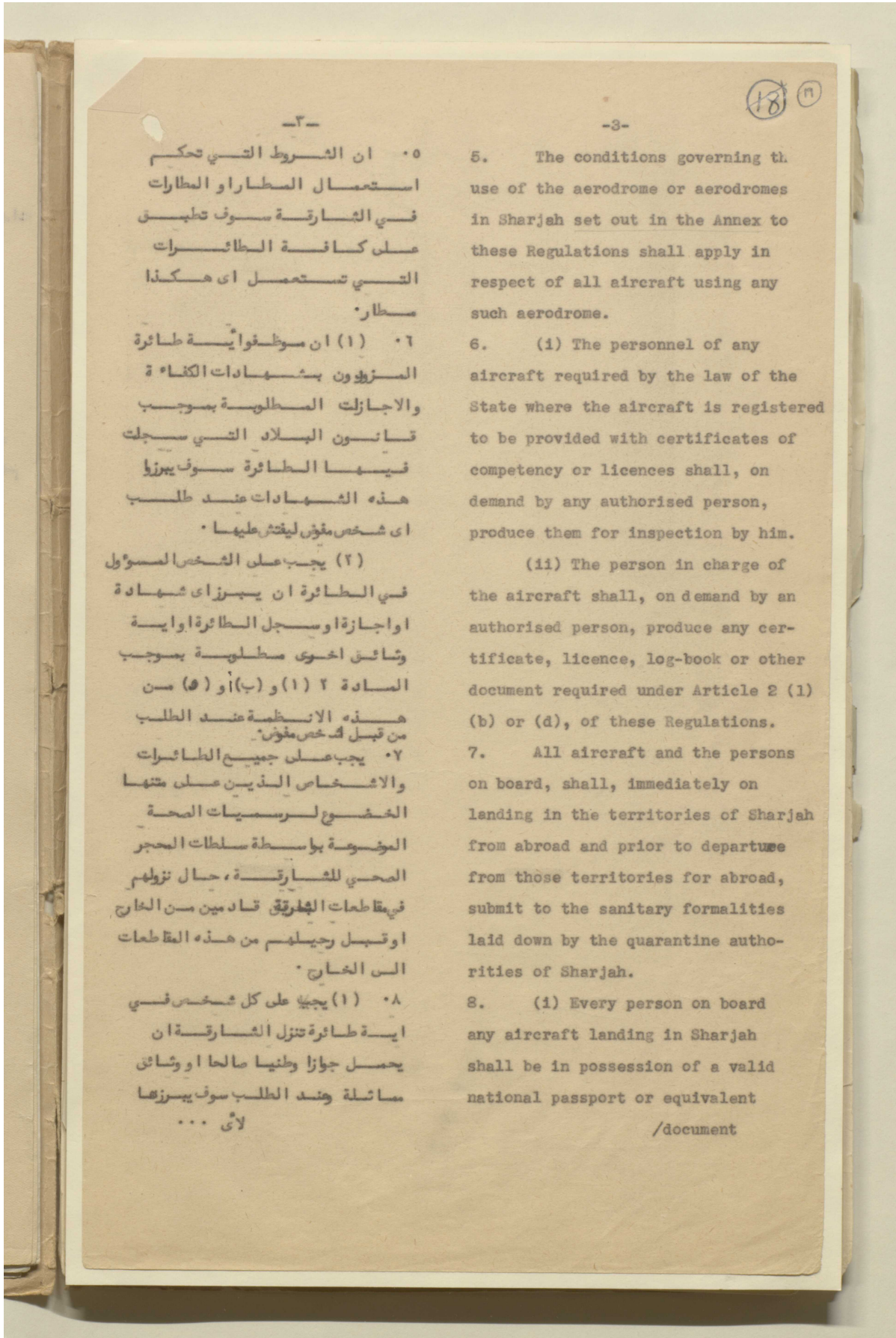
(11) In this Article "prescribed" means prescribed by the law of the State where the aircraft is registered.

3. Aircraft shall not use as a place of landing or departure in the territories of Sharjah any place other than an authorised aerodrome, except in cases of accident, stress of weather or any other unavoidable cause.

4. Prior notice of the time of the intended arrival of an aircraft from abroad at any aerodrome in Sharjah and of departure of the aircraft for abroad from any aerodrome in Sharjah shall be given to the quarantine and other authorities concerned in Sharjah.

/ 5.





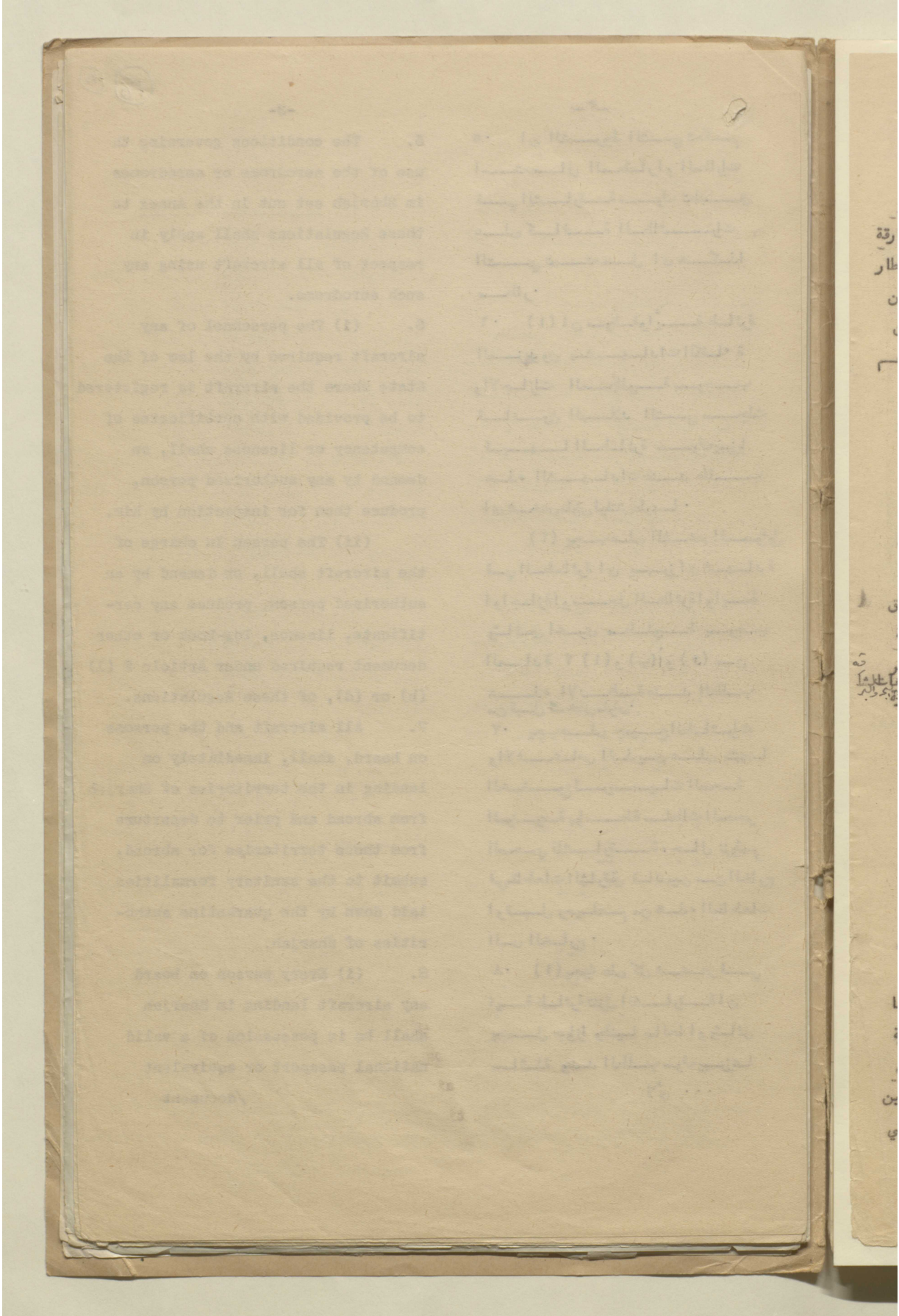
-٣-

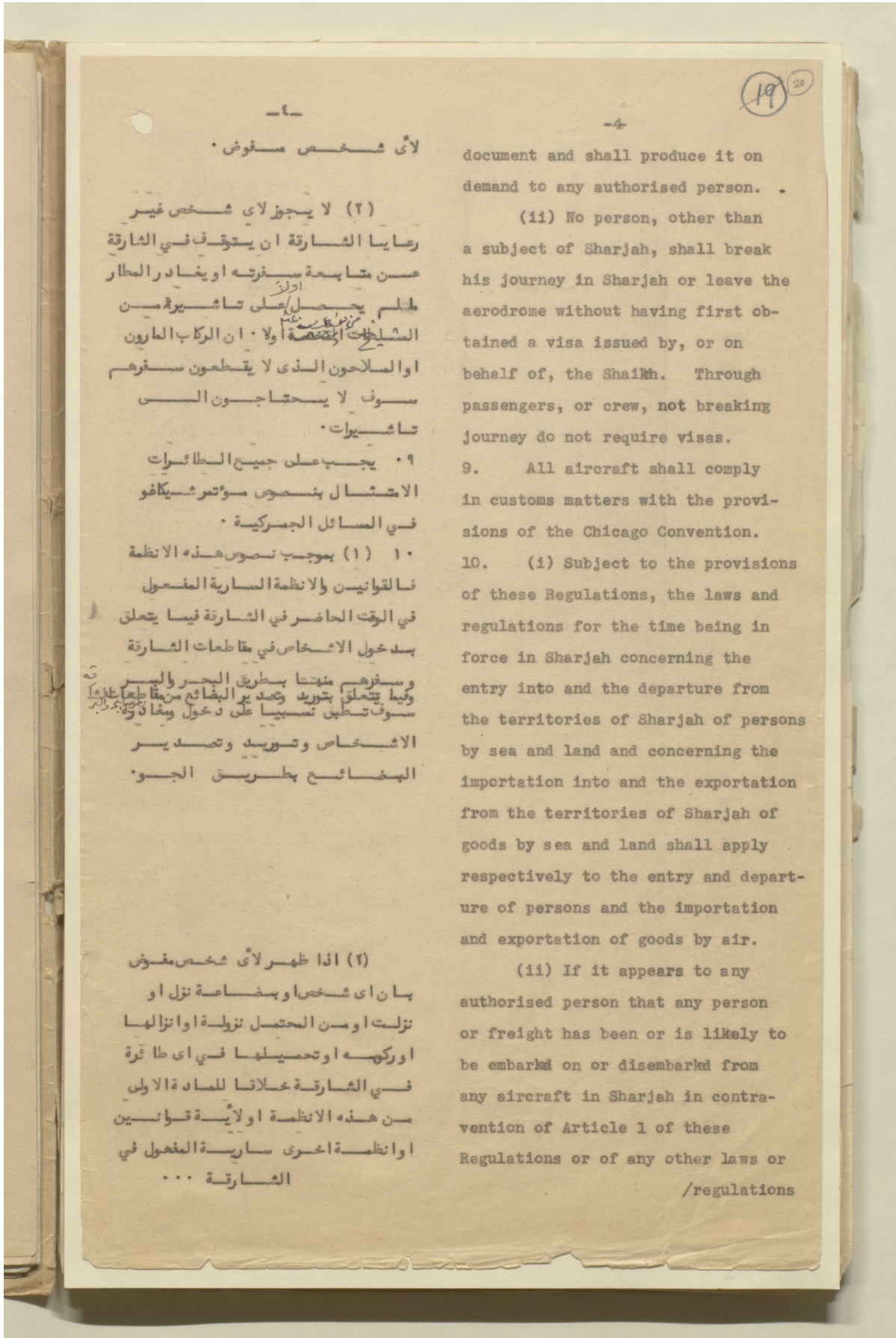
- ٥٠ ان الشروط التي تحكم استعمال المطارات والمطارات في الشارقة سوف تطبق على كافة الطائرات التي تستعمل اي هكذا مطار.
- ٥٦ (١) ان موظفي ائمة طائرة المزبون بشهادات الكفاءة والاجازات المطلوبة بموجب قانون البلاد التي سجلت فيها الطائرة سوف يبرزوا هذه الشهادات عند طلب اي شخص مفوض ليفتش عليها.
- (٢) يجب على الشخص المسؤول في الطائرة ان يبرز اي شهادة او اجازة او سجل الطائرة او اية وثائق اخرى مطلوبة بموجب المادة ٢ (١) و (ب) او (د) من هذه الانظمة عند الطلب من قبل شخص مفوض.
- ٥٧ يجب على جميع الطائرات والاشخاص الذين على متنها الخضوع لرسميات الصحة الموضوعة بواسطة سلطات الحجر الصحي للشارقة، حال نزولهم في مقاطعات الحجر قادمين من الخارج او قبل رحيلهم من هذه المقاطعات الى الخارج.
- ٥٨ (١) يجب على كل شخص في اية طائرة تنزل الشارقة ان يحمل جوازاً وطنياً صالحاً او وثائق مماثلة وعند الطلب سوف يبرزها لاي ...

-3-

5. The conditions governing the use of the aerodrome or aerodromes in Sharjah set out in the Annex to these Regulations shall apply in respect of all aircraft using any such aerodrome.
6. (1) The personnel of any aircraft required by the law of the State where the aircraft is registered to be provided with certificates of competency or licences shall, on demand by any authorised person, produce them for inspection by him.
- (ii) The person in charge of the aircraft shall, on demand by an authorised person, produce any certificate, licence, log-book or other document required under Article 2 (1) (b) or (d), of these Regulations.
7. All aircraft and the persons on board, shall, immediately on landing in the territories of Sharjah from abroad and prior to departure from those territories for abroad, submit to the sanitary formalities laid down by the quarantine authorities of Sharjah.
8. (1) Every person on board any aircraft landing in Sharjah shall be in possession of a valid national passport or equivalent /document

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لأى شخص مفوض .

(٢) لا يجوز لأي شخص غير
رعايا الشارقة ان يتوقف في الشارقة
عن متابعة سفرته او يغادر المطار
طلم يحصل على تأشيرة من
السلطات المختصة أولاً . ان الركاب المارون
او الملاحون الذي لا يقطنون سفرهم
سوف لا يحتاجون الى
تأشيرات .

٩ . يجب على جميع الطائرات
الامتثال بنصوص موثمة شيكاغو
في المسائل الجمركية .

١٠ (١) بموجب نصوص هذه الانظمة
فالقوانين والانظمة السارية المفعول
في الوقت الحاضر في الشارقة فيما يتعلق
بمدخول الاشخاص في مقاطعات الشارقة
وسفرهم منها بطريق البحر والبر
وفيما يتعلق بتوريد وتصدير البضائع من مقاطعاتها
سوف تطبق تسييماً على دخول ومغادرة
الاشخاص وتوريد وتصدير
البضائع بطريق الجو .

(٢) اذا ظهر لأي شخص مفوض
بان اي شخص او بضاعة نزل او
نزلت او من المحتمل نزولها وانزالها
او ركوبها او تحميلها في اي طائرة
في الشارقة خلافاً للمادة الاولى
من هذه الانظمة او لاية قوانين
او انظمة اخرى سارية المفعول في
الشارقة . . .

-4-

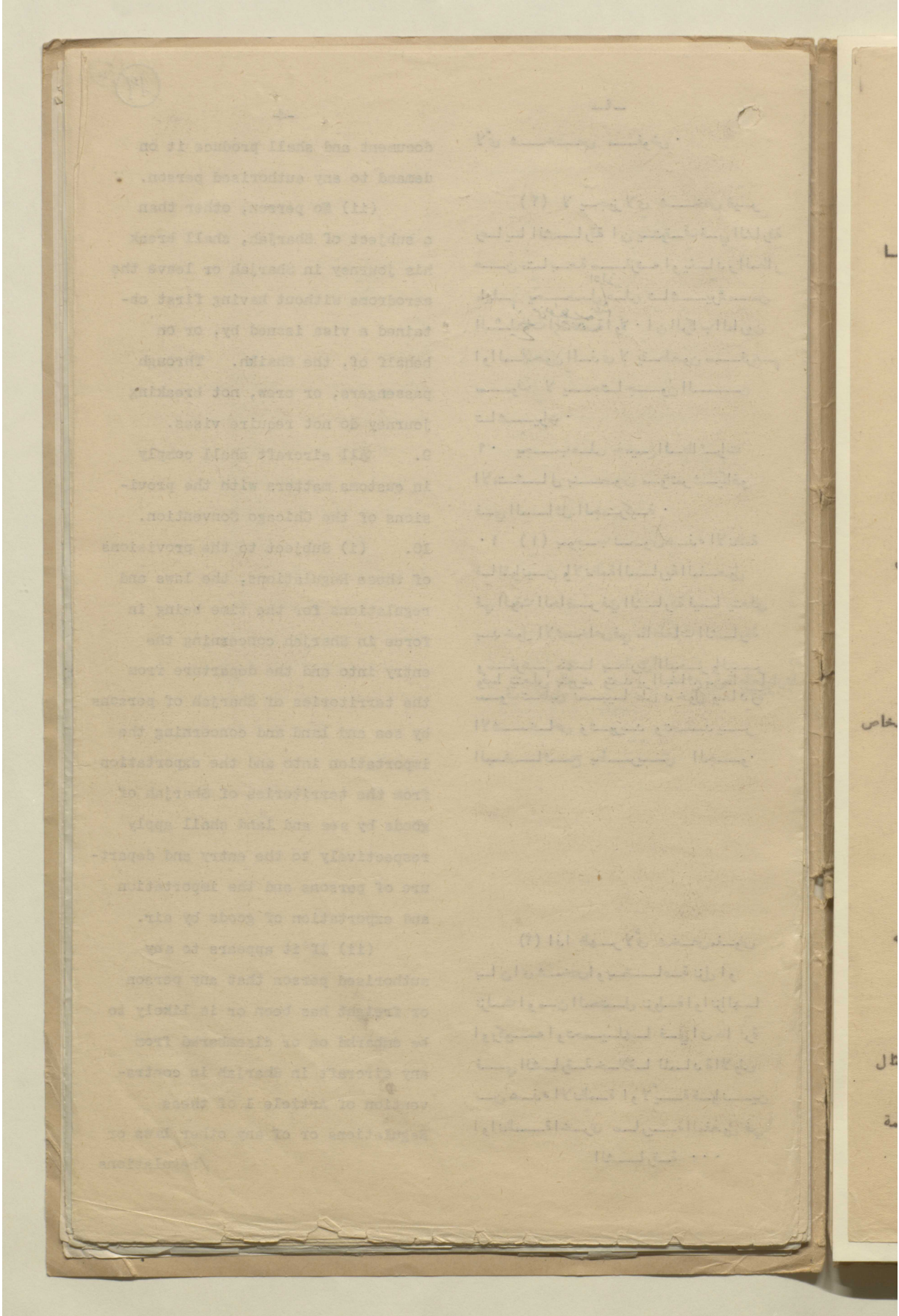
document and shall produce it on
demand to any authorised person. .

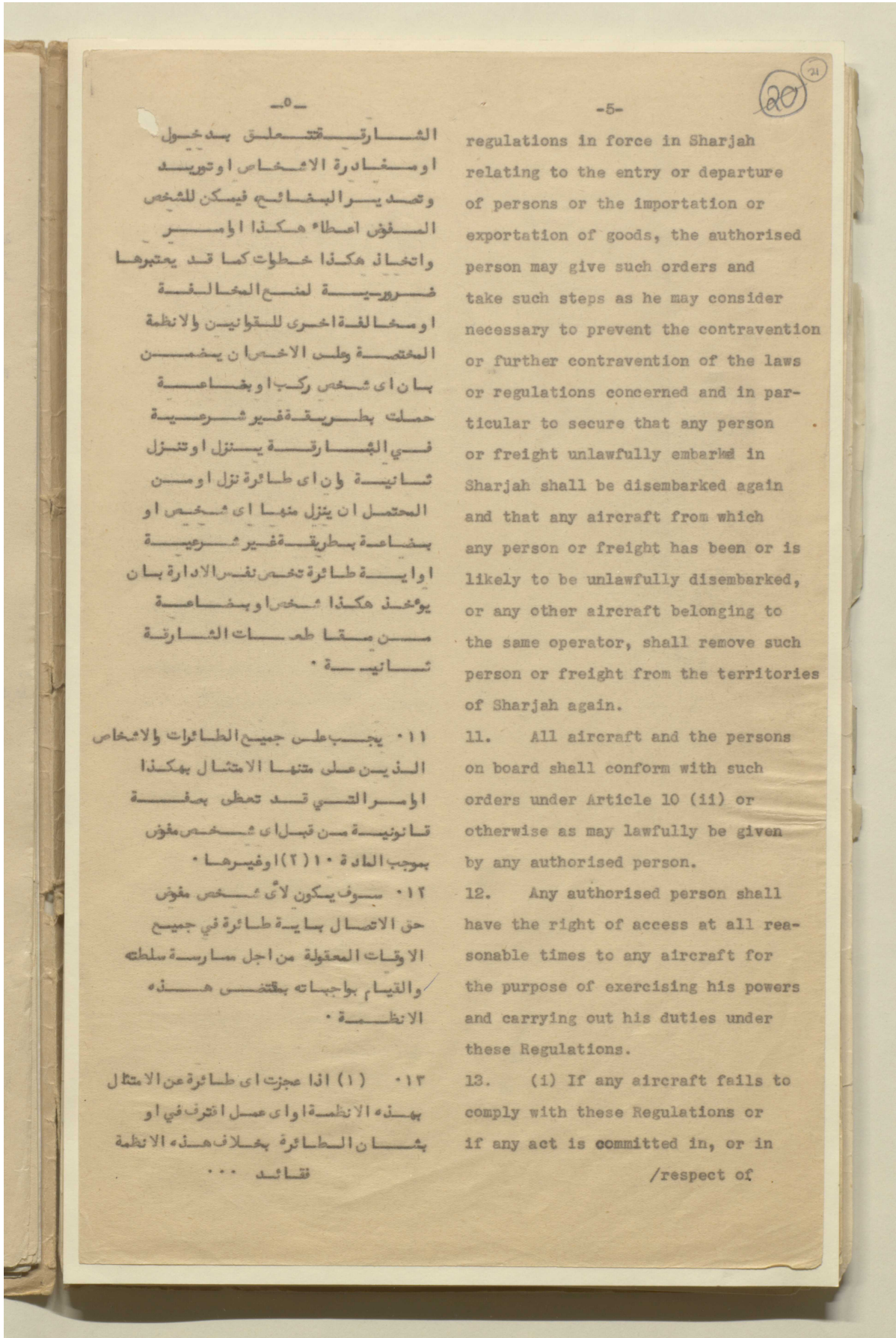
(ii) No person, other than
a subject of Sharjah, shall break
his journey in Sharjah or leave the
aerodrome without having first ob-
tained a visa issued by, or on
behalf of, the Shaikh. Through
passengers, or crew, not breaking
journey do not require visas.

9. All aircraft shall comply
in customs matters with the provi-
sions of the Chicago Convention.

10. (i) Subject to the provisions
of these Regulations, the laws and
regulations for the time being in
force in Sharjah concerning the
entry into and the departure from
the territories of Sharjah of persons
by sea and land and concerning the
importation into and the exportation
from the territories of Sharjah of
goods by sea and land shall apply
respectively to the entry and depart-
ure of persons and the importation
and exportation of goods by air.

(ii) If it appears to any
authorised person that any person
or freight has been or is likely to
be embarked on or disembarked from
any aircraft in Sharjah in contra-
vention of Article 1 of these
Regulations or of any other laws or
/regulations





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الشارقة تتعلق بدخول
او مغادرة الاشخاص او توريد
وتصدير البضائع فيمكن للشخص
المفوض اعطاء هكذا الامر
واتخاذ هكذا خطوات كما قد يعتبرها
ضرورية لمنع المخالفة
او مخالفة اخرى للقوانين والانظمة
المختصة وليس الاخرى ان يضمن
بان اي شخص ركب او بضاعة
حملت بطريقه غير شرعية
في الشارقة ينزل او تنزل
ثانية وان اي طائرة نزل او من
المحتمل ان ينزل منها اي شخص او
بضاعة بطريقه غير شرعية
او اية طائرة تخص نفس الادارة بان
يؤخذ هكذا شخص او بضاعة
من مقاطعات الشارقة
ثانية *

١١. يجب على جميع الطائرات والاشخاص
الذين على متنها الامتثال بهذا
الامر التي قد تعطى بمفوضة
قانونية من قبل اي شخص مفوض
بموجب المادة ١٠ (٢) او غيرها *
١٢. سوف يكون لاي شخص مفوض
حق الاتصال باية طائرة في جميع
الاقوات المعقولة من اجل ممارسة سلطته
والقيام بواجباته بنقتضى هذه
الانظمة *

١٣. (١) اذا عجزت اي طائرة عن الامتثال
بهذه الانظمة او اي عمل اُتُفِرت في او
بشأن الطائرة بخلاف هذه الانظمة
قائد ...

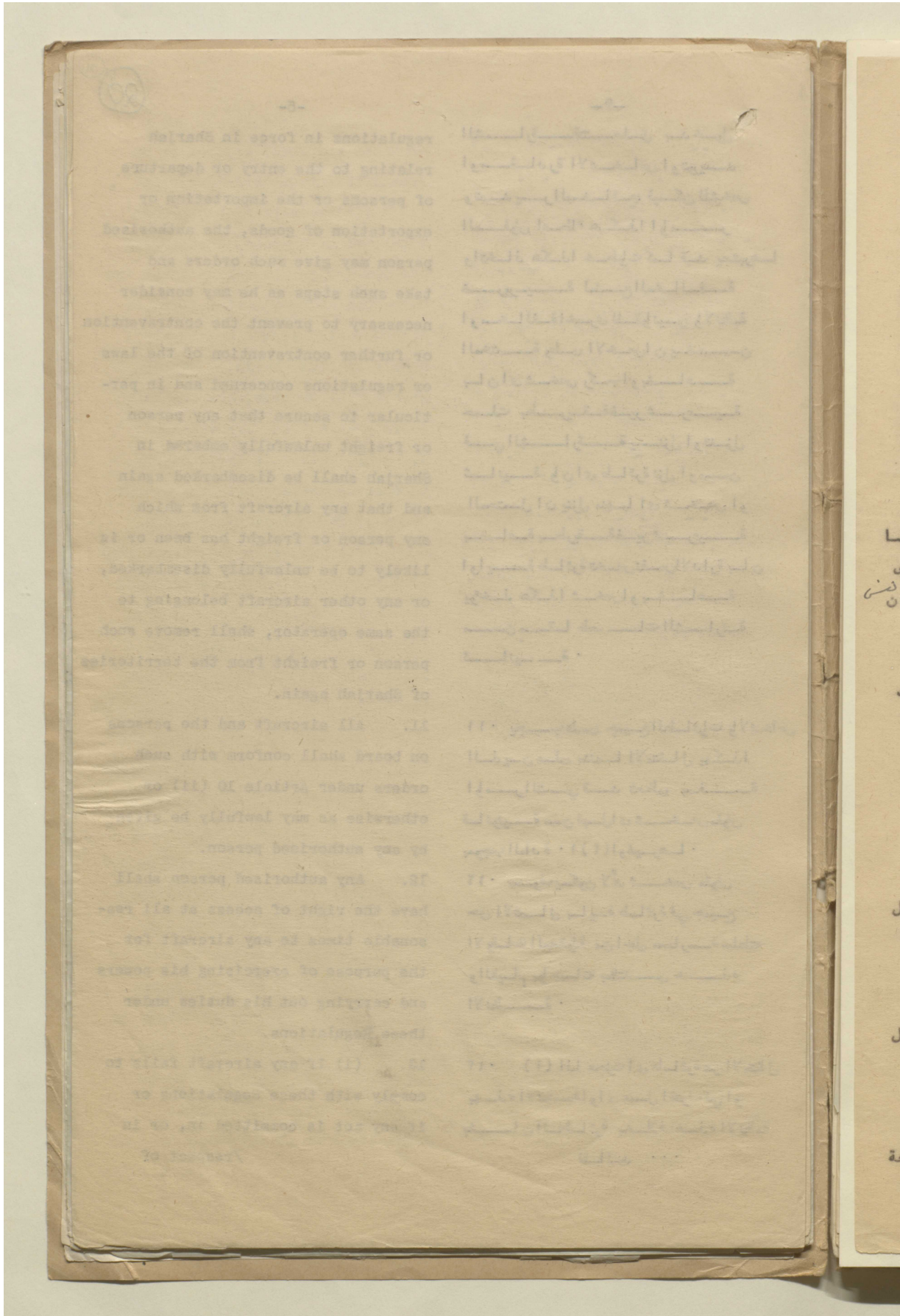
-5-

regulations in force in Sharjah
relating to the entry or departure
of persons or the importation or
exportation of goods, the authorised
person may give such orders and
take such steps as he may consider
necessary to prevent the contravention
or further contravention of the laws
or regulations concerned and in par-
ticular to secure that any person
or freight unlawfully embarked in
Sharjah shall be disembarked again
and that any aircraft from which
any person or freight has been or is
likely to be unlawfully disembarked,
or any other aircraft belonging to
the same operator, shall remove such
person or freight from the territories
of Sharjah again.

11. All aircraft and the persons
on board shall conform with such
orders under Article 10 (ii) or
otherwise as may lawfully be given
by any authorised person.

12. Any authorised person shall
have the right of access at all rea-
sonable times to any aircraft for
the purpose of exercising his powers
and carrying out his duties under
these Regulations.

13. (1) If any aircraft fails to
comply with these Regulations or
if any act is committed in, or in
/respect of



(at) 22

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قائد الطائرة وادارتها
سيعتبران بانهما خالفا
هذه الانظمة .

(٢) اي شخص يعيق او يعرقل
اي شخص مفوض في ممارسة
سلطته او واجباته بموجب
هذه الانظمة سوف يعتبر بانسه
خالف هذه الانظمة .

(٣) اي شخص يخالف او يعجز
عن الامتثال بهذه الانظمة يعد مذنباً
بجريمة وبدون مس بايدة عقوبة اخرى
او اشد صرامة التي قد تفرض بشأن
المصالح الامتثال ^{الاصحاح} تنقض اي قانون
آخر او نظام ، فيكون عند ادائته
عرضة للسجن لمدة لا تزيد
على الستة اشهر
لا تزيد على ١٥٠٠ روبية
او الغرامة او لكلاهما
معاً الحجز والغرامة .

١٤ (١) اذا ظهر لشخص مفوض
بان اي طائرة تنوي او من المحتمل
ان تحبث او تطير

(أ) مخالفة لاي من نصوص هذه
الانظمة او للشروط التي تحكم استعمال
المطار او المطارات في الشارقة
او

(ب) اذا كانت في حالة غير صالحة
للطيران ، ما اذا كان / الطيران
سيكون ...

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respect of, the aircraft in contra-
vention of these Regulations, the
pilot and the operator of the aircraft
shall be deemed to have contravened
these Regulations.

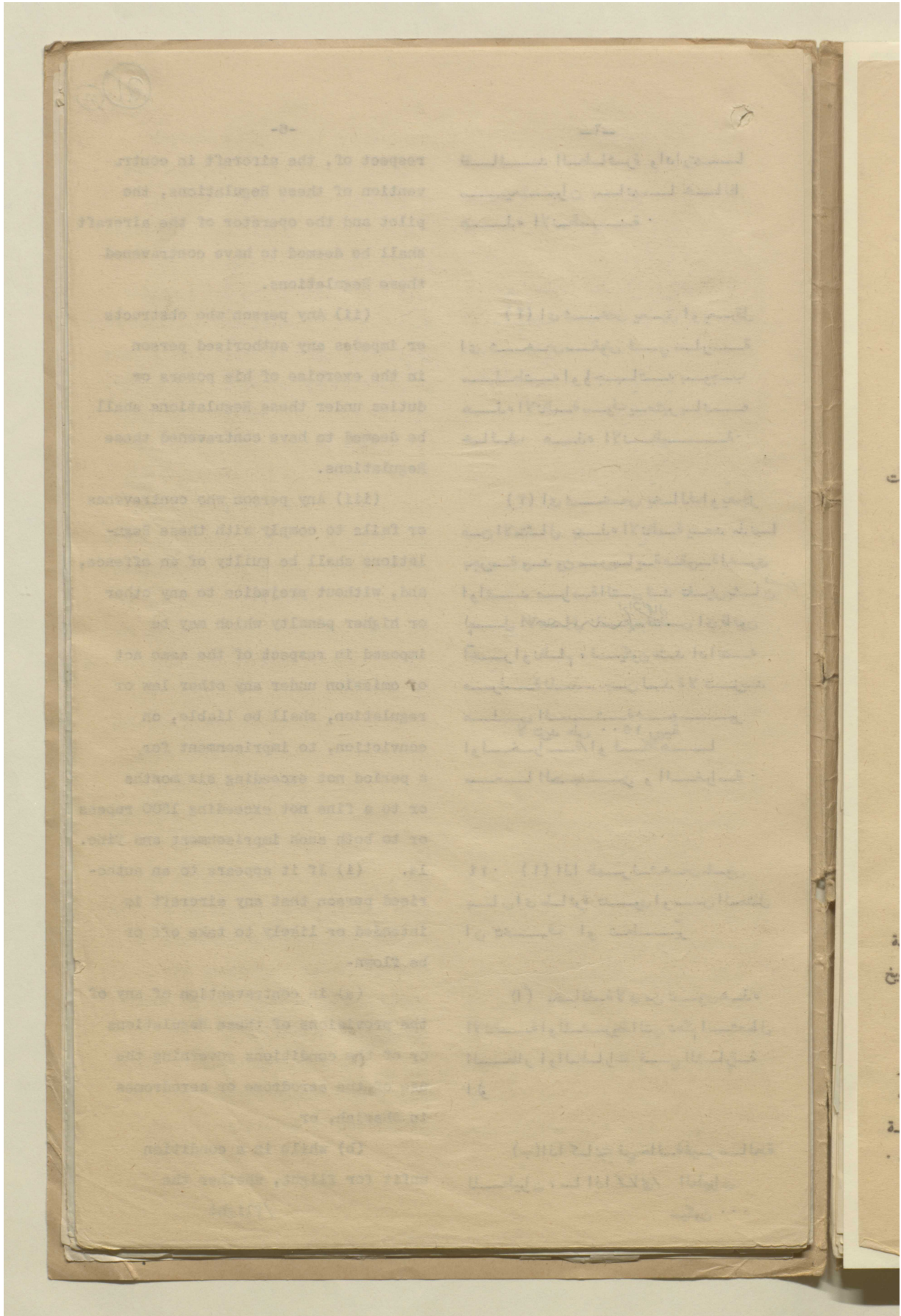
(ii) Any person who obstructs
or impedes any authorised person
in the exercise of his powers or
duties under these Regulations shall
be deemed to have contravened these
Regulations.

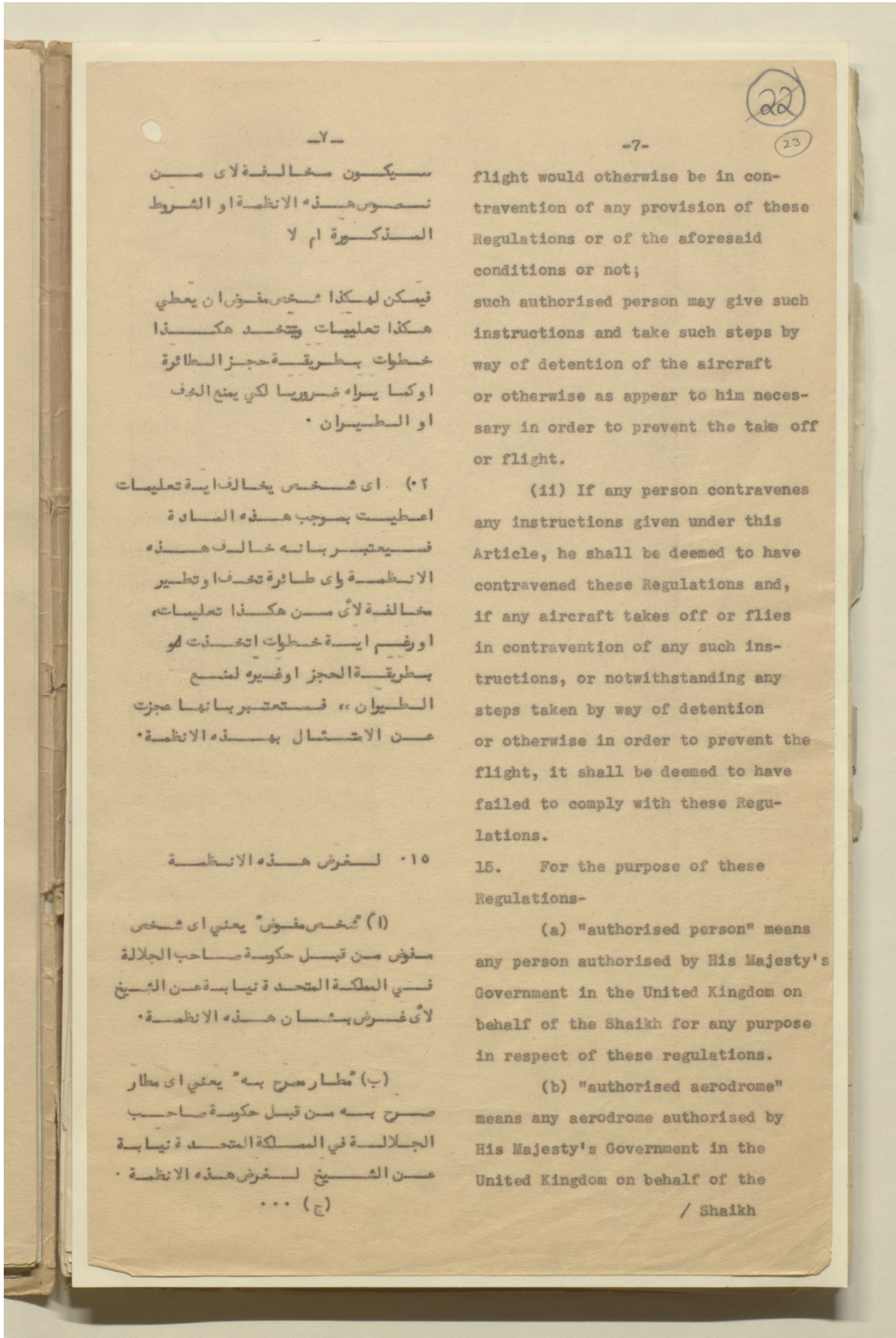
(iii) Any person who contravenes
or fails to comply with these Regu-
lations shall be guilty of an offence,
and, without prejudice to any other
or higher penalty which may be
imposed in respect of the same act
or omission under any other law or
regulation, shall be liable, on
conviction, to imprisonment for
a period not exceeding six months
or to a fine not exceeding 1500 rupees
or to both such imprisonment and fine.

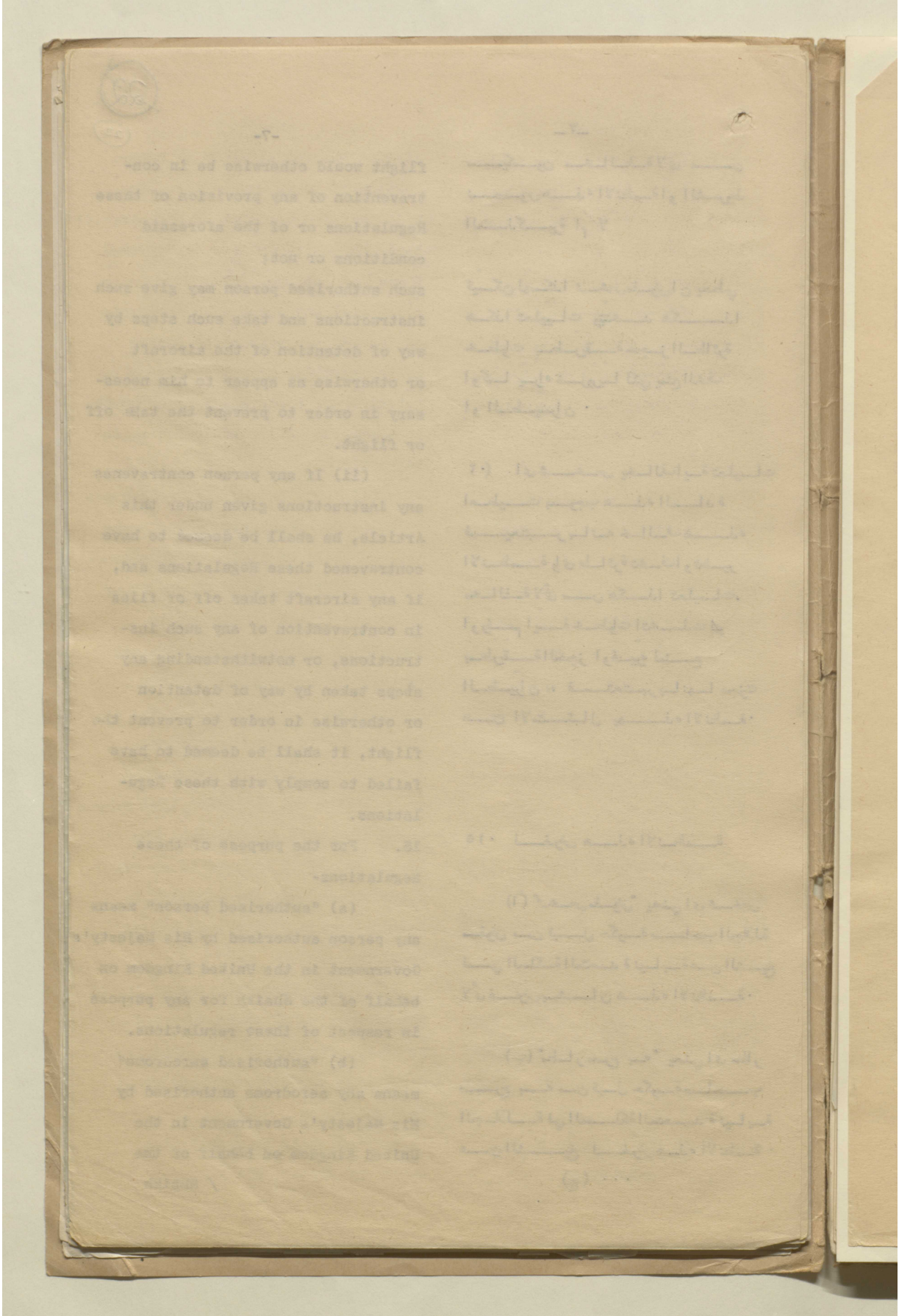
14. (1) If it appears to an autho-
rised person that any aircraft is
intended or likely to take off or
be flown-

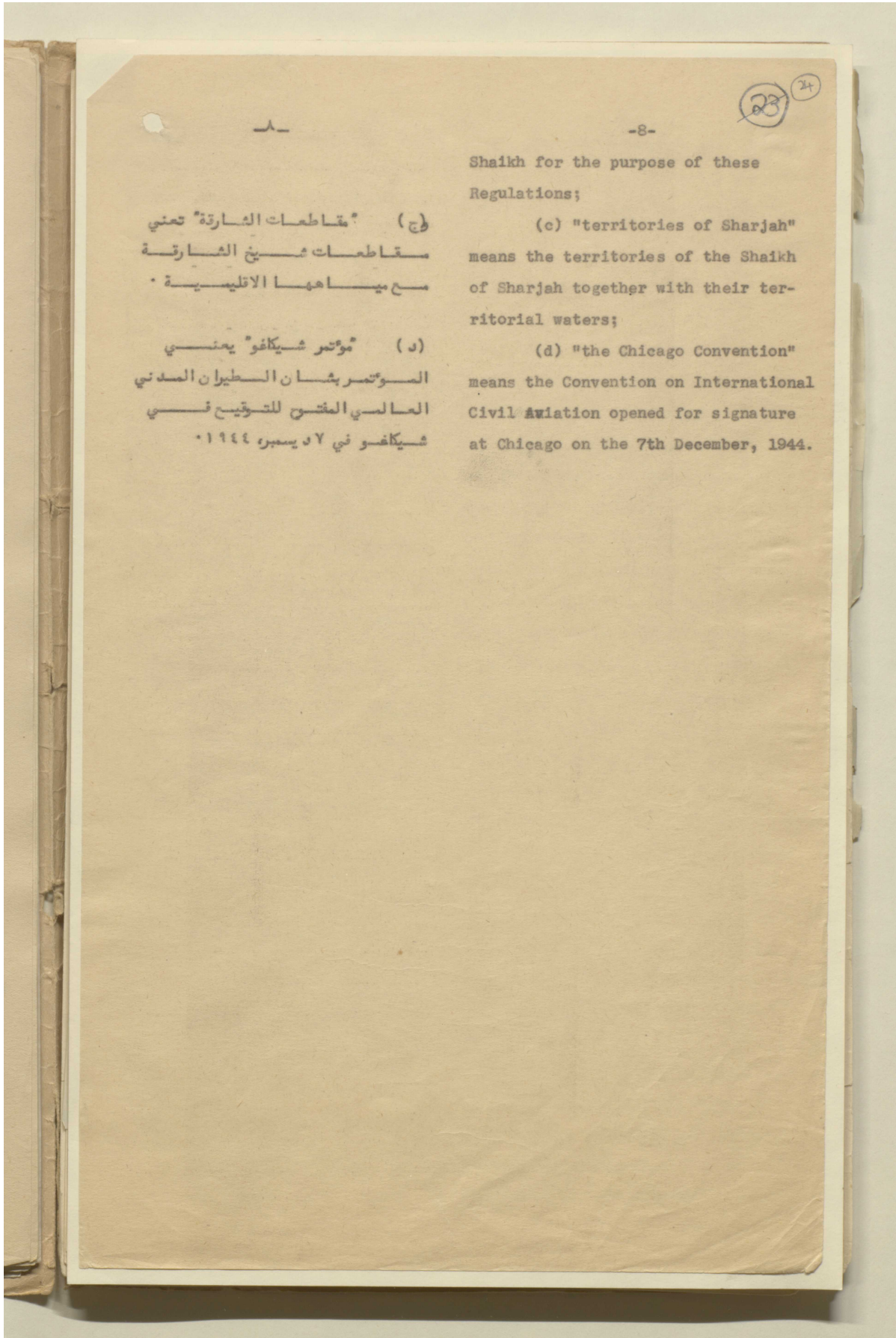
(a) in contravention of any of
the provisions of these Regulations
or of the conditions governing the
use of the aerodrome or aerodromes
in Sharjah, or

(b) while in a condition
unfit for flight, whether the
/flight

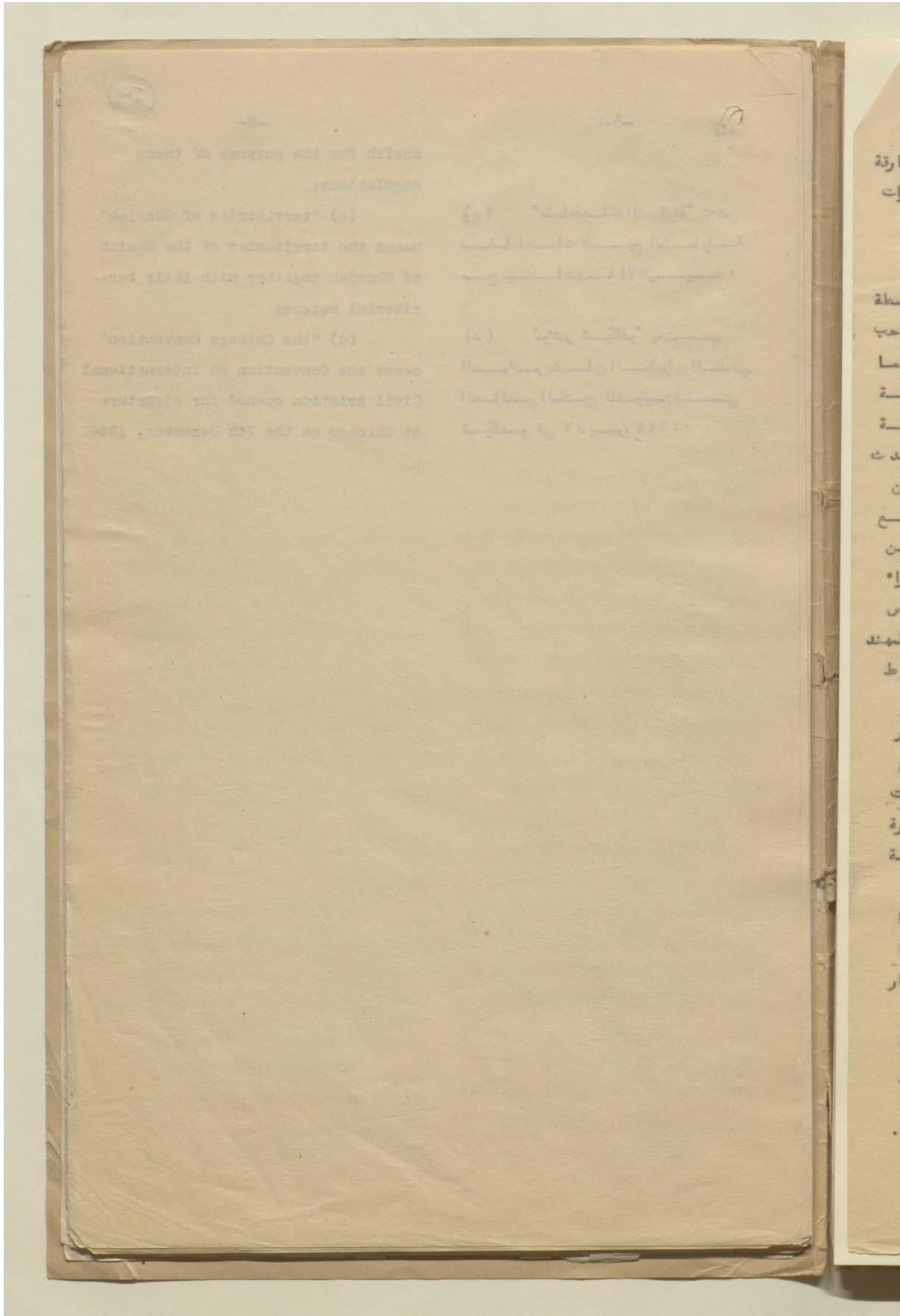


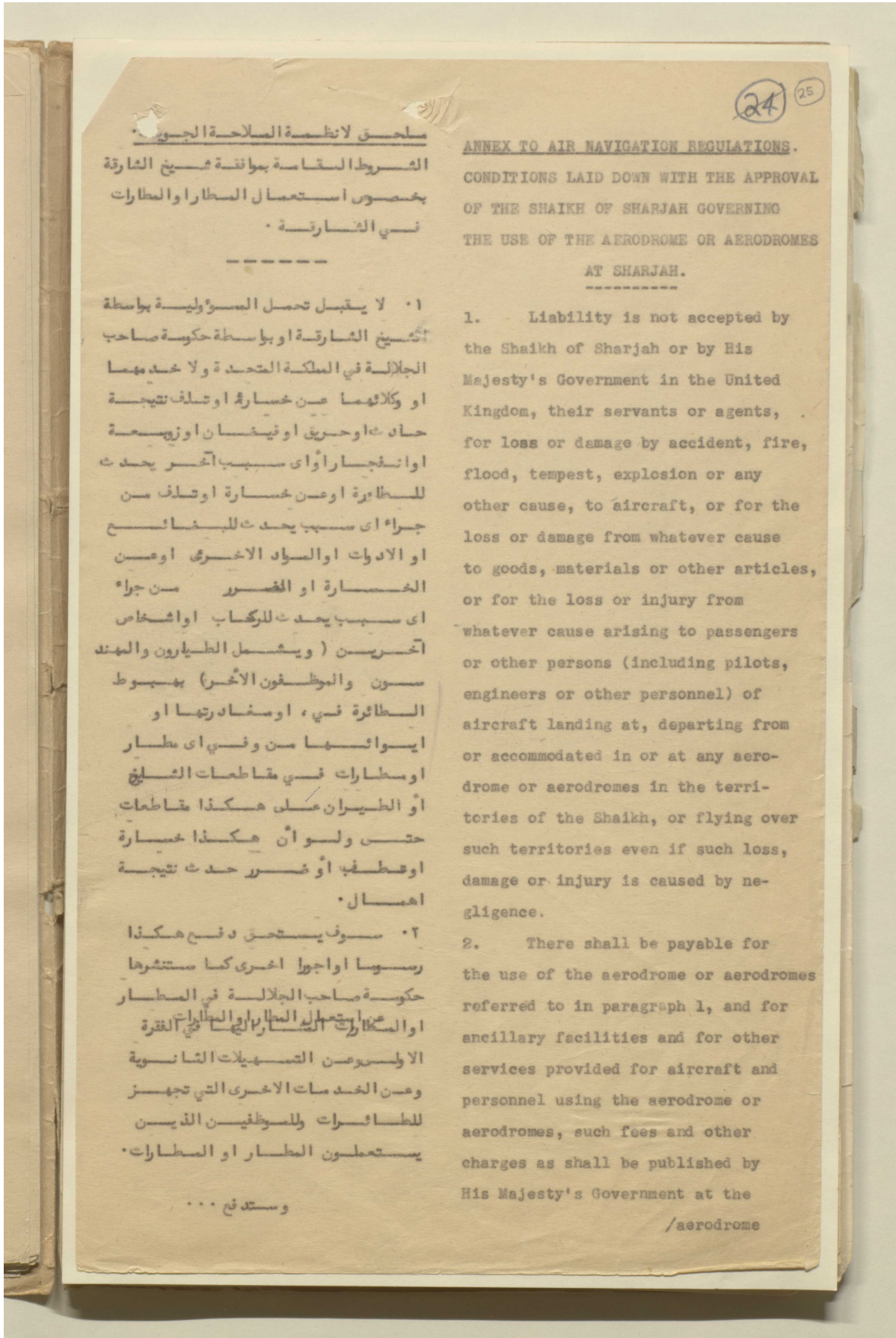


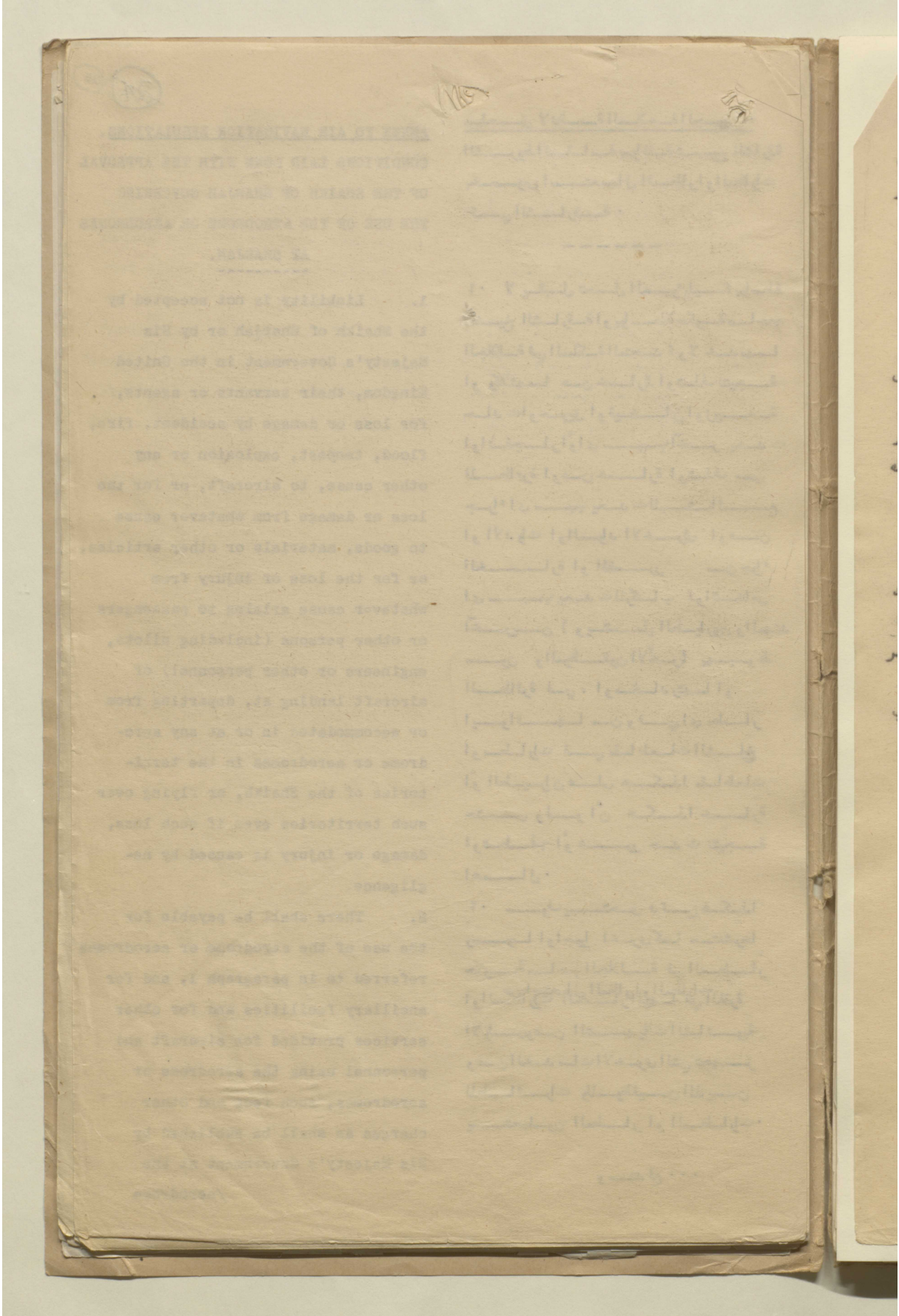


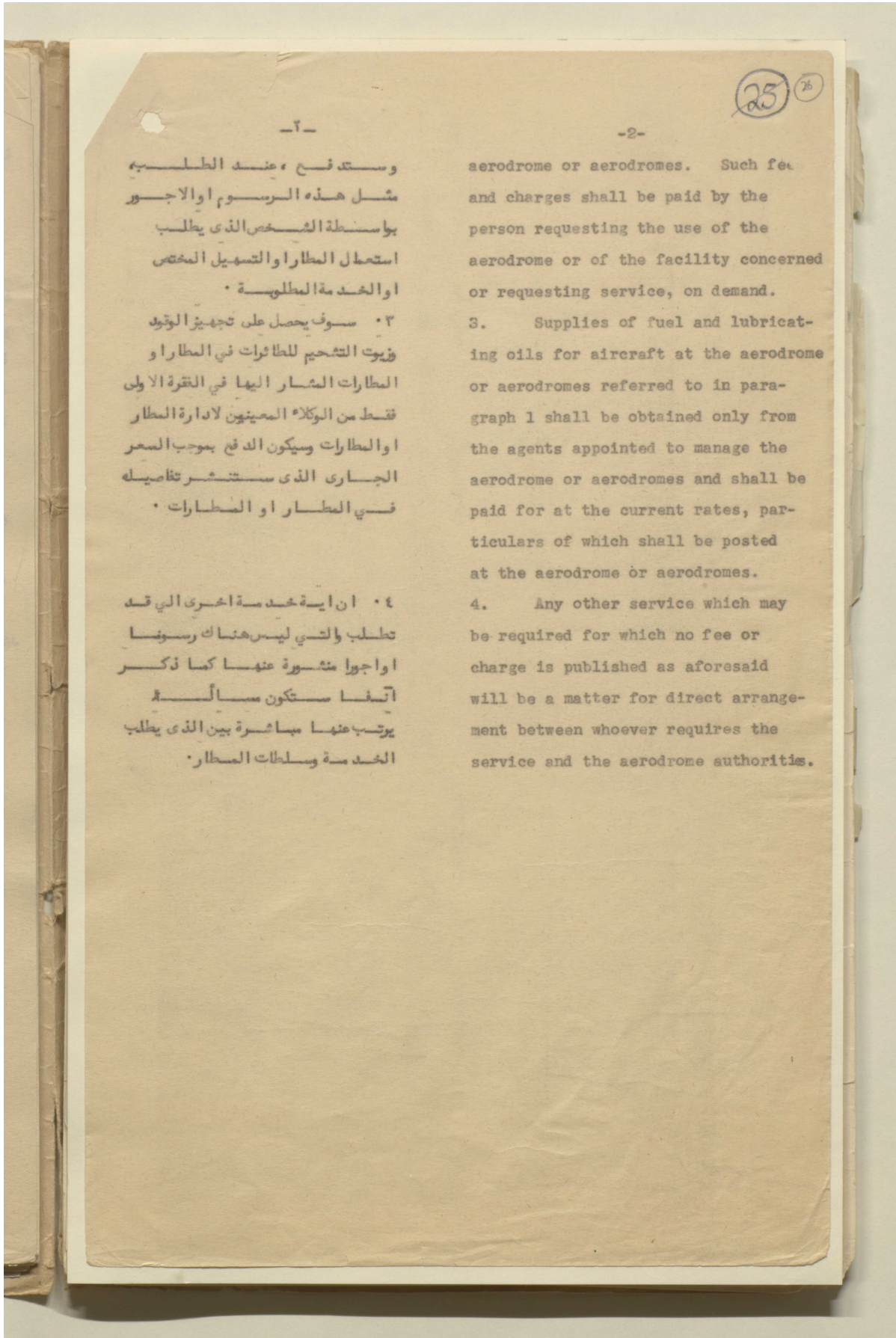


"ملف رقم ٥١/٣٦٠٤ اتفاقية طيران الشارقة" [٢٤ ظ] (٢٠٠٠/٤٨)









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وستدفع ، عند الطلب ،
مثل هذه الرسوم والاجور
بواسطة الشخص الذي يطلب
استعمال المطار والتسهيل المختص
والخدمة المطلوبة .
٣ . سوف يحصل على تجهيز الوقود
وزيت التشحيم للطائرات في المطار و
المطارات المشار اليها في الفقرة الاولى
تقط من الوكلاء المعيّنين لادارة المطار
او المطارات ويكون الدفع بموجب السعر
الجاري الذي ستشترتفاصيله
في المطار او المطارات .

٤ . ان اية خدمة اخرى الي قد
تطلب والتي ليس هناك رسوما
او اجورا منشورة عنها كما ذكر
اتسفا ستكون مسأله
يرتب عنها مباشرة بين الذي يطلب
الخدمة وسلطات المطار .

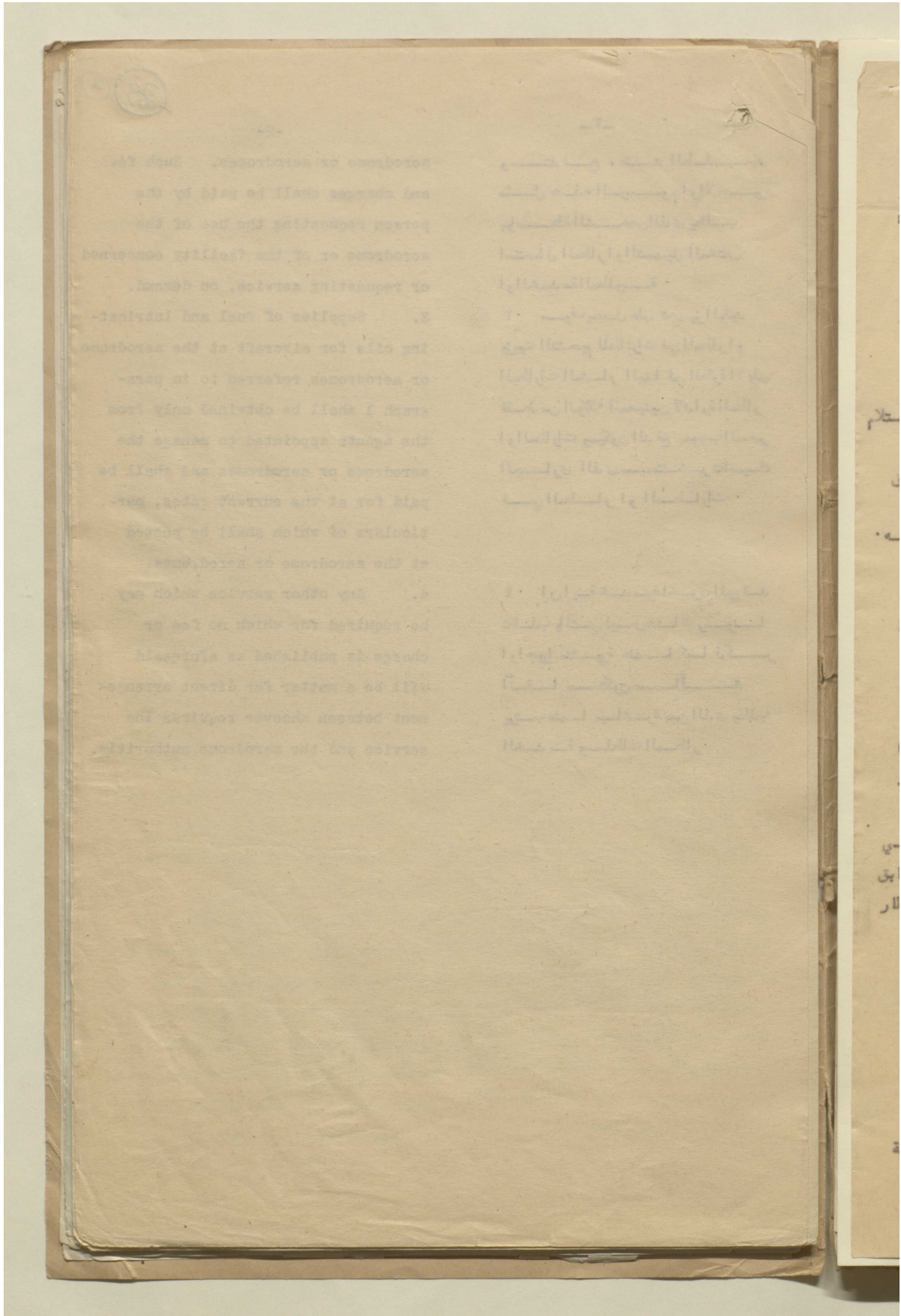
-2-

aerodrome or aerodromes. Such fees
and charges shall be paid by the
person requesting the use of the
aerodrome or of the facility concerned
or requesting service, on demand.

3. Supplies of fuel and lubricating
oils for aircraft at the aerodrome
or aerodromes referred to in para-
graph 1 shall be obtained only from
the agents appointed to manage the
aerodrome or aerodromes and shall be
paid for at the current rates, par-
ticulars of which shall be posted
at the aerodrome or aerodromes.

4. Any other service which may
be required for which no fee or
charge is published as aforesaid
will be a matter for direct arrange-
ment between whoever requires the
service and the aerodrome authorities.

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"ملف رقم ٥١/٤٣٦، اتفاقية طيران الشارقة" [٢٧ و] [٥٣/٢٠٠]

0436/37/57

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الشارقة،

Sharjah,

حرفسي ١٥ نوفمبر ١٩٥١ موافق ١٥ صفر
١٣٧١

Dated 15th November
1951 = 15th Safar 1371.

To

H.M. Political Officer,
Trucial Coast, Sharjah.

حضرةالاكم الاغم الضابطالسياسي
في الساحل التصالح بالشارقة، المحترم

بعد التحيات

After Compliments:

لسي الشرف ان اعترف باستلام
كتابكم رقم ٥١/٣٦/٤٣٦
المؤرخ فسي ١٥ نوفمبر ١٩٥١ الموافق
١٥ صفر ١٣٧١ هجرية، وان ابلغكم
بانني قد فهمت محتوياته

I have the honour to acknowledge
the receipt of your letter No.0436/36/51
dated 15th November 1951, equi-
valent to 15th Safar 1371 A.H.,
and to inform you that I have under-
stood its contents.

١. اوافق على ان الطائرات الحربية
التي تخصها والتي تستخدم في خدمة
حكومة جلالته سوف تتمتع بالاولوية
في جميع الاوقات كما هي الحال حتى
الآن (وذلك عندما تعتبر حكومة
جلالته بان الظروف تتطلب ذلك)
فسي استعمال اي مطار قد
ينشأ او يحافظ عليه فسي
الشارقة للطائرات المدنية، وفي
التسهيلات التامة، ونومنا سابق
اذن خاص، وان استعمال هكذا مطار
سوف يمنح بدون
مقابل

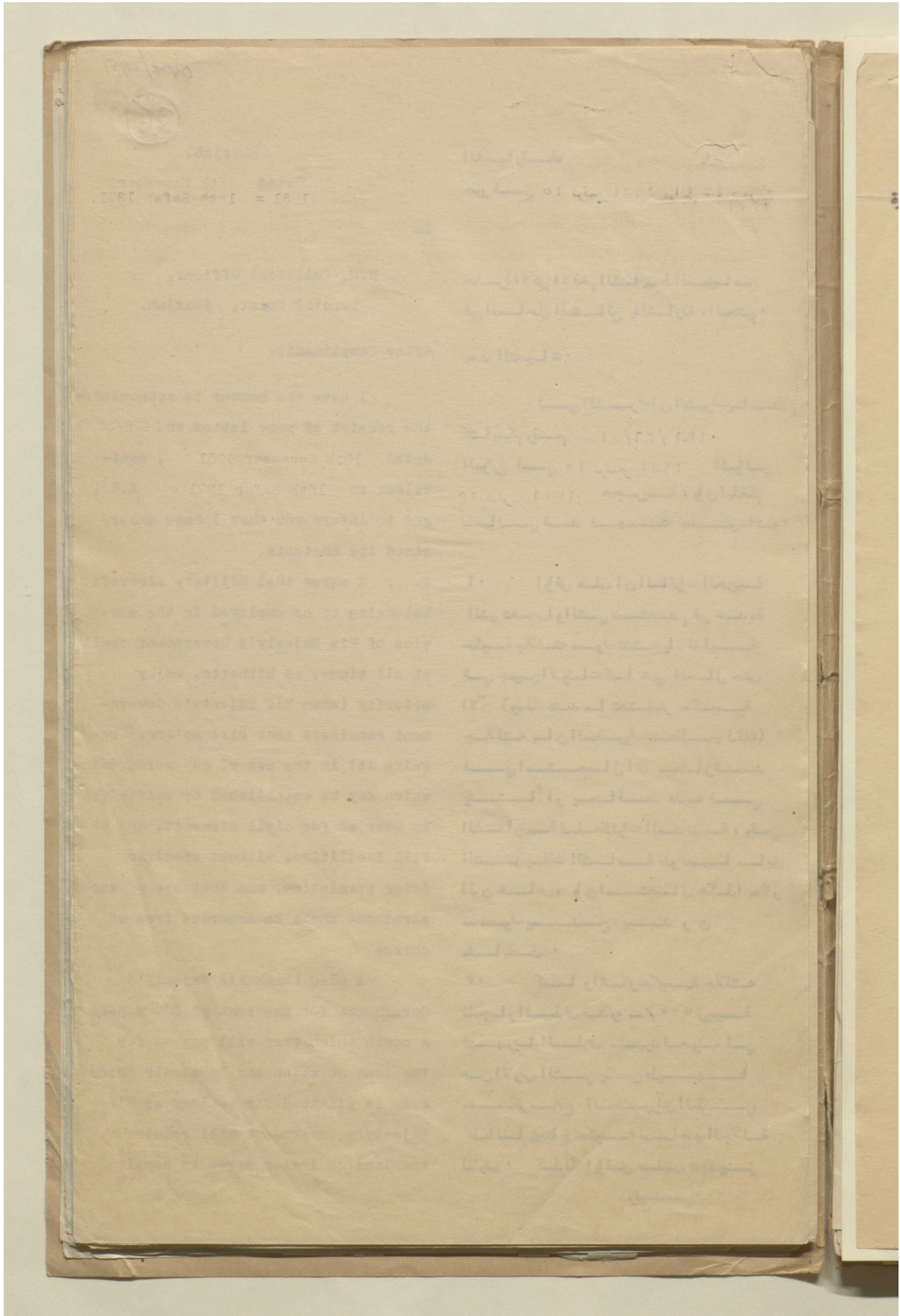
2. I agree that Military aircraft
belonging to or employed in the ser-
vice of His Majesty's Government shall
at all times, as hitherto, enjoy
priority (when His Majesty's Govern-
ment considers that circumstances re-
quire it) in the use of any aerodrome
which may be established or maintained
in Sharjah for civil aircraft, and of
full facilities, without specific
prior permission, and that use of such
aerodrome shall be accorded free of
charge.

٢. كما واشكر حكومة جلالته
للاجار الذي قدره - / ٥٠٠ روبية
شهرية والذي سيدفعونه لي
عن الارض التي يقطن عليها
معسكر سلاح الطيران الملكي
طالما تحتاج حكومة صاحب الجلالة
للارض. كذلك اوافق على تجهيز
رئيسي

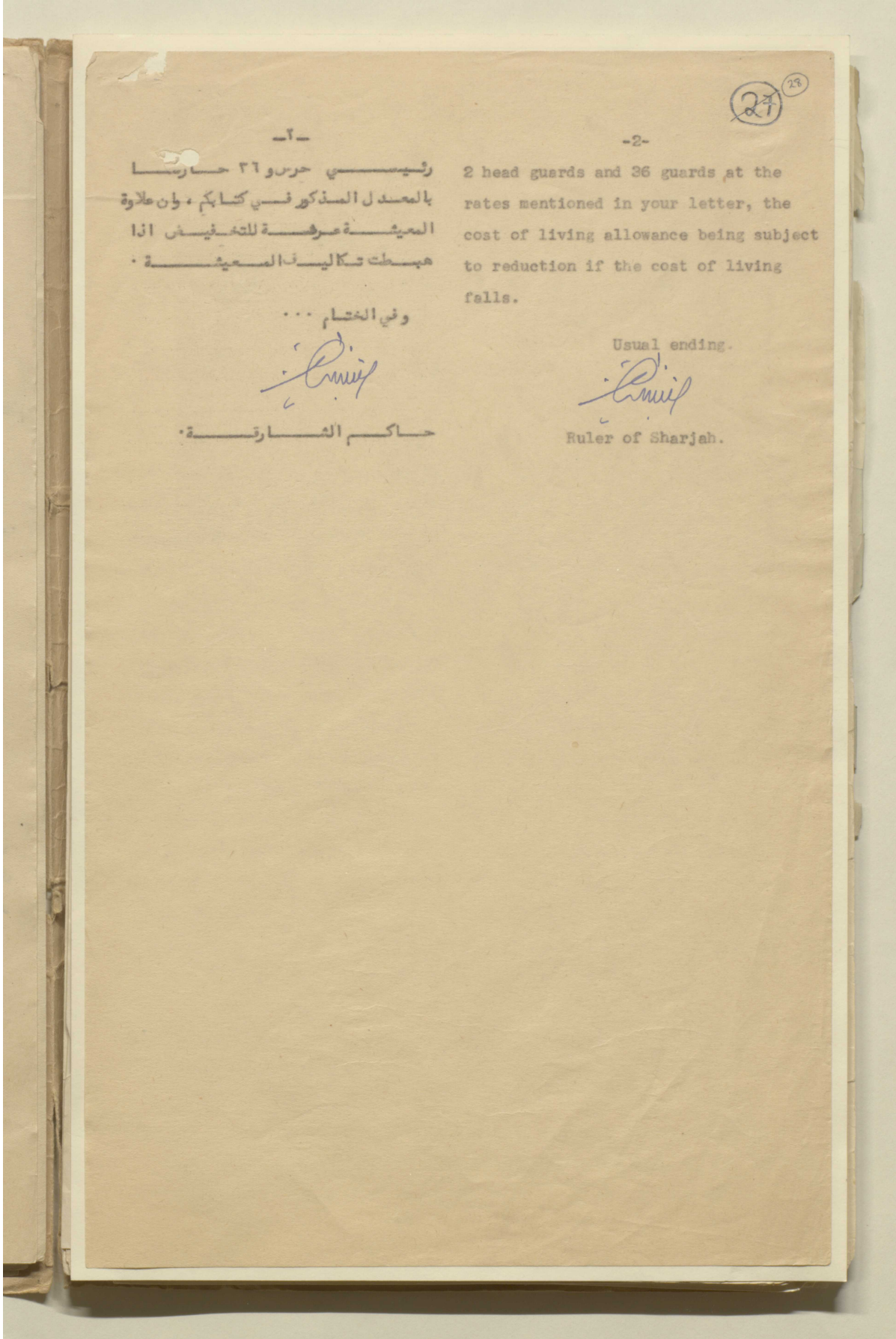
I also thank His Majesty's
Government for the rent of 500 rupees
a month which they will pay me for
the land on which the Royal Air Force
camp is situated for so long as His
Majesty's Government will require
the land. I also agree to supply

/ 2

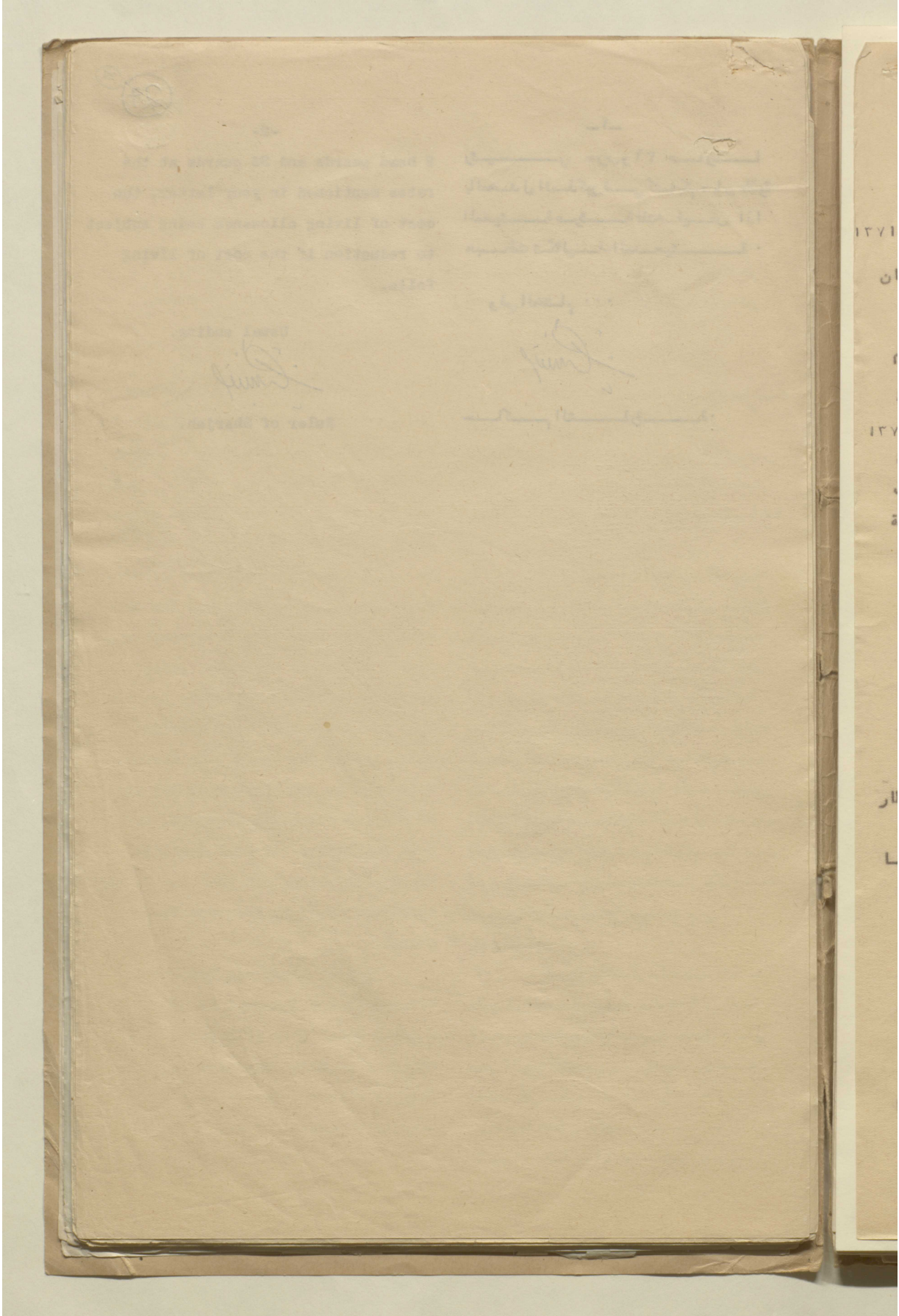
"ملف رقم ٥١/٣٦٠٤٠٤ اتفاقية طيران الشارقة" [٢٧ظ] (٢٠٠٠/٥٤)



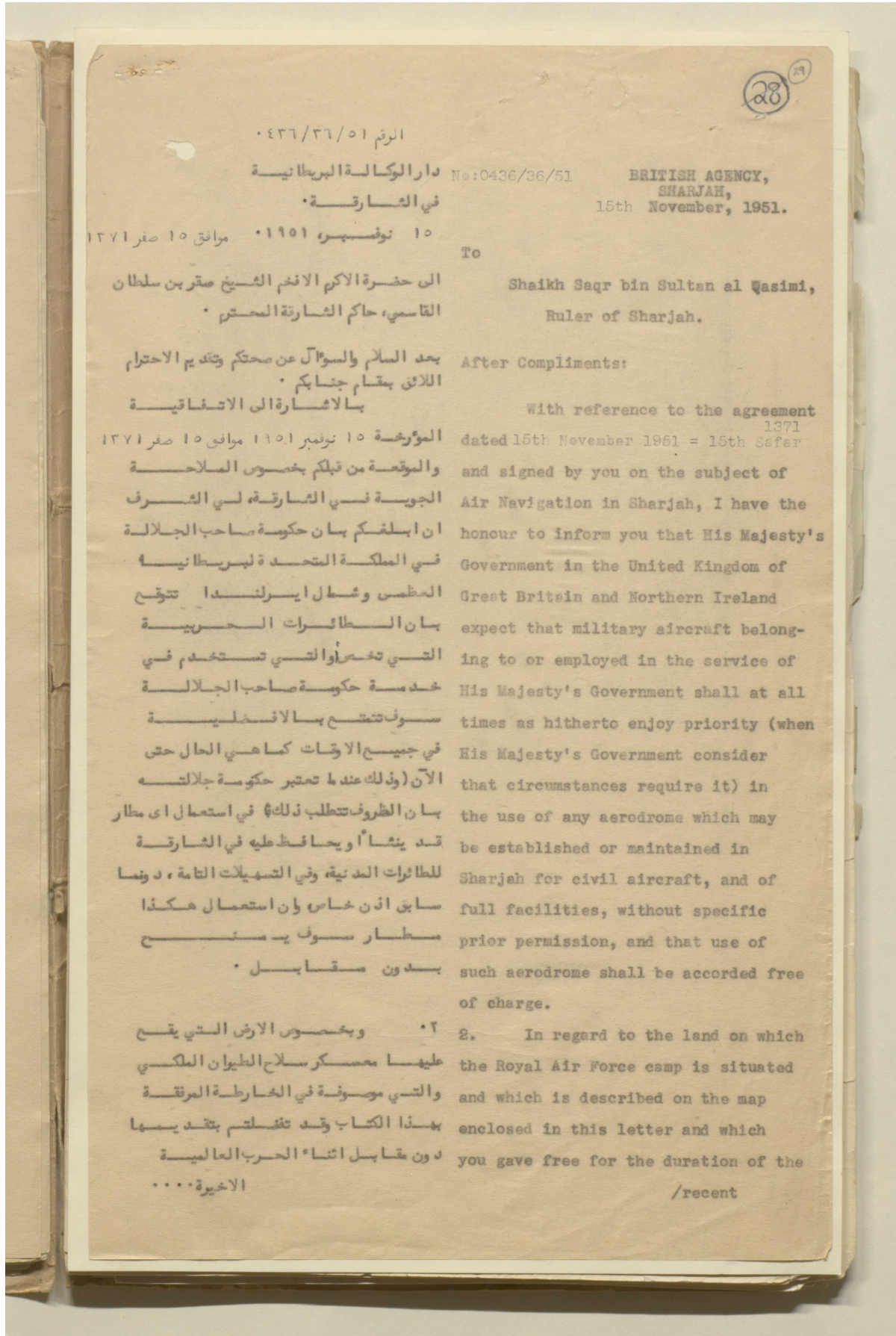
"ملف رقم ٥١/٣٦٠٤ اتفاقية طيران الشارقة" [٢٨ و] (٥٥/٢٠٠)



"ملف رقم ٥١/٣٦٠٤ اتفاقية طيران الشارقة" [٢٨ ظ] (٥٦/٢٠٠)



"ملف رقم ٥١/٣٦/٤٣٦، اتفاقية طيران الشارقة" [٢٩ و] [٥٧/٢٠٠]



الرقم ٥١/٣٦/٤٣٦

دارالوكالة البريطانية
في الشارقة

١٥ نوفمبر، ١٩٥١ • موافق ١٥ صفر ١٣٧١

الى حضرة الاكبر الانعم الشيخ صقر بن سلطان
القاسمي، حاكم الشارقة المحترم

بعد السلام والسؤال عن صحتكم وتقديم الاحترام
اللائق بمقام جنابكم
بالاشارة الى الاتفاقية

الموقعة ١٥ نوفمبر ١٩٥١ موافق ١٥ صفر ١٣٧١
والموقعة من قبلكم بخصوص الملاحية
الجوية في الشارقة، لي الشرف
ان ابلغكم بان حكومة صاحب الجلالة
في المملكة المتحدة لبريطانيا
العظمى وشمال ايرلندا تتوقع
بان الطائرات الحربية
التي تخضع والتي تستخدم في
خدمة حكومة صاحب الجلالة
سوف تتمتع بالامتياز
في جميع الاوقات كما هي الحال حتى
الآن (وذلك عندما تعتبر حكومة جلالتكم
بان الظروف تتطلب ذلك) في استعمال اي مطار
قد ينشأ ويحافظ عليه في الشارقة
للطائرات المدنية وفي التسهيلات التامة، واما
سابق اذن خاص وان استعمال هكذا
مطار سوف يمنح
بدون مقابل

٢ • وبخصوص الارض التي يقع
عليها معسكر سلاح الطيران الملكي
والتي موصوفة في الخارطة المرفقة
بهذا الكتاب وقد تفعلتم بتقديمها
دون مقابل اثناء الحرب العالمية
الاخيرة

No:0436/36/51

BRITISH AGENCY,
SHARJAH,
15th November, 1951.

To

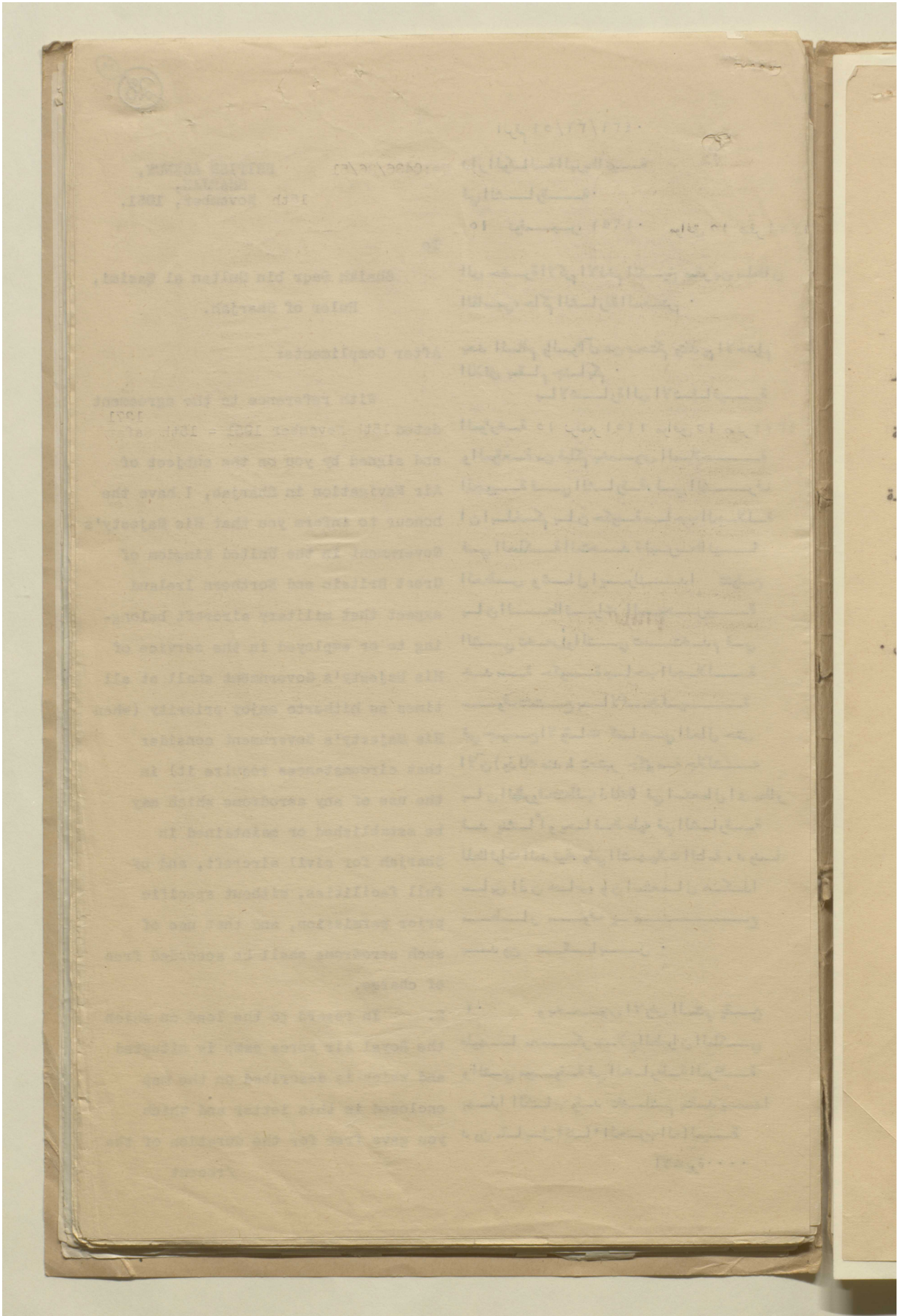
Shaikh Saqr bin Sultan al Qasimi,
Ruler of Sharjah.

After Compliments:

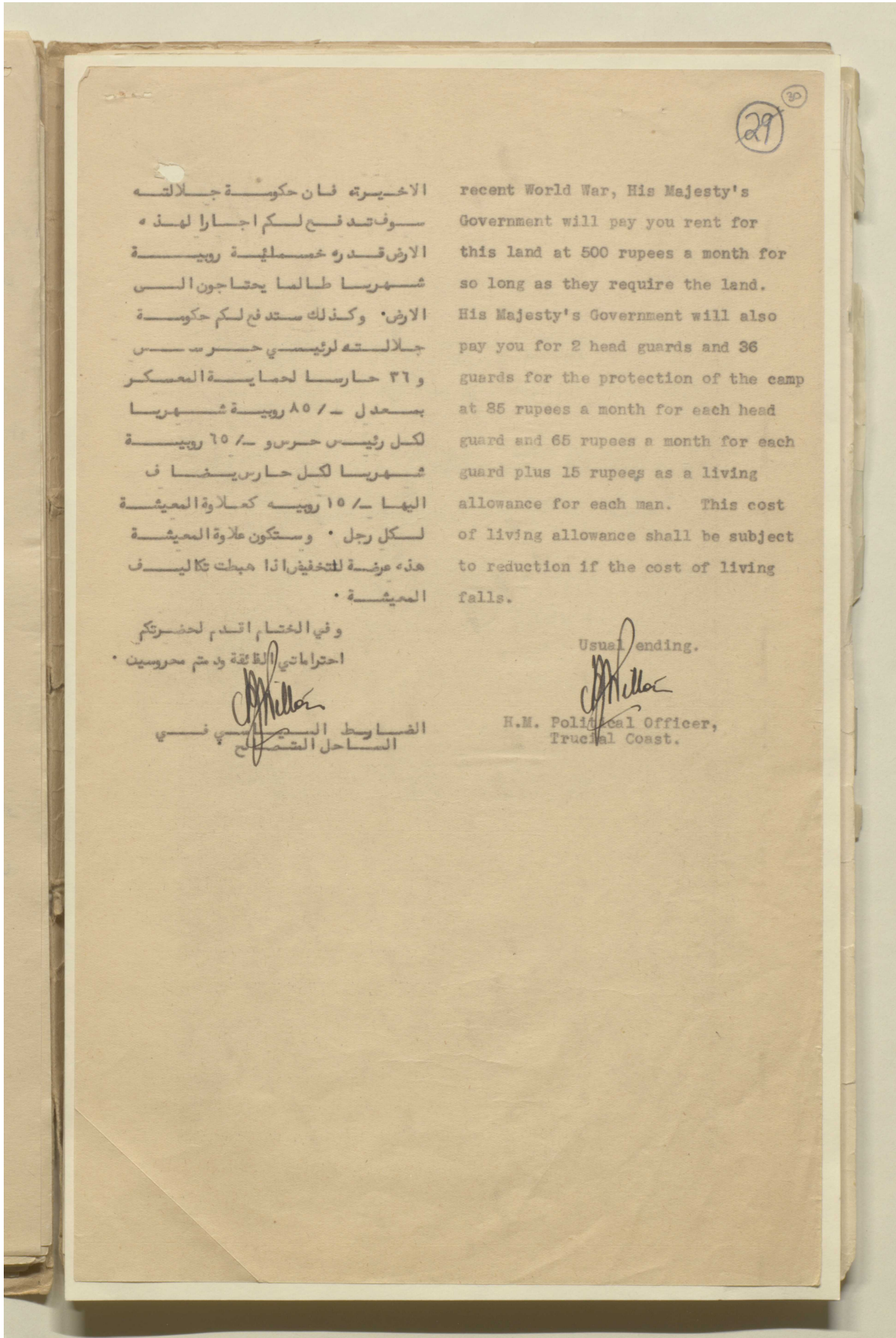
With reference to the agreement
dated 15th November 1951 = 15th Safar
and signed by you on the subject of
Air Navigation in Sharjah, I have the
honour to inform you that His Majesty's
Government in the United Kingdom of
Great Britain and Northern Ireland
expect that military aircraft belong-
ing to or employed in the service of
His Majesty's Government shall at all
times as hitherto enjoy priority (when
His Majesty's Government consider
that circumstances require it) in
the use of any aerodrome which may
be established or maintained in
Sharjah for civil aircraft, and of
full facilities, without specific
prior permission, and that use of
such aerodrome shall be accorded free
of charge.

2. In regard to the land on which
the Royal Air Force camp is situated
and which is described on the map
enclosed in this letter and which
you gave free for the duration of the
/recent

"ملف رقم ٥١/٣٦٠٤٠٠ اتفاقية طيران الشارقة" [ظ٢٩] (٥٨/٢٠٠)



"ملف رقم ٥١/٤٣٦، اتفاقية طيران الشارقة" [٣٠] [٥٩/٢٠٠]



الاخيرته فان حكومة جلالتك
سوف تدفع لكم اجارا لهذه
الارض قدره خمسمائة روبية
شهريا طالما يحتاجون الي
الارض. وكذلك ستدفع لكم حكومة
جلالتك لرئيسي حرس و
٣٦ حارسا لحماية المعسكر
بمعدل ٨٥ / روبية شهريا
لكل رئيس حرس و ٦٥ / روبية
شهريا لكل حارس يضاف
اليها ١٥ / روبية كعلاوة المعيشة
لكل رجل ٠ وستكون علاوة المعيشة
هذه عرضة للتخفيض اذا هبطت تكاليف
المعيشة.

وفي الختام اقدم لحضرتكم
احتراماتي الراضية ودمتم محروسين

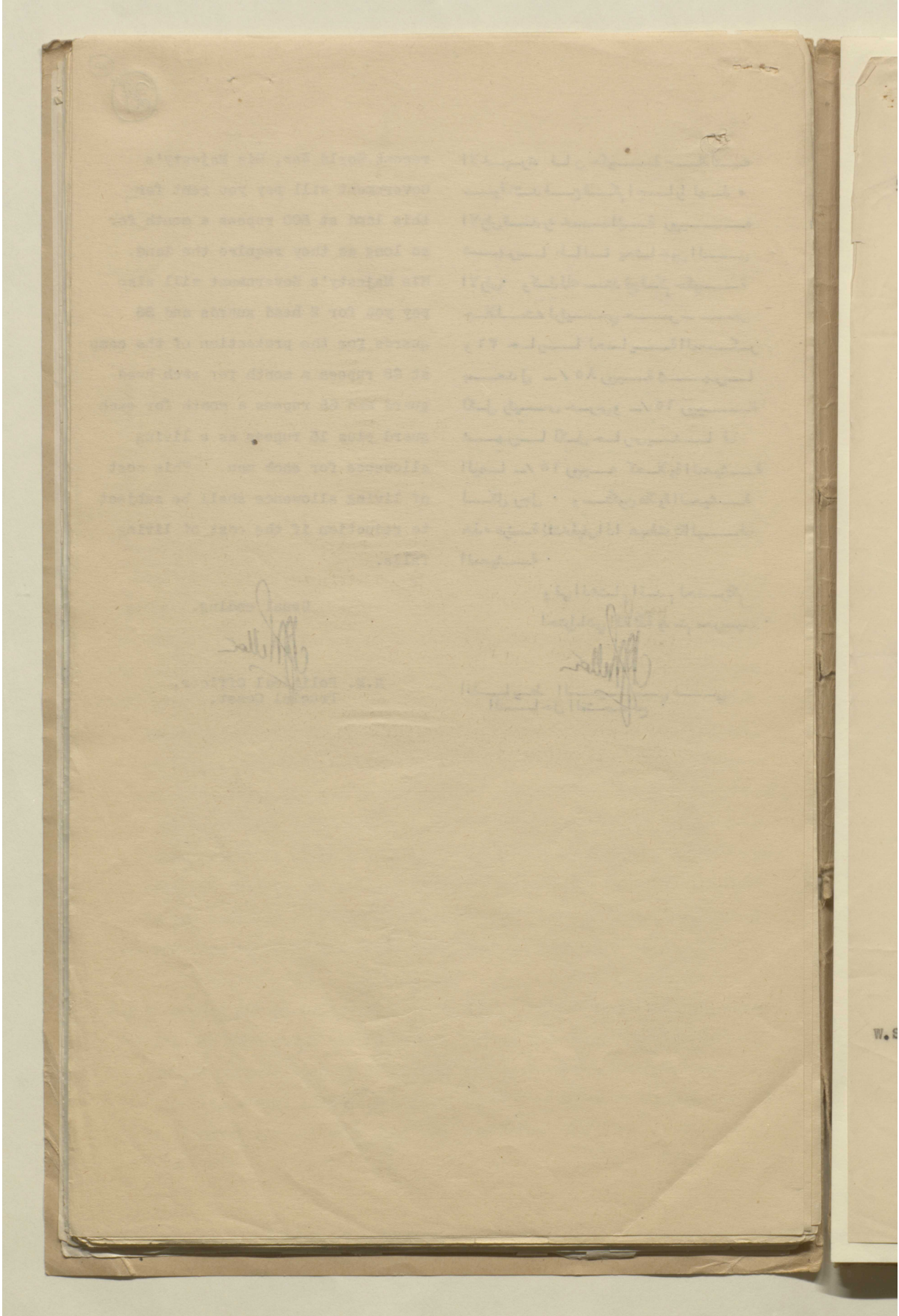
الضابط السياسي نسي
الساحل القطري

recent World War, His Majesty's
Government will pay you rent for
this land at 500 rupees a month for
so long as they require the land.
His Majesty's Government will also
pay you for 2 head guards and 36
guards for the protection of the camp
at 85 rupees a month for each head
guard and 65 rupees a month for each
guard plus 15 rupees as a living
allowance for each man. This cost
of living allowance shall be subject
to reduction if the cost of living
falls.

Usual ending.

H.M. Political Officer,
Trucial Coast.

"ملف رقم ٥١/٣٦٠٤٠٤ اتفاقية طيران الشارقة" [ظ٣٠] (٢٠٠٠/٦٠)



"ملف رقم ٥١/٣٦٠٤ اتفاقية طيران الشارقة" [٣١] [٢٠٠/٦١]

0436/35/51

British Residency,
Bahrain.

27th October, 1951

1389/43.

CONFIDENTIAL

Please refer to your Agency's letter C 13/3/46/51 of October 20th about the Sharjah Air Agreement.

2. There are two very small textual errors in the agreements as concluded:-

- (a) The fourth line of the second paragraph of the draft letter from the Shaikh should read "as hitherto".
- (b) The seventh line of Article 13 (iii) of the Air Navigation Regulations should read "act or omission".

3. Will you please instruct Wilton to sign the agreement and the exchange of letters as corrected in accordance with the preceding paragraph and then to request the Ruler to issue the Air Navigation Regulations as an 'Alan. When the Ruler has done so we will arrange to issue them as King's Regulation.

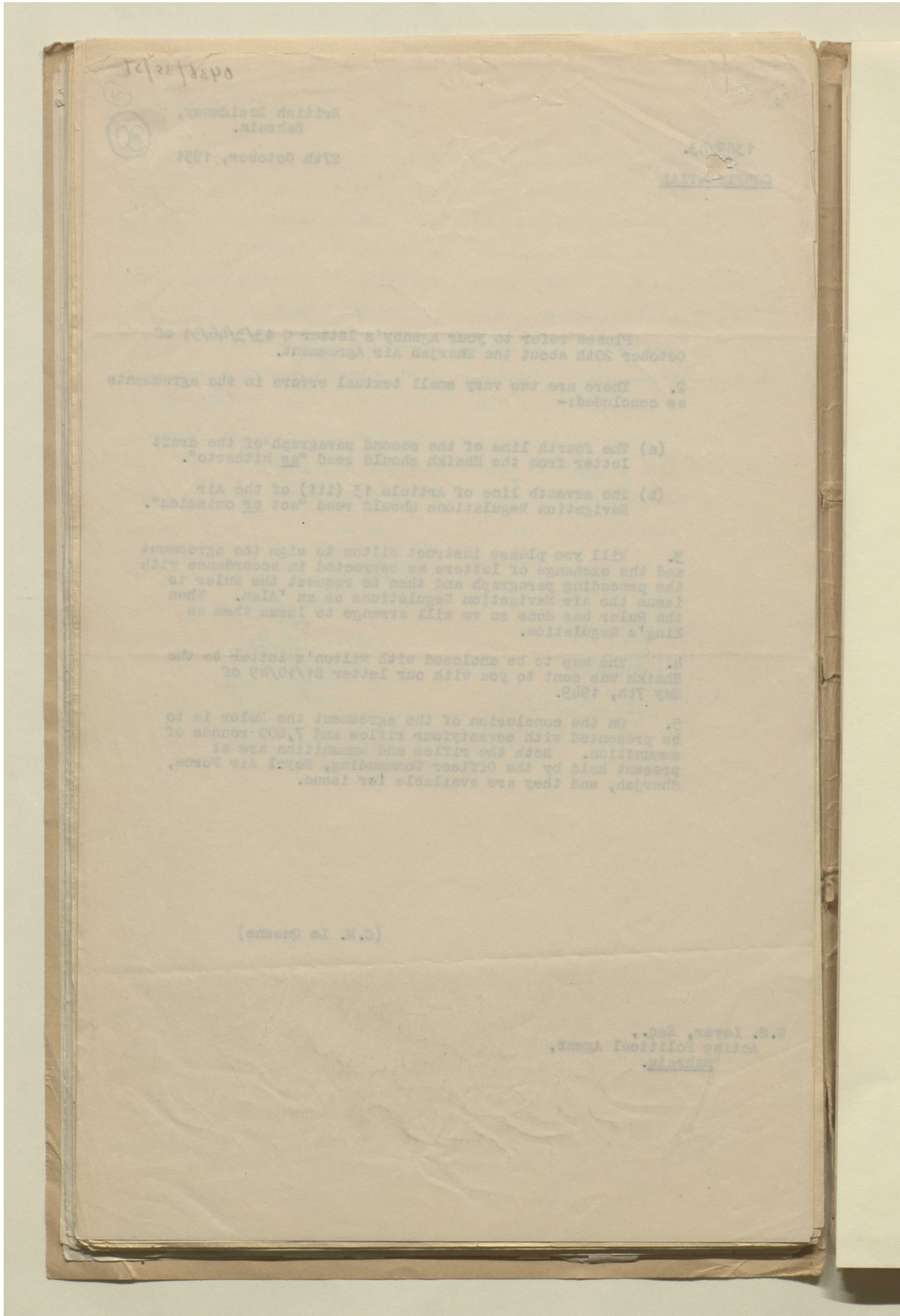
4. The map to be enclosed with Wilton's letter to the Shaikh was sent to you with our letter 81/10/49 of May 7th, 1949.

5. On the conclusion of the agreement the Ruler is to be presented with seventyfour rifles and 7,400 rounds of ammunition. Both the rifles and ammunition are at present held by the Officer Commanding, Royal Air Force, Sharjah, and they are available for issue.

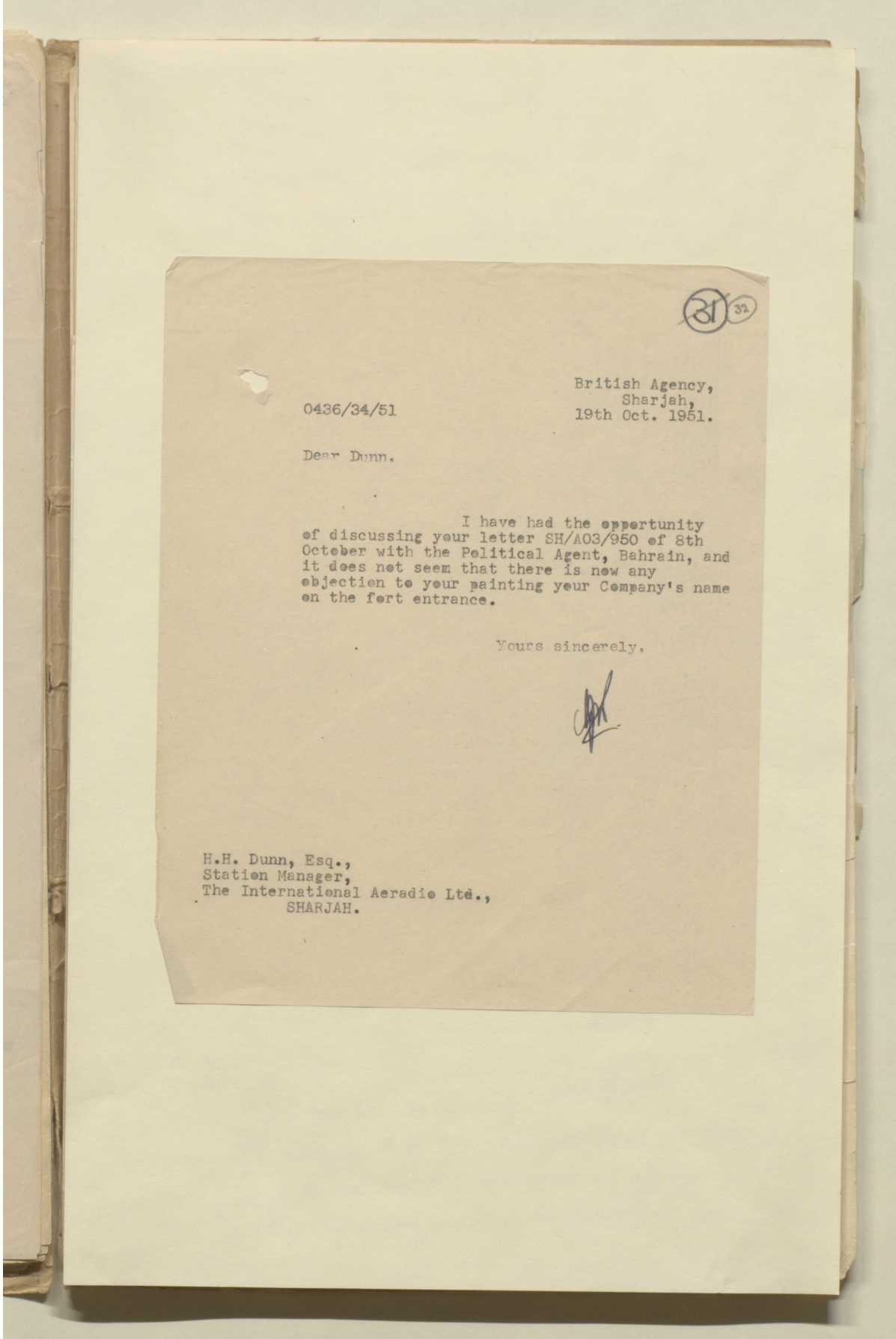
(C.M. Le Quesne)

W.S. Laver, Esq.,
Acting Political Agent,
Bahrain.

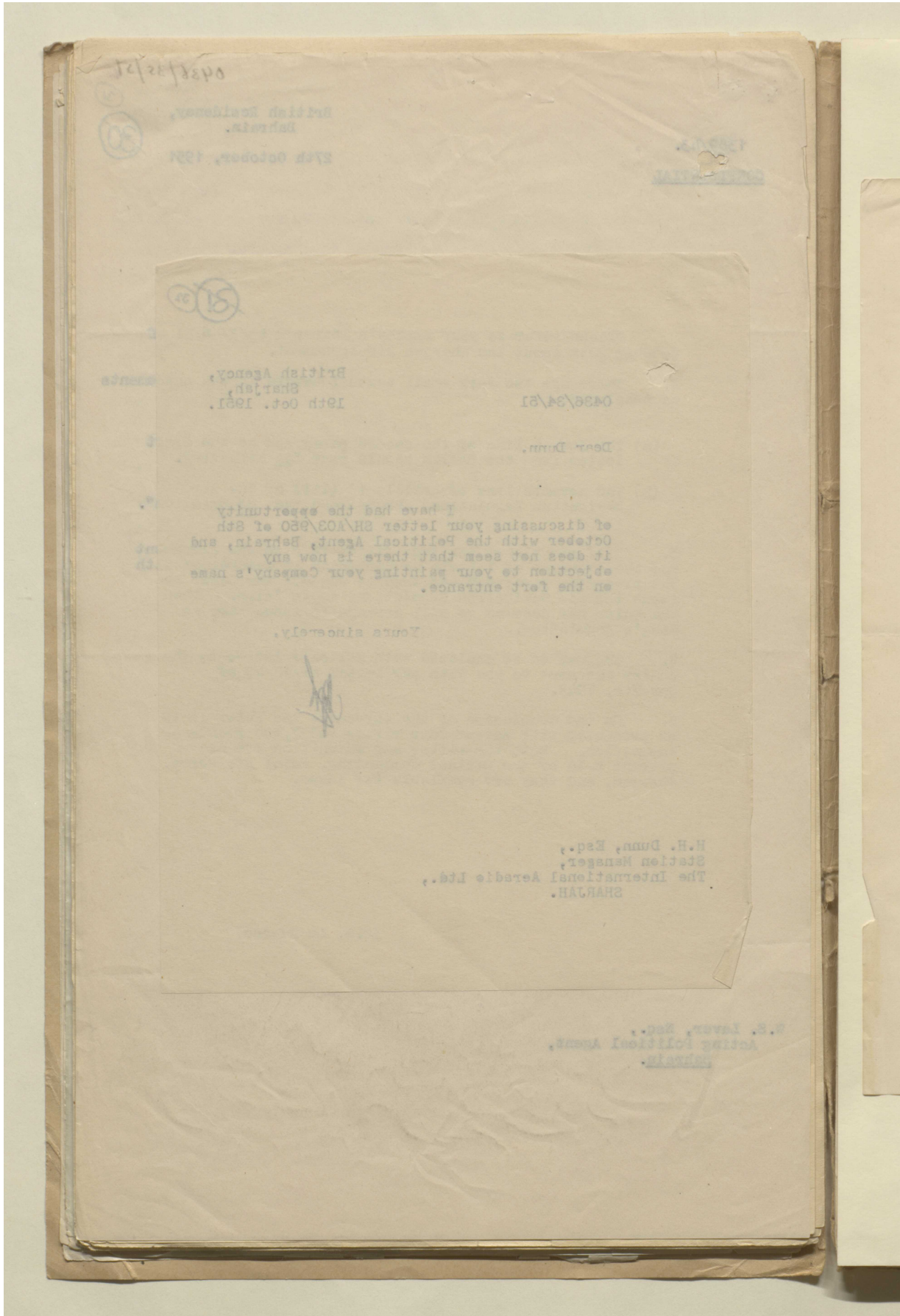
"ملف رقم ٥١/٣٦٠٤٠٤ اتفاقية طيران الشارقة" [ظ ٣١] (٢٠٠٠/٦٢)



"ملف رقم ٥١/٤٣٦، اتفاقية طيران الشارقة" [٣٢ و] (٢٠٠٠/٦٣)



"ملف رقم ٥١/٣٦٠٤ اتفاقية طيران الشارقة" [ظ٣٢] (٢٠٠٦/٤٤)



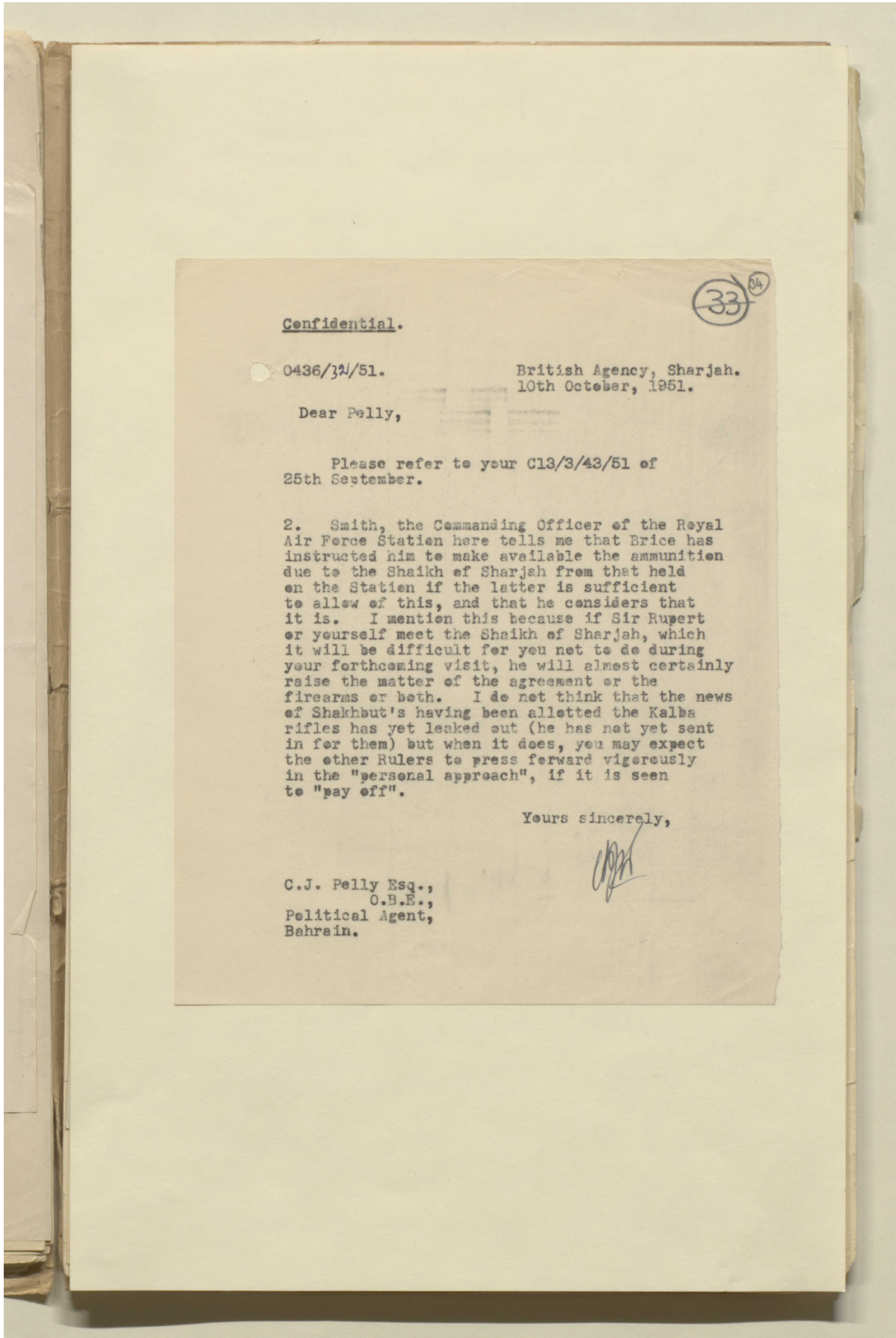
"ملف رقم ٠٤٣٦/٥١ اتفاقية طيران الشارقة" [٣٣و] (٢٠٠/٦٥)

هذه الصفحة لا يمكن إتاحتها نظراً لضوابط متعلقة بحقوق النشر أو حماية البيانات.

"ملف رقم ٥١/٣٦٠٤ اتفاقية طيران الشارقة" [٣٣ظ] (٢٠٠/٦٦)

هذه الصفحة لا يمكن إتاحتها نظراً لضوابط متعلقة بحقوق النشر أو حماية البيانات.

"ملف رقم ٥١/٣٦٠٤ اتفاقية طيران الشارقة" [٣٤و] (٢٠٠٠/٦٧)



Confidential.

0436/32/51.

British Agency, Sharjah.
10th October, 1951.

Dear Pelly,

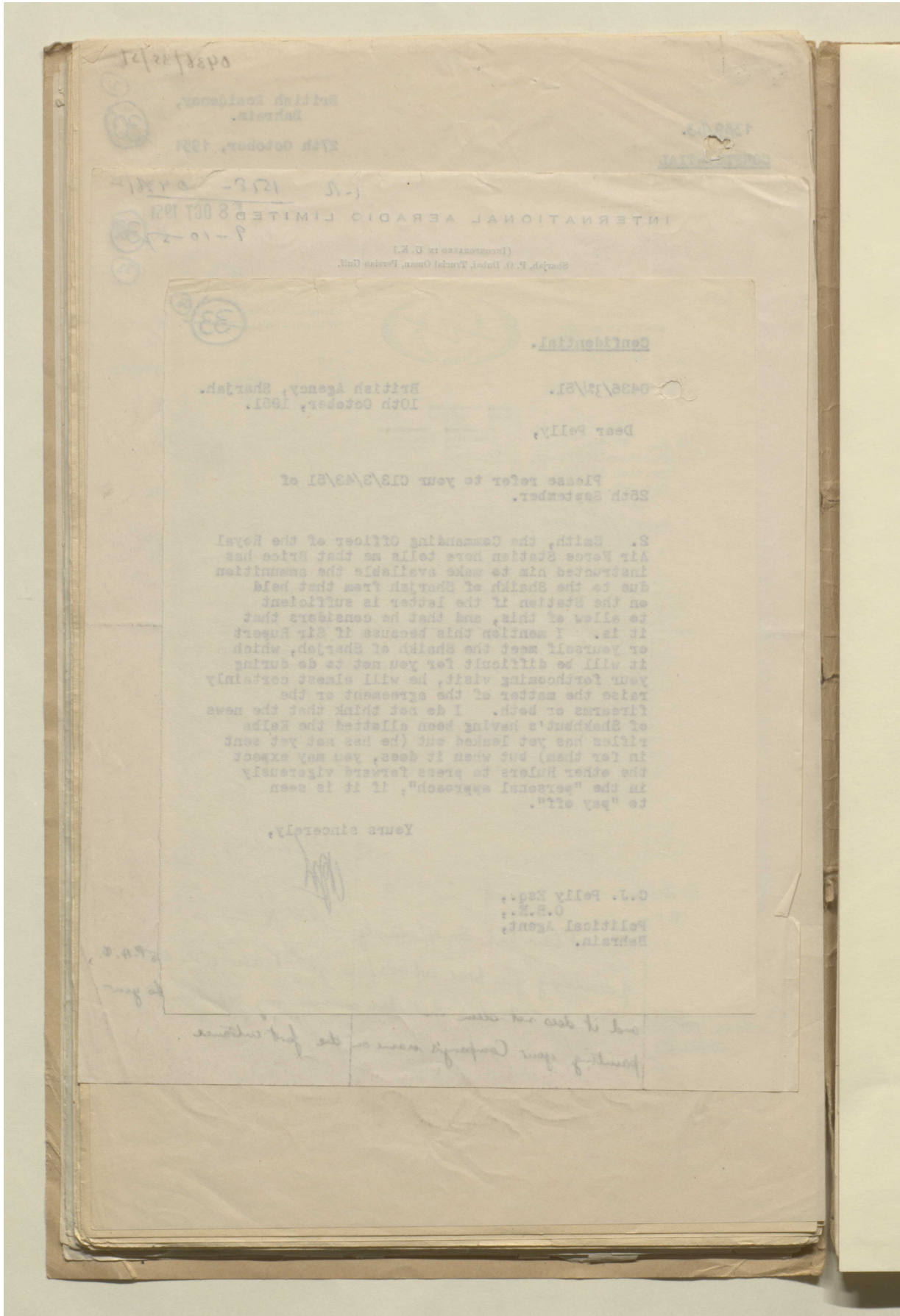
Please refer to your C13/3/43/51 of
25th September.

2. Smith, the Commanding Officer of the Royal Air Force Station here tells me that Brice has instructed him to make available the ammunition due to the Shaikh of Sharjah from that held on the Station if the latter is sufficient to allow of this, and that he considers that it is. I mention this because if Sir Rupert or yourself meet the Shaikh of Sharjah, which it will be difficult for you not to do during your forthcoming visit, he will almost certainly raise the matter of the agreement or the firearms or both. I do not think that the news of Shakhbut's having been allotted the Kalba rifles has yet leaked out (he has not yet sent in for them) but when it does, you may expect the other Rulers to press forward vigorously in the "personal approach", if it is seen to "pay off".

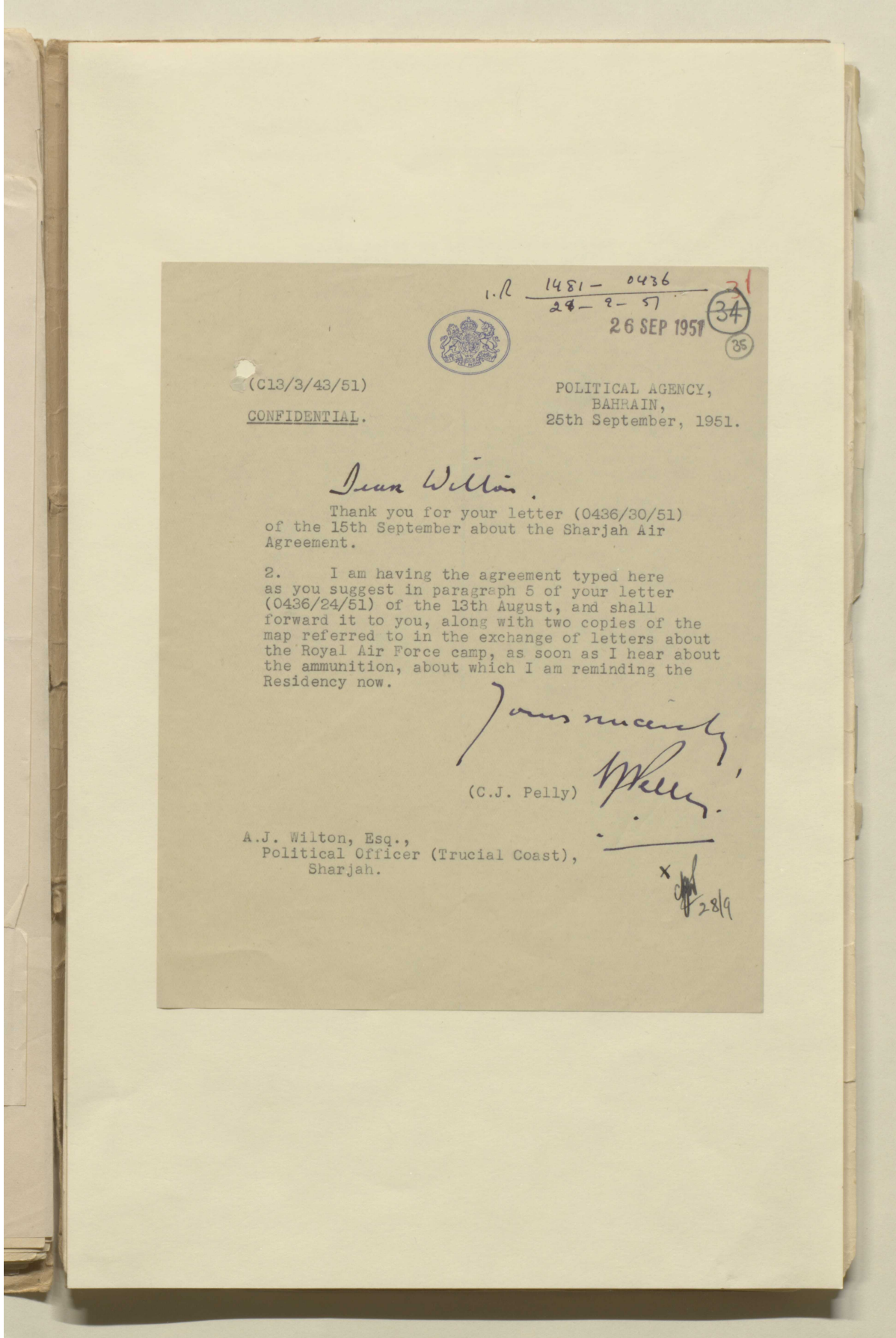
Yours sincerely,

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

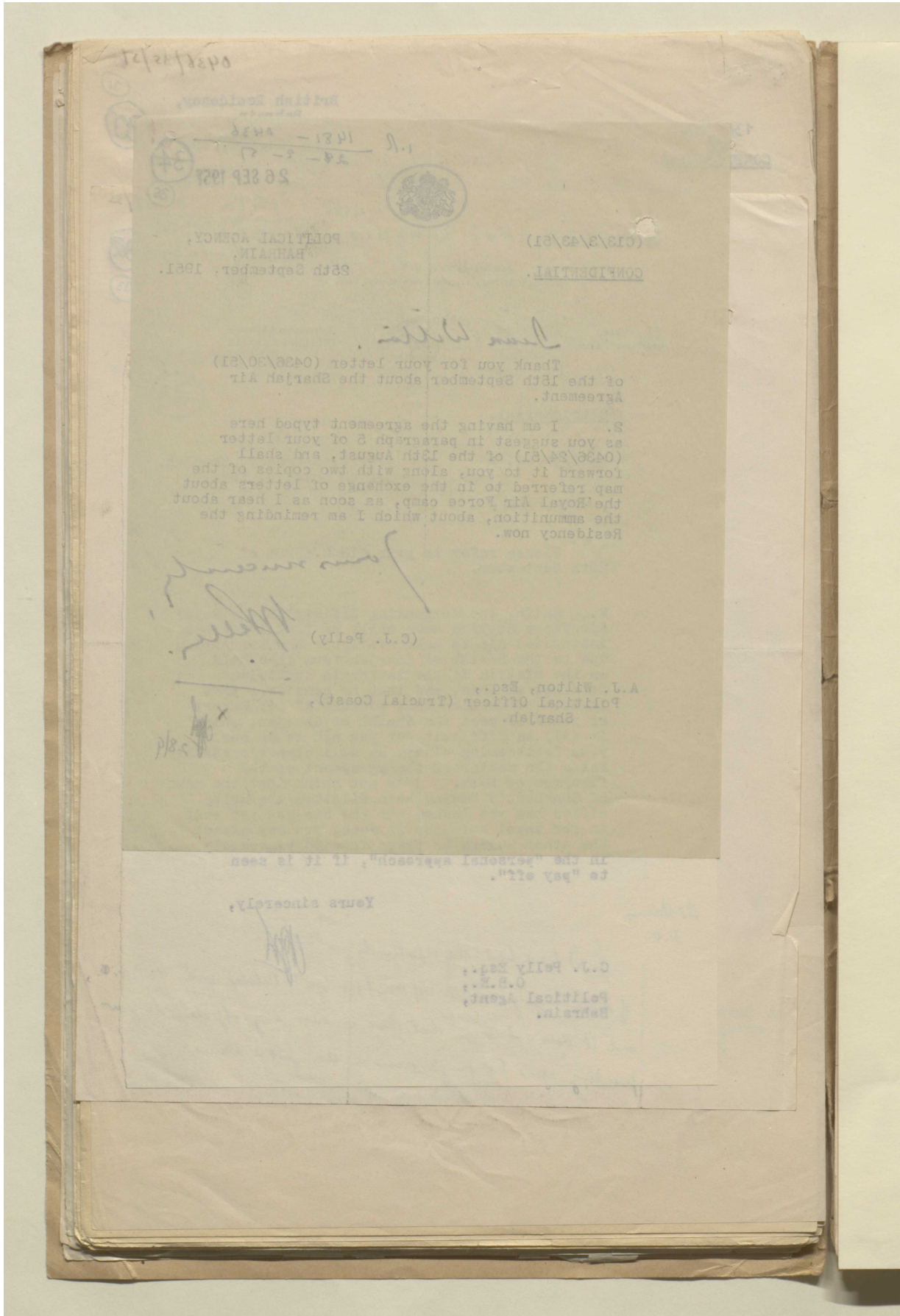
"ملف رقم ٥١/٣٦٠٤٠٠ اتفاقية طيران الشارقة" [٤٣ ظ ٢٠٠/٦٨]



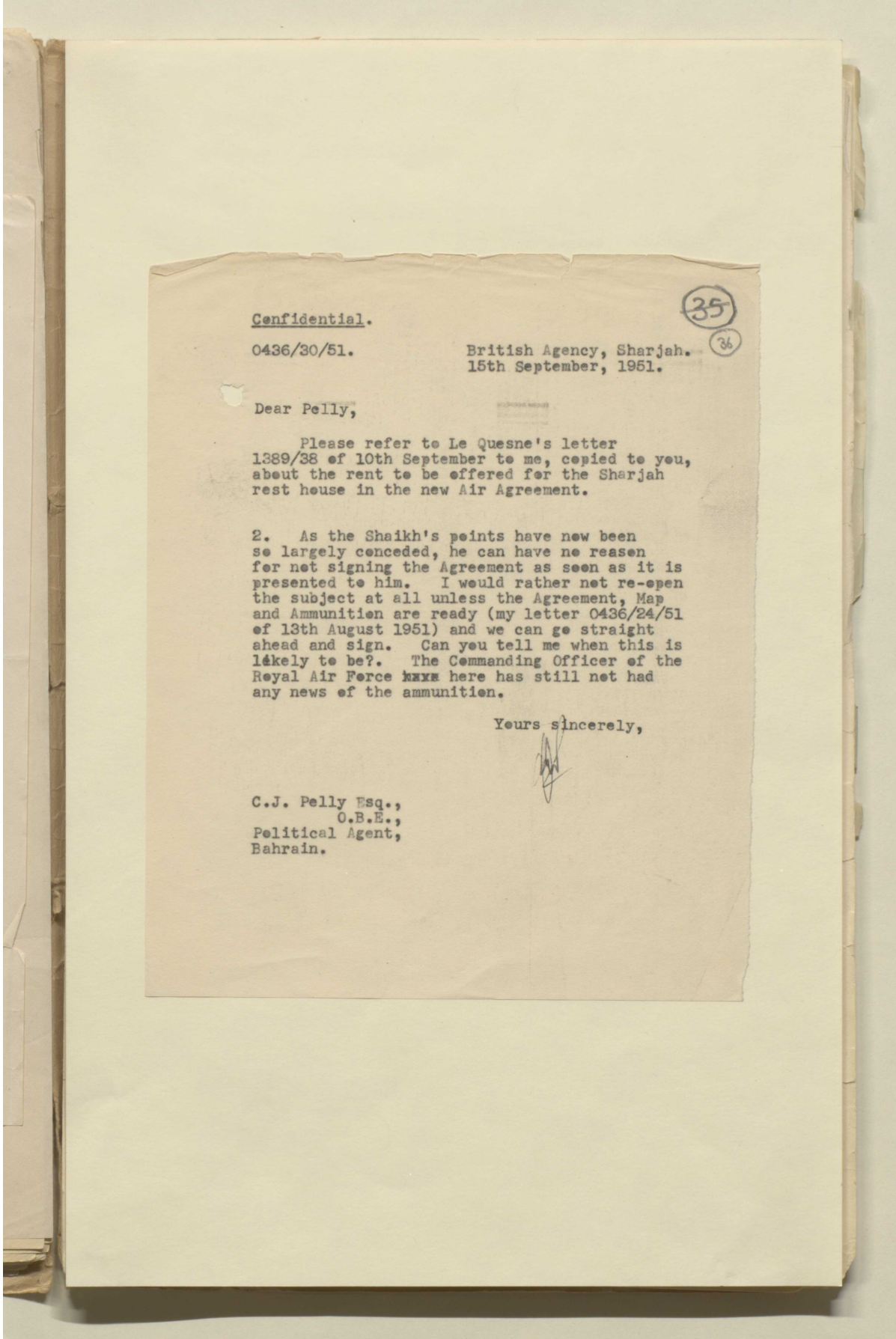
"ملف رقم ٠٤٣٦/٥١ اتفاقية طيران الشارقة" [٣٥ و] (٢٠٠/٦٩)



"ملف رقم ٥١/٣٦٠٤٠٤ اتفاقية طيران الشارقة" [٣٥ظ] (٧٠/٢٠٠)



"ملف رقم ٥١/٣٦٠٤ اتفاقية طيران الشارقة" [٣٦ و] (٢٠٠/٧١)



Confidential.

0436/30/51.

British Agency, Sharjah.
15th September, 1951.

Dear Pelly,

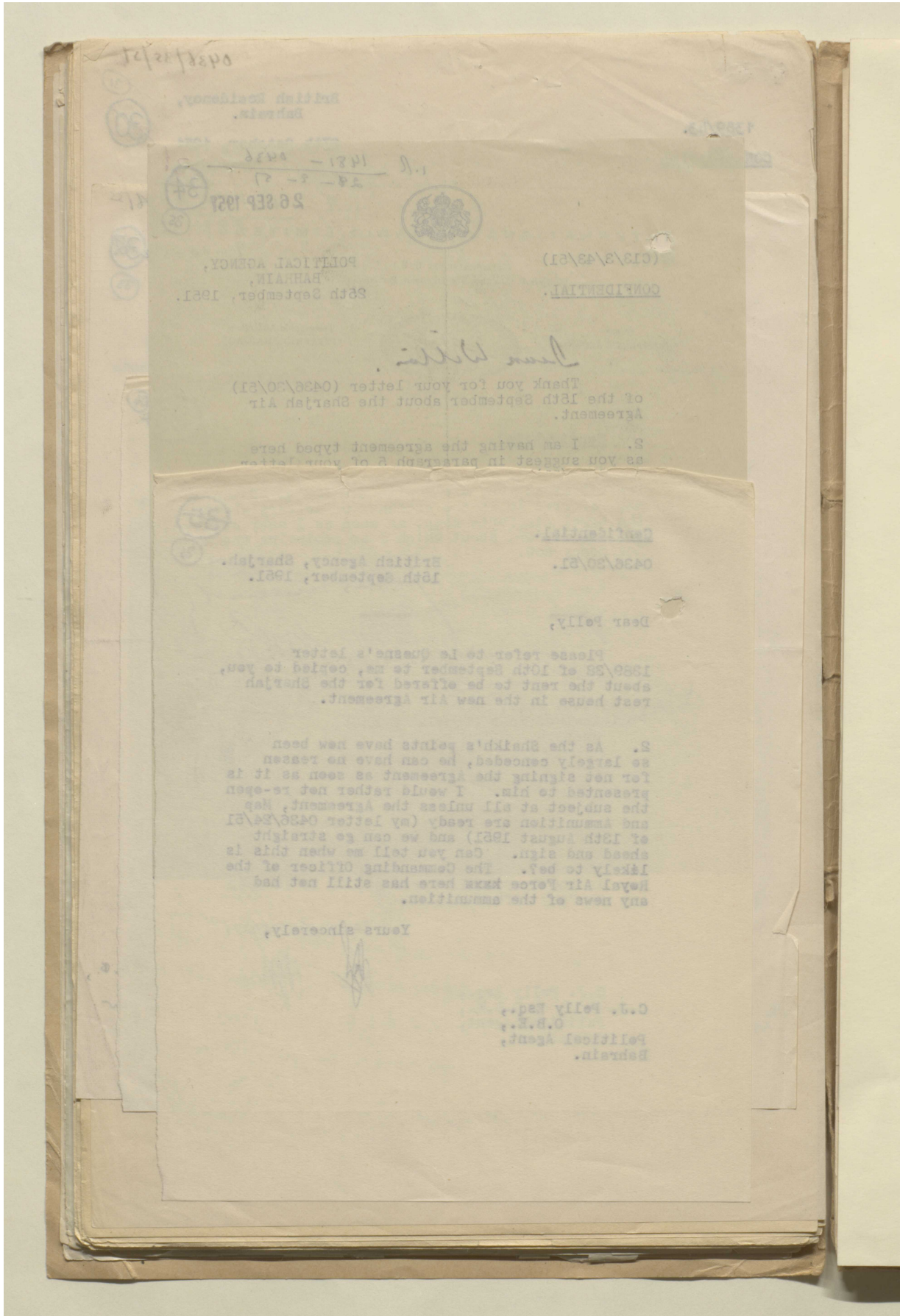
Please refer to Le Quesne's letter 1389/38 of 10th September to me, copied to you, about the rent to be offered for the Sharjah rest house in the new Air Agreement.

2. As the Shaikh's points have now been so largely conceded, he can have no reason for not signing the Agreement as soon as it is presented to him. I would rather not re-open the subject at all unless the Agreement, Map and Ammunition are ready (my letter 0436/24/51 of 13th August 1951) and we can go straight ahead and sign. Can you tell me when this is likely to be? The Commanding Officer of the Royal Air Force ~~xxxx~~ here has still not had any news of the ammunition.

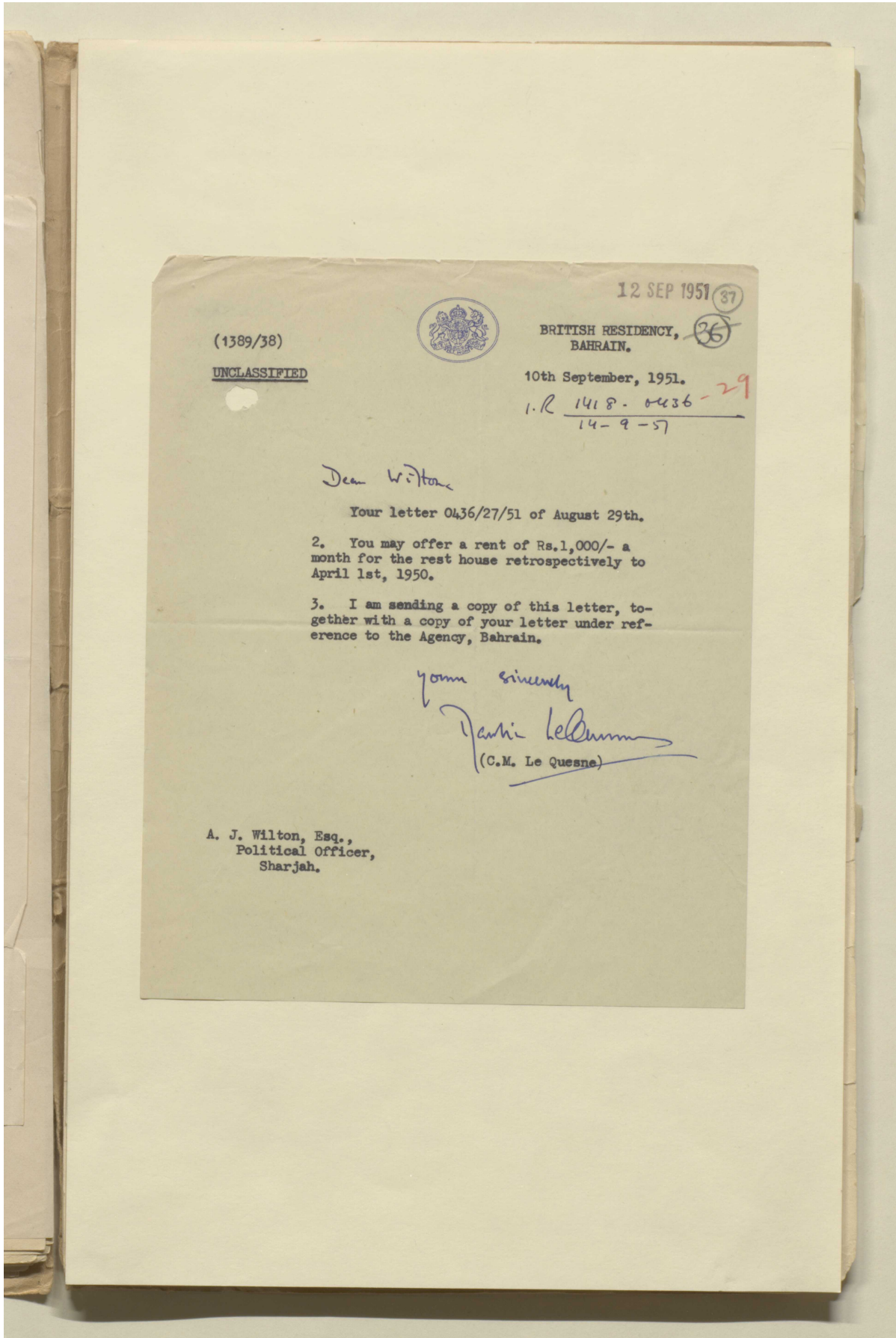
Yours sincerely,

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

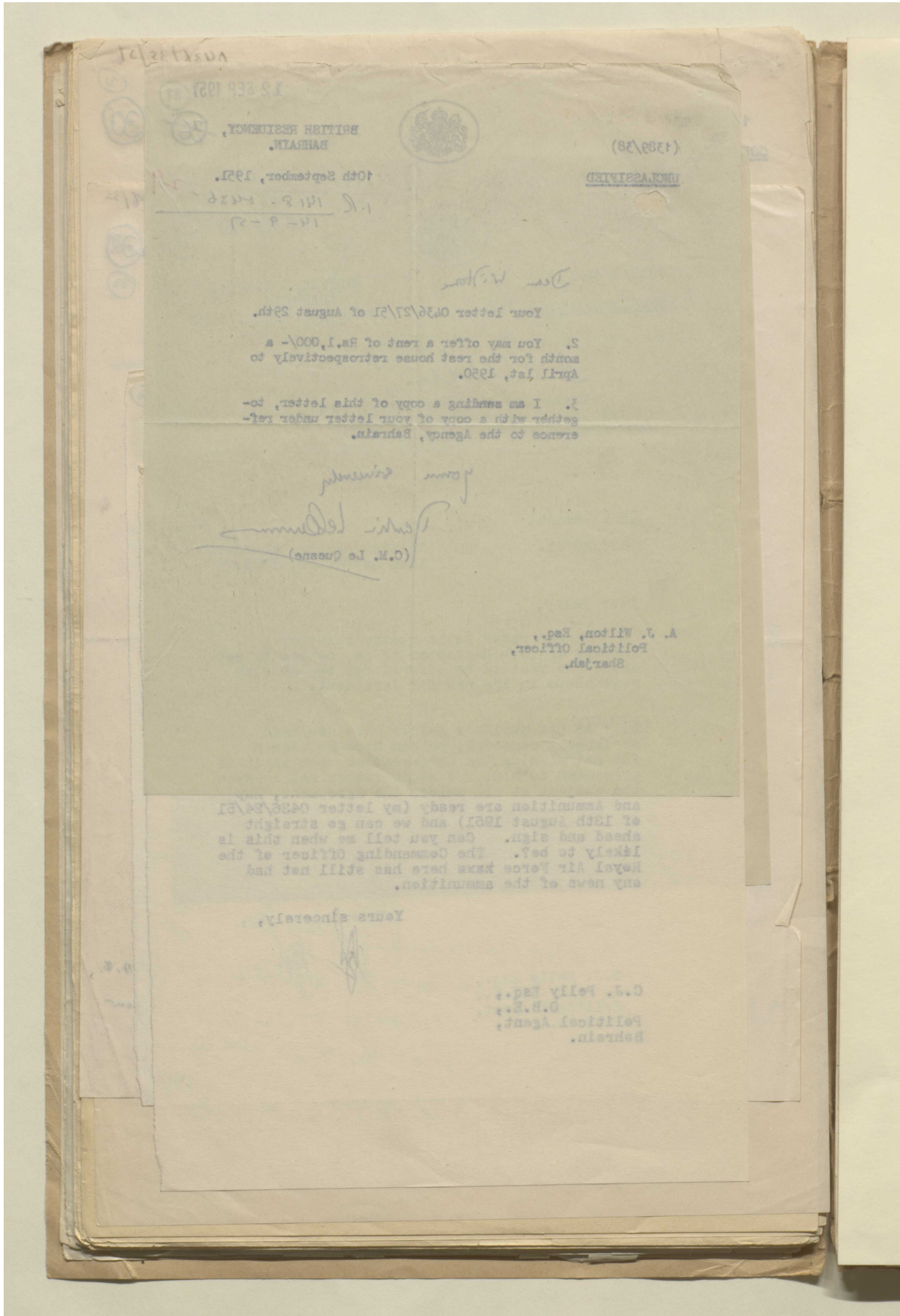
"ملف رقم ٥١/٣٦٠٤٠٤ اتفاقية طيران الشارقة" [٣٦ ظ] (٧٢/٢٠٠٠)



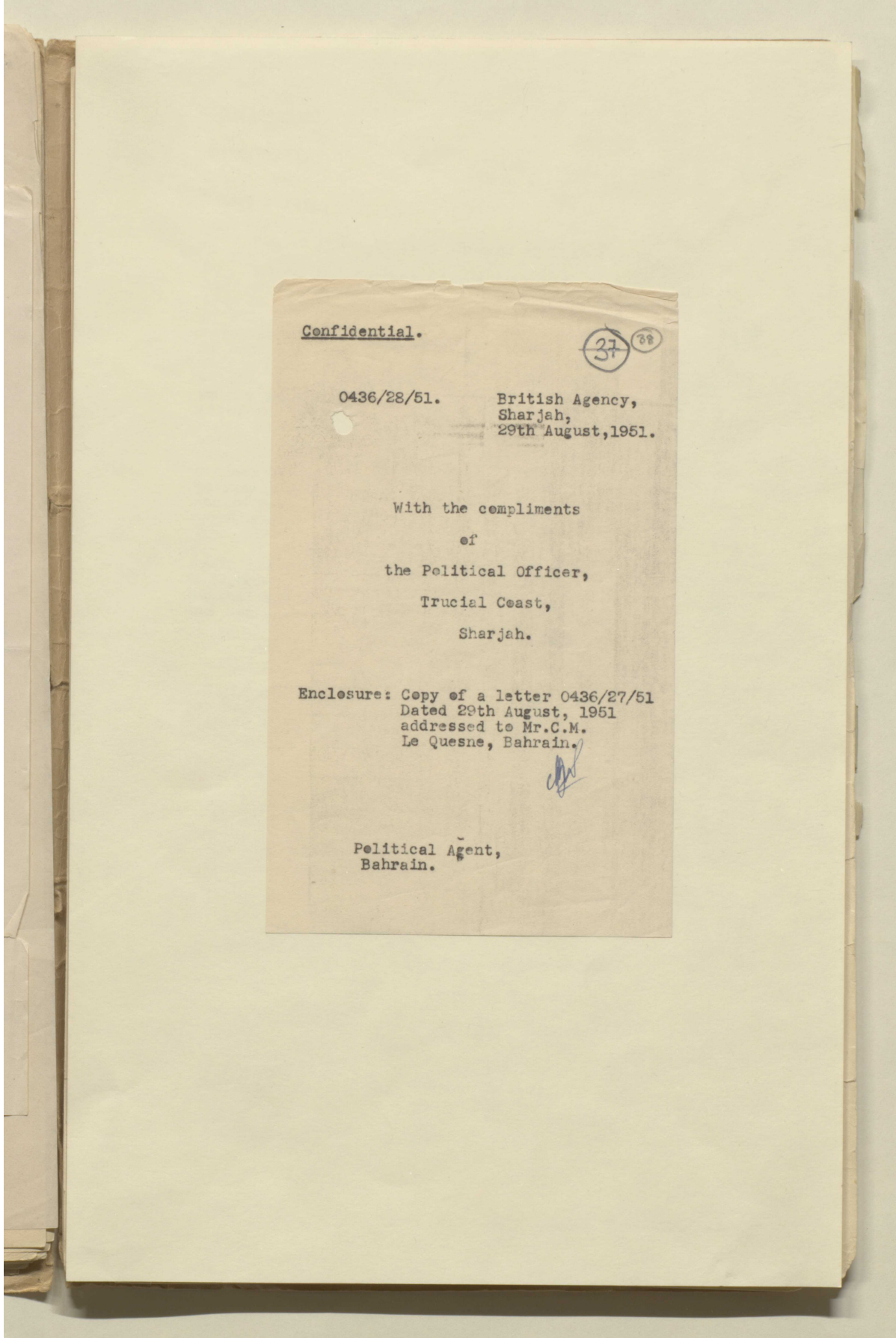
"ملف رقم ٥١/٤٣٦، اتفاقية طيران الشارقة" [٣٧ و] (٢٠٠٧/٣)



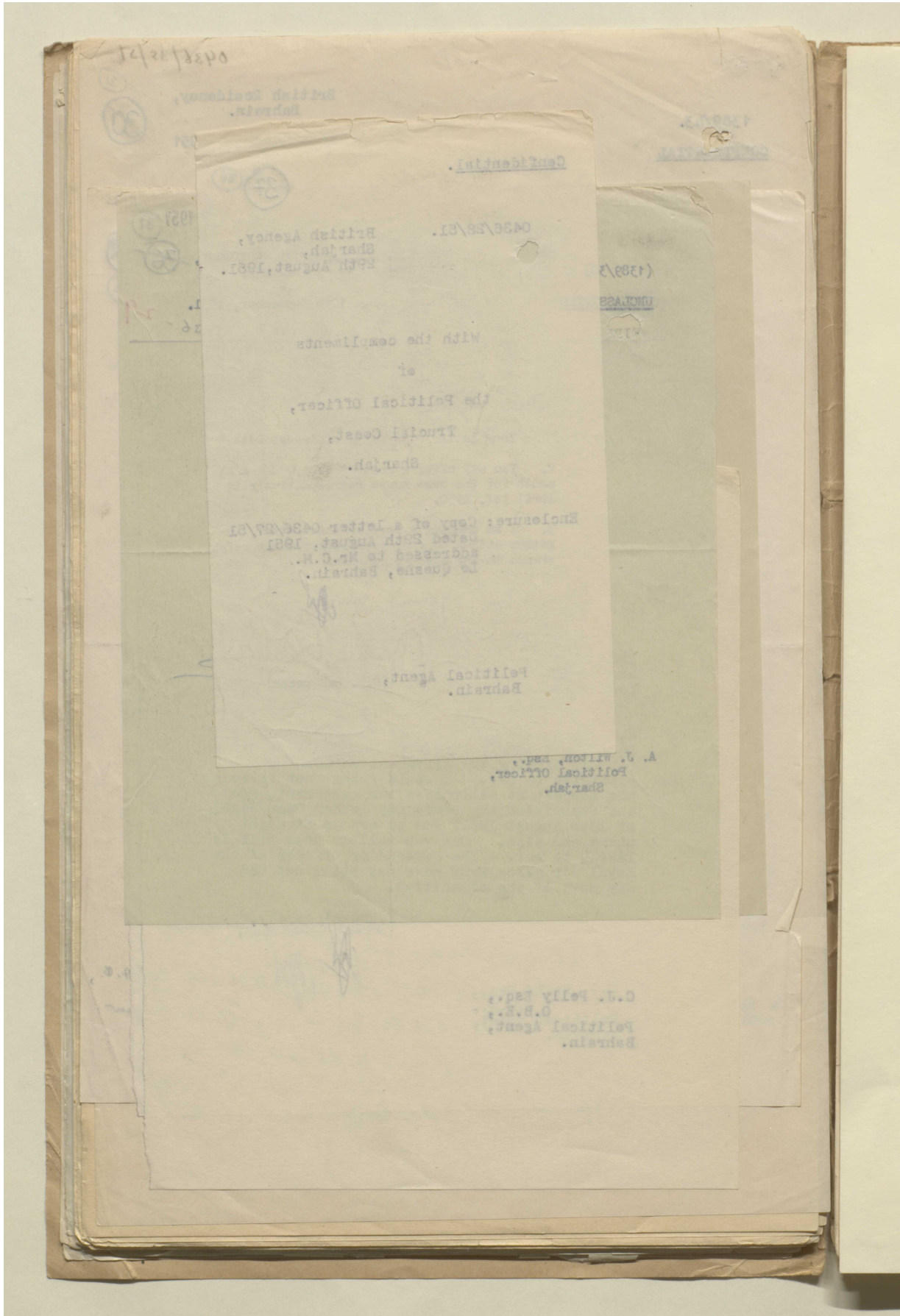
"ملف رقم ٥١/٣٦/٠٤ اتفاقية طيران الشارقة" [٣٧ظ] (٧٤/٠٠٠٠)



"ملف رقم ٥١/٣٦٠٤٠٠ اتفافية طيران الشارقة" [٣٨ و] (٢٠٠٠/٧٥)



"ملف رقم ٥١/٤٣٦، اتفاقية طيران الشارقة" [ظ٣٨] (٢٠٠٠/٧٦)



"ملف رقم ٥١/٤٣٦ . اتفاقية طيران الشارقة" [٣٩ و] (٢٠٠/٧٧)

Confidential.

0436/27/51.

British Agency, Sharjah.
29th August, 1951.

Dear Martin,

Please refer to your 1389/32 of 21st August.

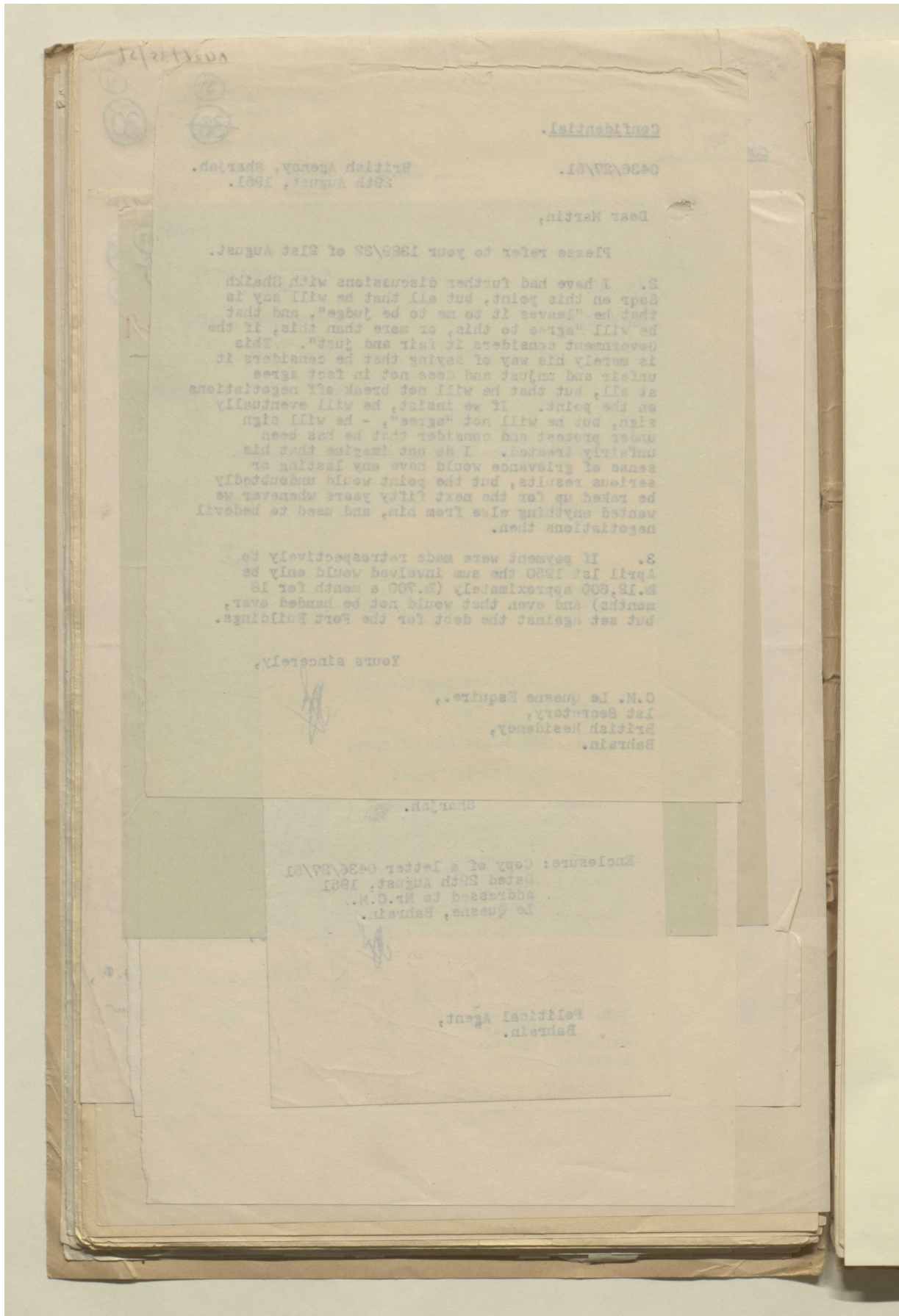
2. I have had further discussions with Shaikh Saqr on this point, but all that he will say is that he "leaves it to me to be judge", and that he will "agree to this, or more than this, if the Government considers it fair and just". This is merely his way of saying that he considers it unfair and unjust and does not in fact agree at all, but that he will not break off negotiations on the point. If we insist, he will eventually sign, but he will not "agree", - he will sign under protest and consider that he has been unfairly treated. I do not imagine that his sense of grievance would have any lasting or serious results, but the point would undoubtedly be raked up for the next fifty years whenever we wanted anything else from him, and used to bedevil negotiations then.

3. If payment were made retrospectively to April 1st 1950 the sum involved would only be Es.12,600 approximately (Rs.700 a month for 18 months) and even that would not be handed over, but set against the debt for the Fort Buildings.

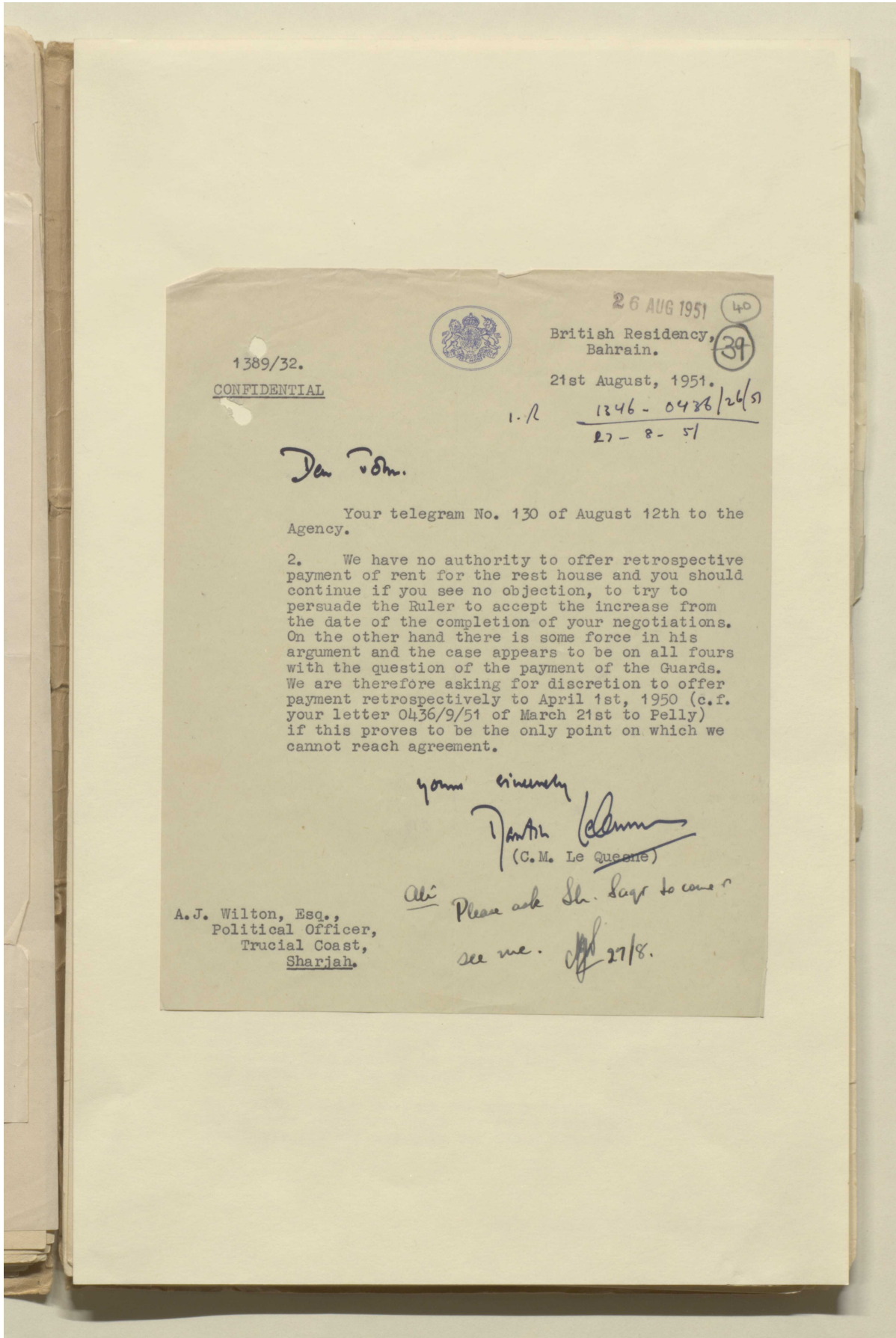
Yours sincerely,

C.M. Le Quesne Esquire.,
1st Secretary,
British Residency,
Bahrain.

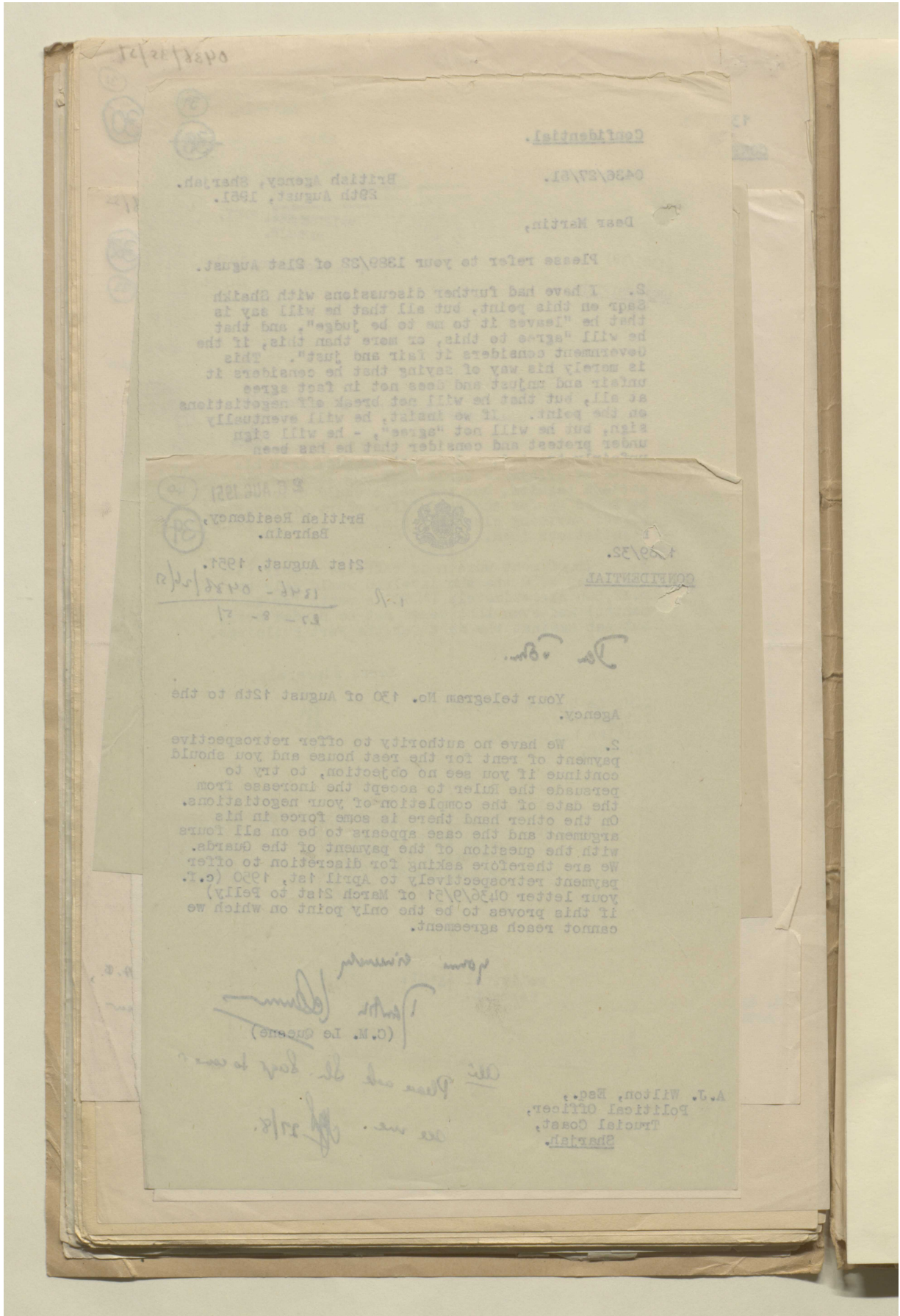
"ملف رقم ٥١/٣٦٠٤٠٠ اتفاقية طيران الشارقة" [٣٩ظ] (٧٨/٢٠٠)



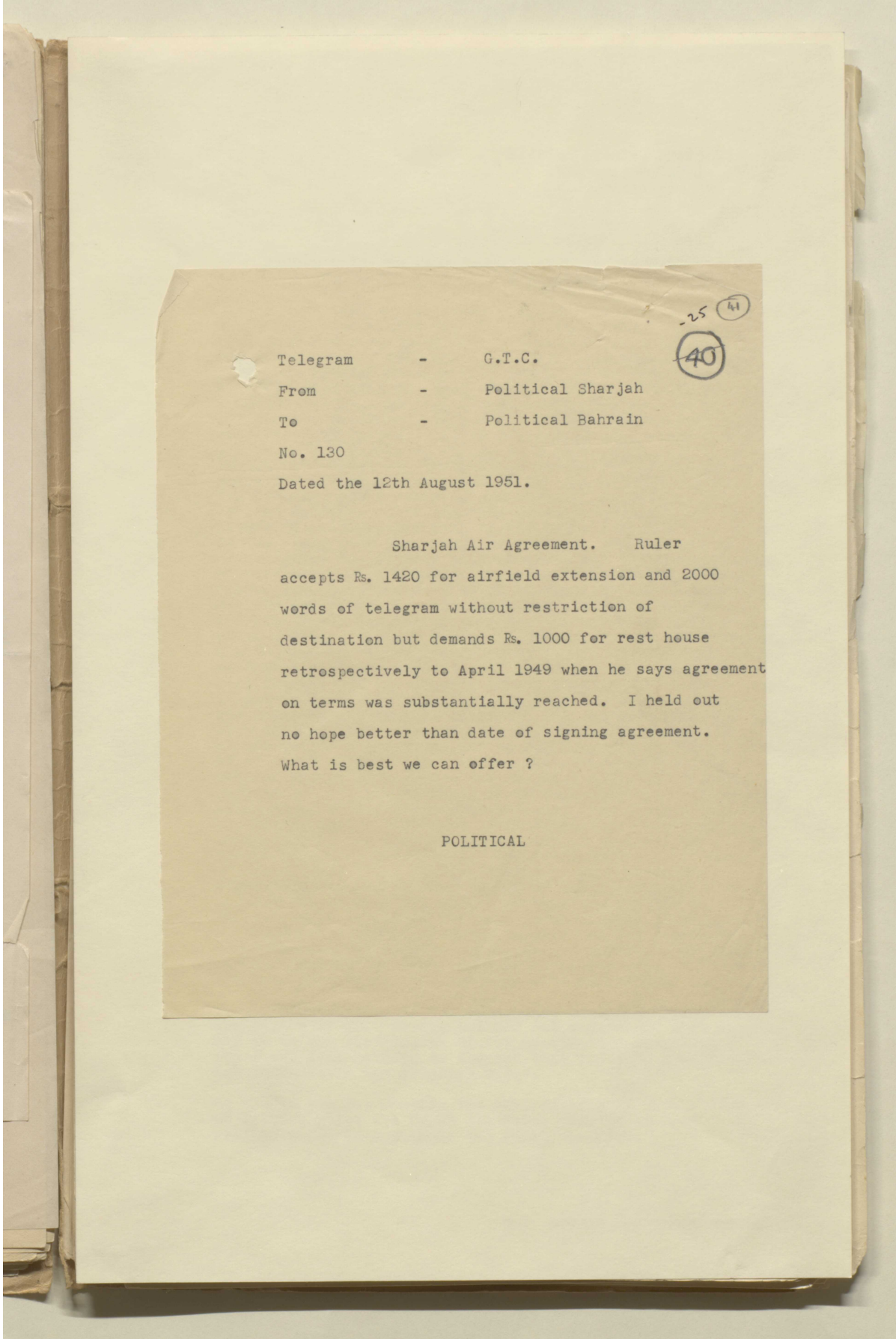
"ملف رقم ٥١/٣٦٠٤ اتفاقية طيران الشارقة" [٤٠ و] (٢٠٠/٧٩)



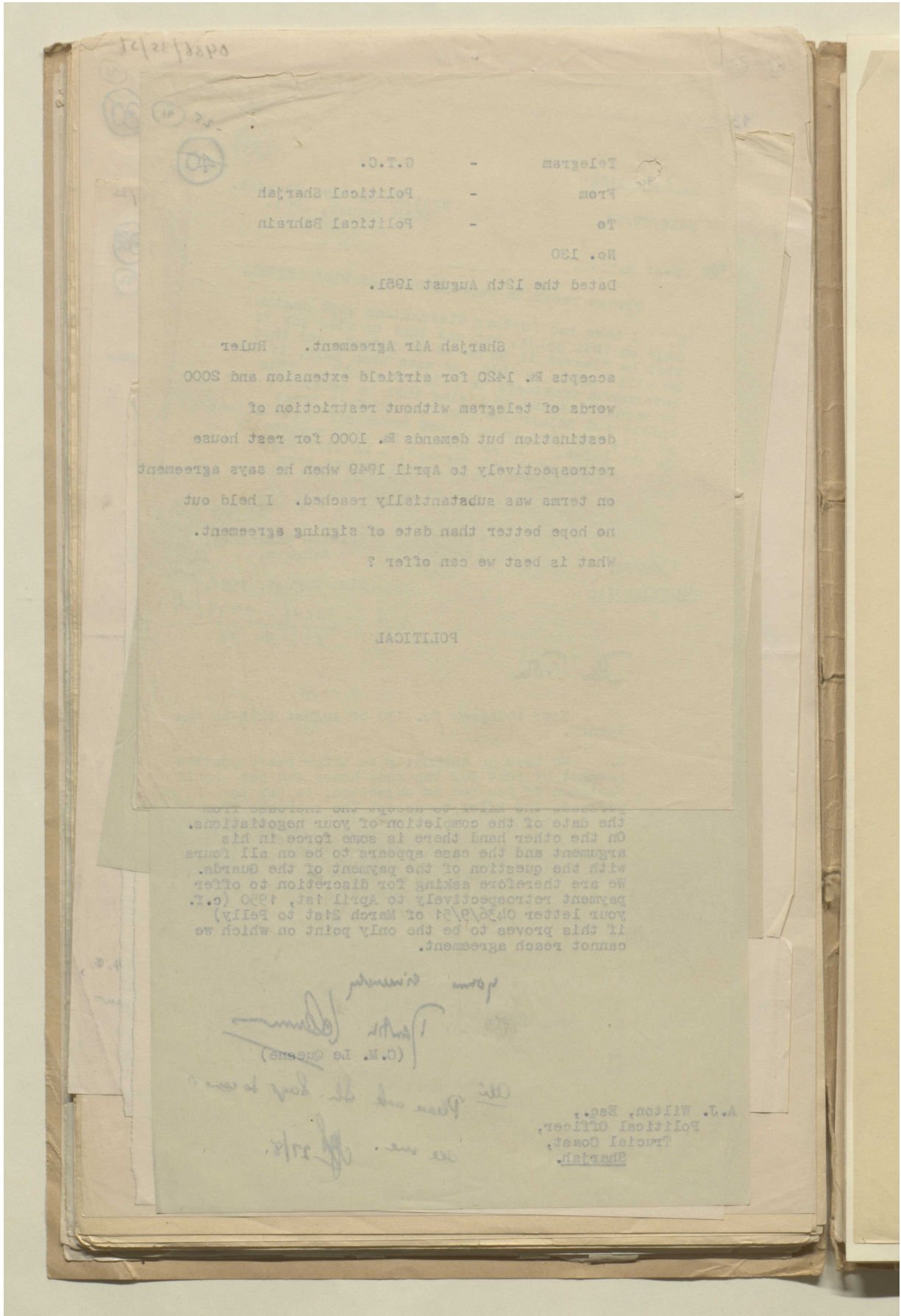
"ملف رقم ٥١/٣٦٠٤ اتفاقية طيران الشارقة" [٤٠٤ ظ] (٨٠/٢٠٠)



"ملف رقم ٥١/٣٦٠٤ اتفاقية طيران الشارقة" [٤١ و] (٢٠٠/٨١)



"ملف رقم ٥١/٣٦٠٤٠٤ اتفاقية طيران الشارقة" [١٤٤١ ظ] (٢٠٠٠/٨٢)



"ملف رقم ٥١/٣٦٠٤ اتفاقية طيران الشارقة" [٢٠٠١/٨٣] [٢٠٤٢]

0436/24/51

British Agency, Sharjah.
13th August, 1951.

Dear Pelly,

Please refer to your Compliment Slip C13/3/34/51 of 25th July, about the Sharjah Air Agreement.

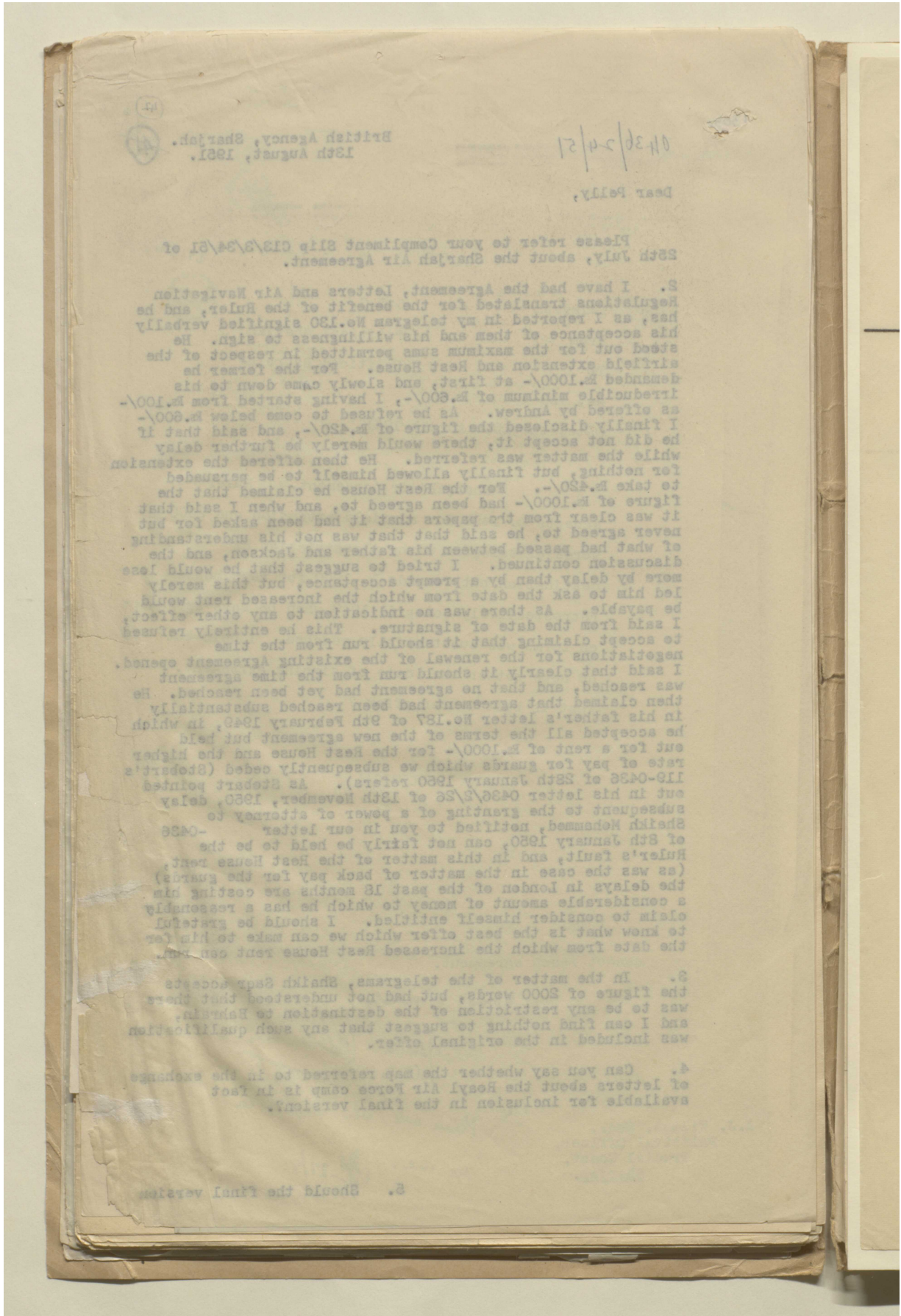
2. I have had the Agreement, Letters and Air Navigation Regulations translated for the benefit of the Ruler, and he has, as I reported in my telegram No.130 signified verbally his acceptance of them and his willingness to sign. He stood out for the maximum sums permitted in respect of the airfield extension and Rest House. For the former he demanded Rs.1000/- at first, and slowly came down to his irreducible minimum of Rs.600/-, I having started from Rs.100/- as offered by Andrew. As he refused to come below Rs.600/- I finally disclosed the figure of Rs.420/-, and said that if he did not accept it, there would merely be further delay while the matter was referred. He then offered the extension for nothing, but finally allowed himself to be persuaded to take Rs.420/-. For the Rest House he claimed that the figure of Rs.1000/- had been agreed to, and when I said that it was clear from the papers that it had been asked for but never agreed to, he said that that was not his understanding of what had passed between his father and Jackson, and the discussion continued. I tried to suggest that he would lose more by delay than by a prompt acceptance, but this merely led him to ask the date from which the increased rent would be payable. As there was no indication to any other effect, I said from the date of signature. This he entirely refused to accept claiming that it should run from the time negotiations for the renewal of the existing Agreement opened. I said that clearly it should run from the time agreement was reached, and that no agreement had yet been reached. He then claimed that agreement had been reached substantially in his father's letter No.187 of 9th February 1949, in which he accepted all the terms of the new agreement but held out for a rent of Rs.1000/- for the Rest House and the higher rate of pay for guards which we subsequently ceded (Stebart's 119-0436 of 28th January 1950 refers). As Stebart pointed out in his letter 0436/2/26 of 13th November, 1950, delay subsequent to the granting of a power of attorney to Shaikh Mohammed, notified to you in our letter -0436 of 8th January 1950, can not fairly be held to be the Ruler's fault, and in this matter of the Rest House rent, (as was the case in the matter of back pay for the guards) the delays in London of the past 18 months are costing him a considerable amount of money to which he has a reasonable claim to consider himself entitled. I should be grateful to know what is the best offer which we can make to him for the date from which the increased Rest House rent can run.

3. In the matter of the telegrams, Shaikh Saqr accepts the figure of 2000 words, but had not understood that there was to be any restriction of the destination to Bahrain, and I can find nothing to suggest that any such qualification was included in the original offer.

4. Can you say whether the map referred to in the exchange of letters about the Reayl Air Force camp is in fact available for inclusion in the final version?

5. Should the final version

"ملف رقم ٥١/٣٦٠٤٠٤ اتفاقية طيران الشارقة" [٢٤/٤٤ ظ] (٢٠٠١/٨٤)



"ملف رقم ٥١/٣٦٠٤ اتفاقية طيران الشارقة" [٣ و] (٢٠٠/٨٥)

- 2 -

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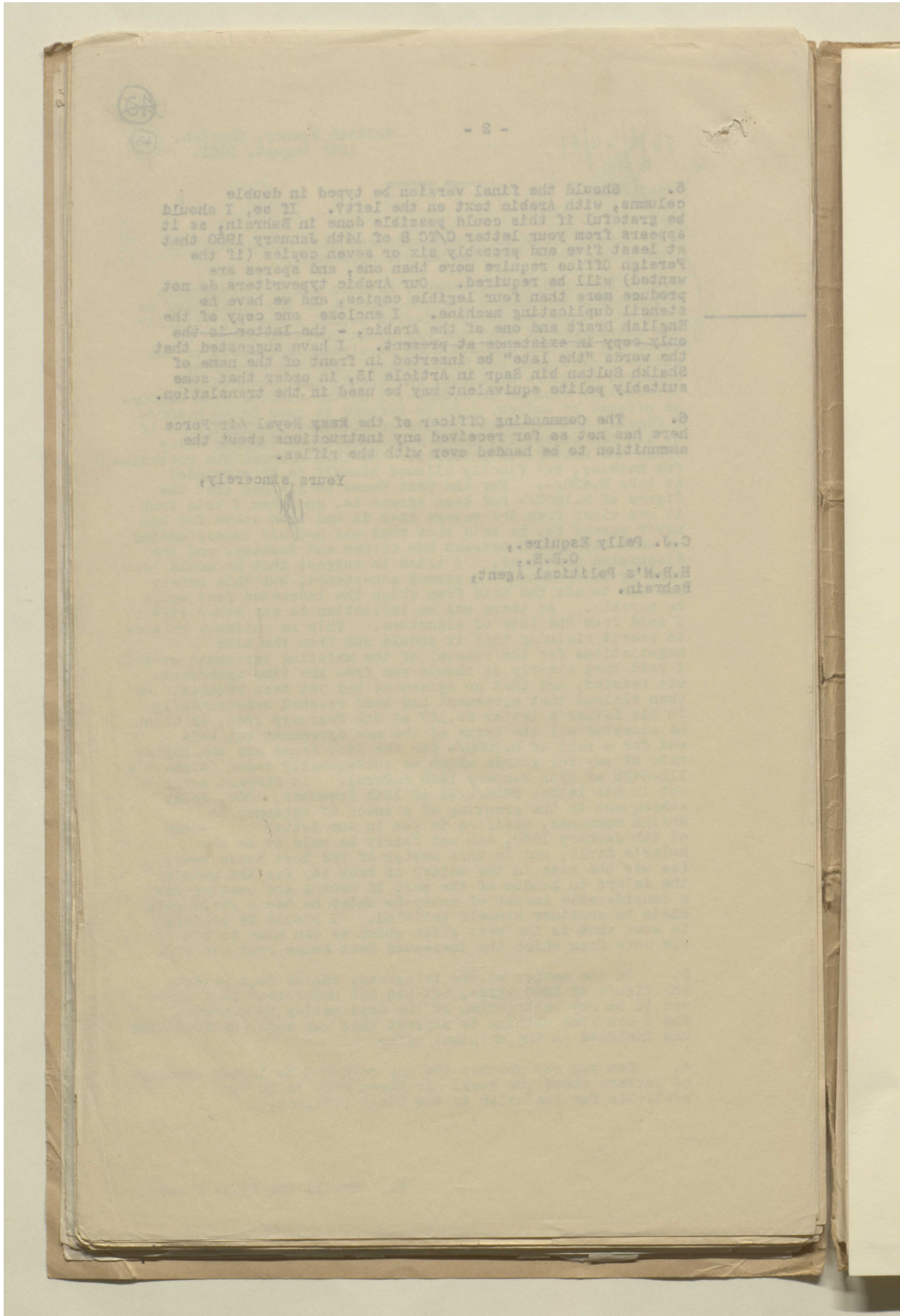
5. Should the final version be typed in double columns, with Arabic text on the left?. If so, I should be grateful if this could possible done in Bahrain, as it appears from your letter C/TC 8 of 14th January 1950 that at least five and probably six or seven copies (if the Foreign Office require more than one, and spares are wanted) will be required. Our Arabic typewriters do not produce more than four legible copies, and we have no stencil duplicating machine. I enclose one copy of the English Draft and one of the Arabic, - ~~the latter is the only copy in existence at present.~~ I have suggested that the words "the late" be inserted in front of the name of Shaikh Sultan bin Saqr in Article 15, in order that some suitably polite equivalent may be used in the translation.

6. The Commanding Officer of the ~~RBY~~ Royal Air Force here has not so far received any instructions about the ammunition to be handed over with the rifles.

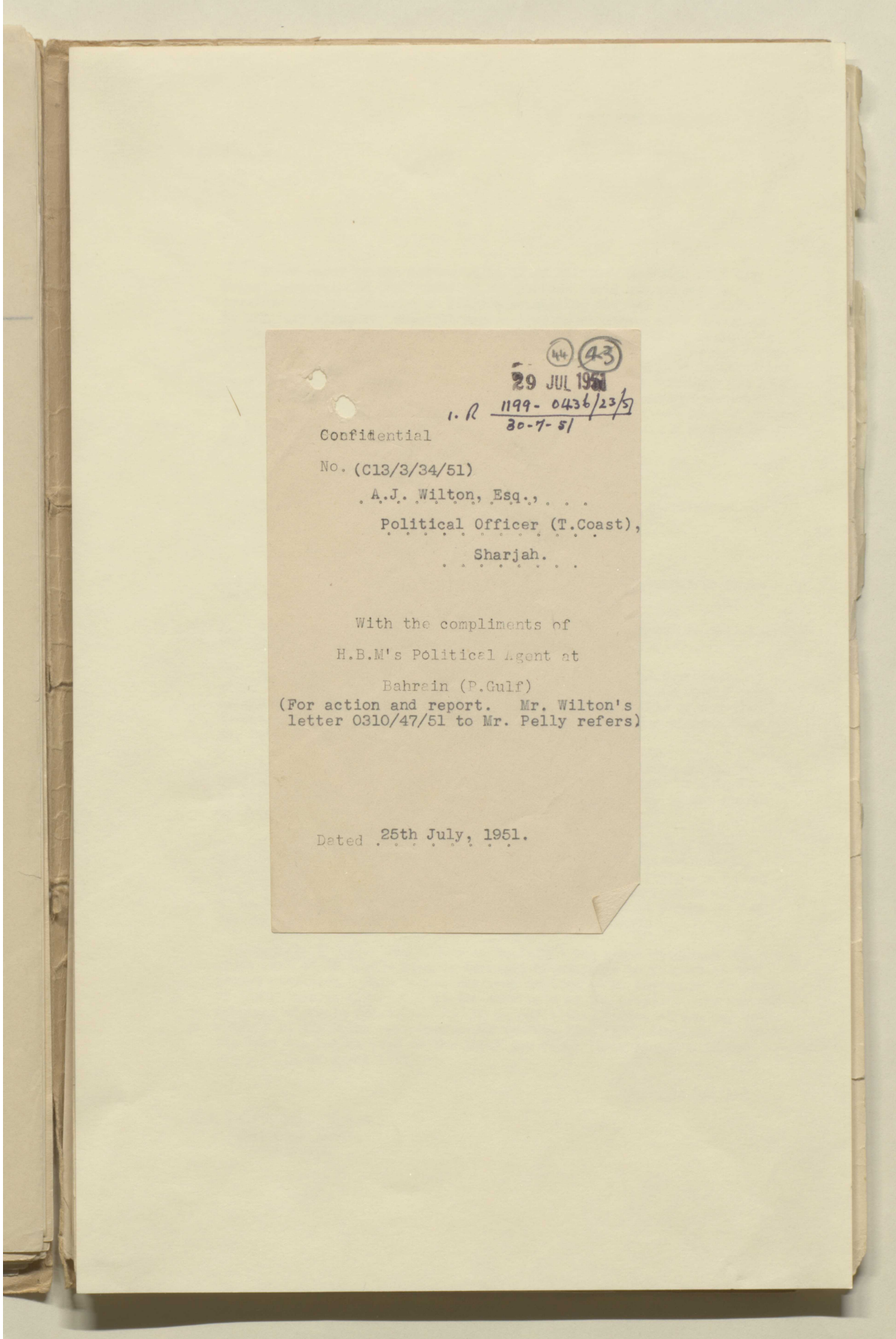
Yours sincerely,

C.J. Pelly Esquire.,
O.B.E.,
H.B.M's Political Agent,
Bahrain.

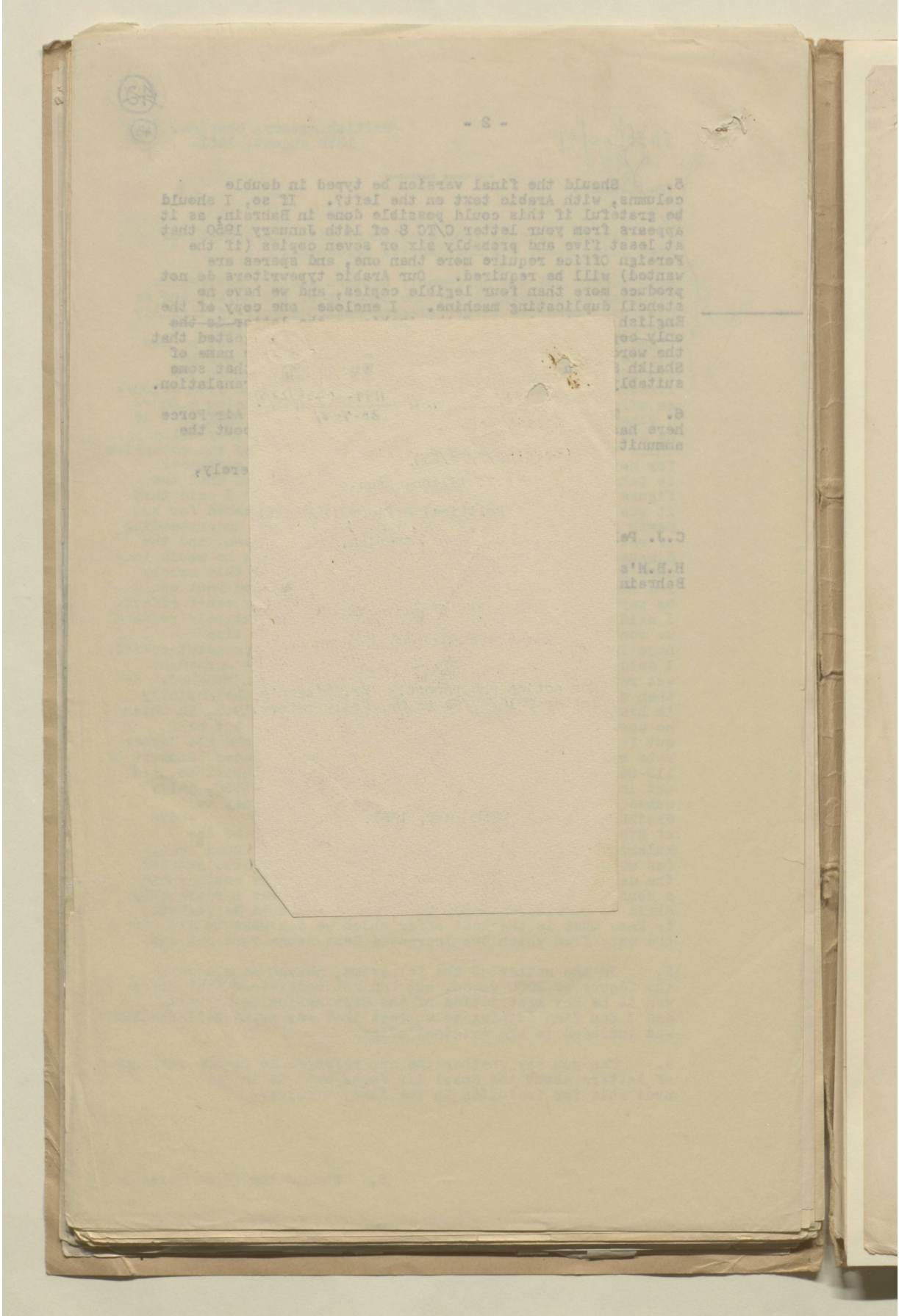
"ملف رقم ٥١/٣٦٠٤٠٤ اتفاقية طيران الشارقة" [٣٤ ظ] (١٦/٢٠٠)



"ملف رقم ٥١/٣٦٠٤٠٤ اتفاقية طيران الشارقة" [٤٤ و] (٢٠٠/٨٧)



"ملف رقم ٥١/٣٦٠٤٠٠ اتفاقية طيران الشارقة" [٤٤ ظ] (٢٠٠/٨٨)



"ملف رقم ٥١/٣٦٠٤٠٤ اتفاقية طيران الشارقة" [٥٤] [١٩/٢٠٠٠]

CONFIDENTIAL.

1389/29

BRITISH RESIDENCY,

BAHRAIN.

18th July, 1951.

Under cover of his letter 49/12/48 of the 10th December 1948 Sir Rupert sent you the draft text of the revised civil air agreement, together with an exchange of letters concerning the use of the airfield by military aircraft, which it was desired to negotiate with the Shaikh of Sharjah. The late Shaikh's provisional agreement to these drafts, as subsequently modified by us in certain respects and subject to our reconsideration of the payments to be made to him, was given in a letter which he addressed to the Political Officer, Trucial Coast on February 9th 1949 (your reference C/R-63 of February 12th 1949). Agreement has now been reached by the Departments concerned in London on the final text to which it is desired that the Shaikh's agreement be obtained and I enclose herewith four copies of

- (i) The Heads of Agreement.
- (ii) The exchange of letters about the use of the airfield by military aircraft.
- (iii) The Air Navigation Regulations

and I am to request you to arrange for the Shaikh's agreement to these texts to be obtained.

2. Amendments to the Heads of Agreement have been reduced to the minimum and the following are the only ones of any substance:-

Article 1. The word "operate" has been substituted for "use", since we are not claiming exclusive rights of usage and the second part of the article has been deleted in view of the possibility of our wishing to extend the existing airfield or to establish a new one at some time in the future.

Article 3, which is based on the corresponding article in the recently concluded Kuwait Civil Air Agreement, is self-explanatory. Its inclusion is not absolutely necessary, but there does not appear to be any ground on which the Shaikh could object to it.

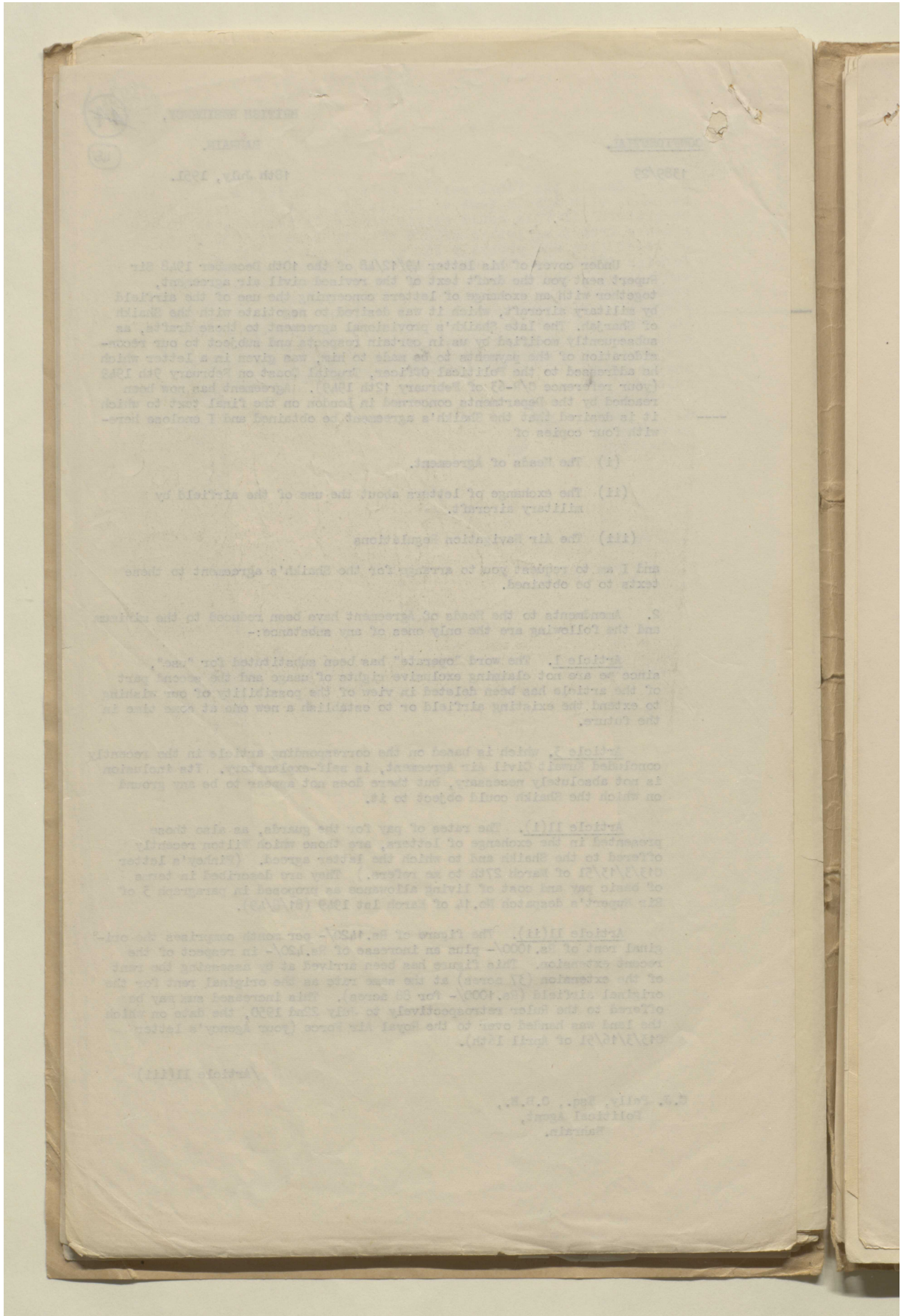
Article 11(i). The rates of pay for the guards, as also those presented in the exchange of letters, are those which Wilton recently offered to the Shaikh and to which the latter agreed. (Pinhey's letter C13/3/13/51 of March 27th to me refers.) They are described in terms of basic pay and cost of living allowance as proposed in paragraph 3 of Sir Rupert's despatch No.14 of March 1st 1949 (81/8/49).

Article 11(ii). The figure of Rs.1420/- per month comprises the original rent of Rs.1000/- plus an increase of Rs.420/- in respect of the recent extension. This figure has been arrived at by assessing the rent of the extension (37 acres) at the same rate as the original rent for the original airfield (Rs.1000/- for 88 acres). This increased sum may be offered to the Ruler retrospectively to July 22nd 1950, the date on which the land was handed over to the Royal Air Force (your Agency's letter C13/3/16/51 of April 16th).

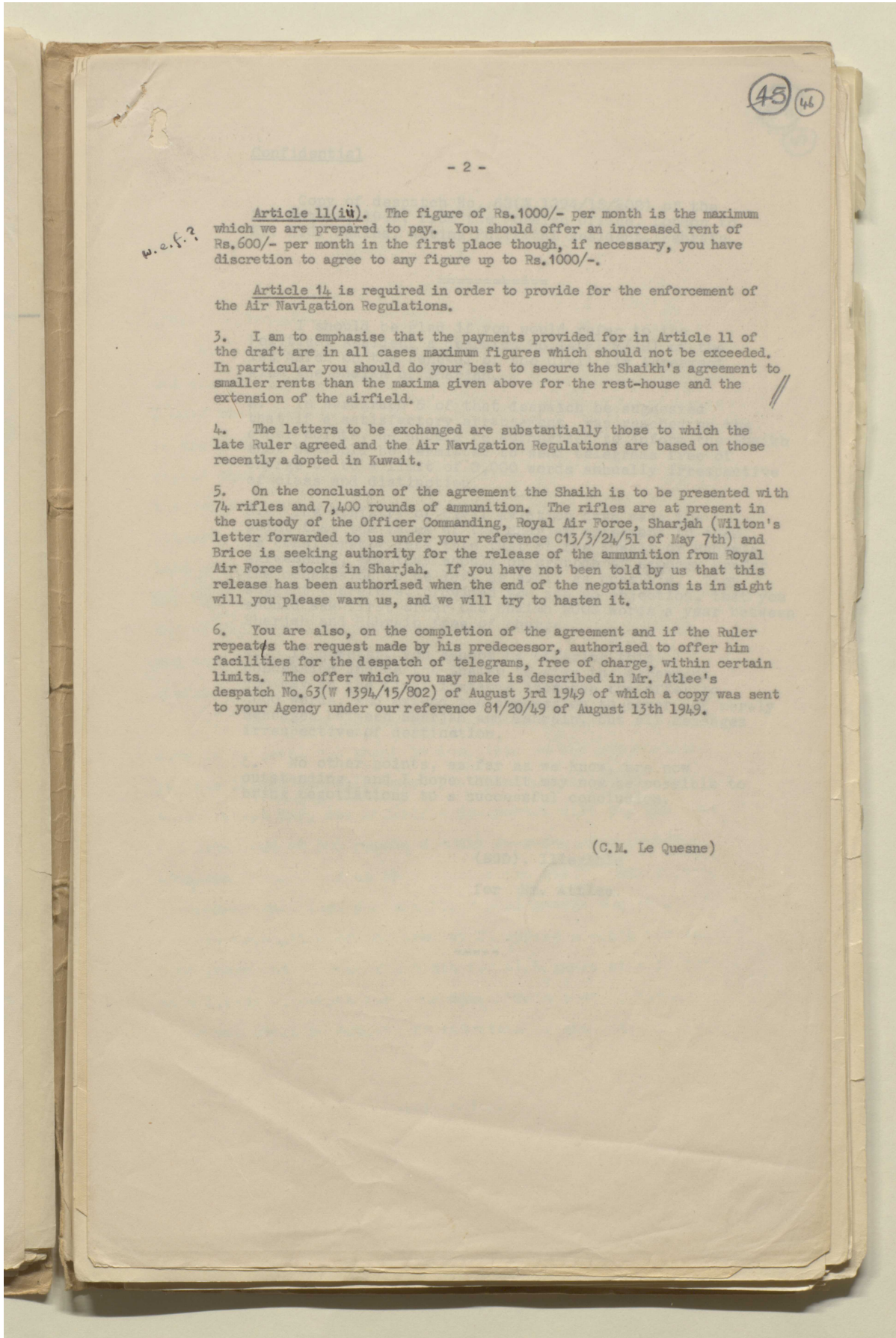
/Article 11(iii)

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

"ملف رقم ٥١/٣٦٠٤، اتفاقية طيران الشارقة" [٤٥ ظ] (٢٠٠٠/٩٠)



"ملف رقم ٥١/٤٣٦، اتفاقية طيران الشارقة" [٤٦ و] (٢٠٠/٩١)



Confidential

- 2 -

w.e.f.?

Article 11(iii). The figure of Rs.1000/- per month is the maximum which we are prepared to pay. You should offer an increased rent of Rs.600/- per month in the first place though, if necessary, you have discretion to agree to any figure up to Rs.1000/-.

Article 14 is required in order to provide for the enforcement of the Air Navigation Regulations.

3. I am to emphasise that the payments provided for in Article 11 of the draft are in all cases maximum figures which should not be exceeded. In particular you should do your best to secure the Shaikh's agreement to smaller rents than the maxima given above for the rest-house and the extension of the airfield.

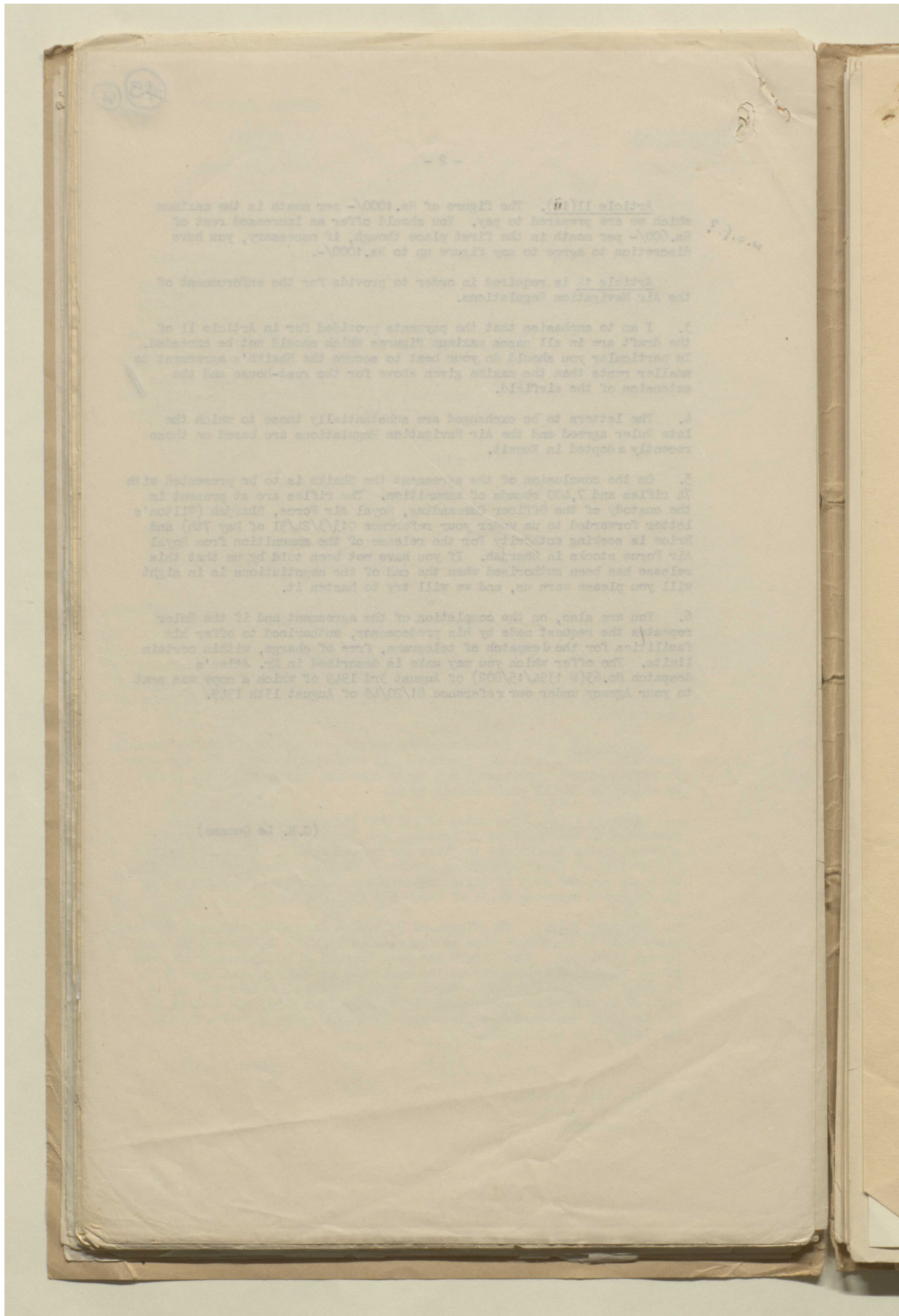
4. The letters to be exchanged are substantially those to which the late Ruler agreed and the Air Navigation Regulations are based on those recently adopted in Kuwait.

5. On the conclusion of the agreement the Shaikh is to be presented with 74 rifles and 7,400 rounds of ammunition. The rifles are at present in the custody of the Officer Commanding, Royal Air Force, Sharjah (Wilton's letter forwarded to us under your reference C13/3/24/51 of May 7th) and Brice is seeking authority for the release of the ammunition from Royal Air Force stocks in Sharjah. If you have not been told by us that this release has been authorised when the end of the negotiations is in sight will you please warn us, and we will try to hasten it.

6. You are also, on the completion of the agreement and if the Ruler repeats the request made by his predecessor, authorised to offer him facilities for the despatch of telegrams, free of charge, within certain limits. The offer which you may make is described in Mr. Atlee's despatch No.63(W 1394/15/802) of August 3rd 1949 of which a copy was sent to your Agency under our reference 81/20/49 of August 13th 1949.

(C.M. Le Quesne)

"ملف رقم ٥١/٣٦٠٤٠٤ اتفاقية طيران الشارقة" [٦٤ ظ] (٢٠٠٠/٩٢)



"ملف رقم ٥١/٤٣٦ . اتفاقية طيران الشارقة" [٤٧و] (٢٠٠٠/٩٣)

Confidential

Copy of despatch No. 63(W.1394/15/802) of the
3rd August, 1949, from the Foreign Office, London to
Mr. H.G. Jenkins, Acting Political Resident, Bahrain.

=====

I should be glad if you would refer to the
Political Resident's despatch No.14(81/8/49) of the
1st March on the renewal of the Civil Air Agreement
with the Shaikh of Sharjah.

2. In paragraph 5 of that despatch he suggested
that if a satisfactory arrangement was reached on the
other points, he should be authorised to inform the Shaikh
that he would be permitted to send telegrams free of
charge up to a limit of 3,000 words annually irrespective
of class and distinction.

3. The Ministry of Civil Aviation have made the
point that the value of the Sharjah agreement to them
is considerably less than that of the Kuwait or Bahrain
agreements, and they should on grounds of economy prefer
the concession to be left as small as possible. They
suggest therefore, provided you see no objection, that you
should ask first offer the Shaikh 2000 words a year between
Sharjah and Bahrain free of charge.

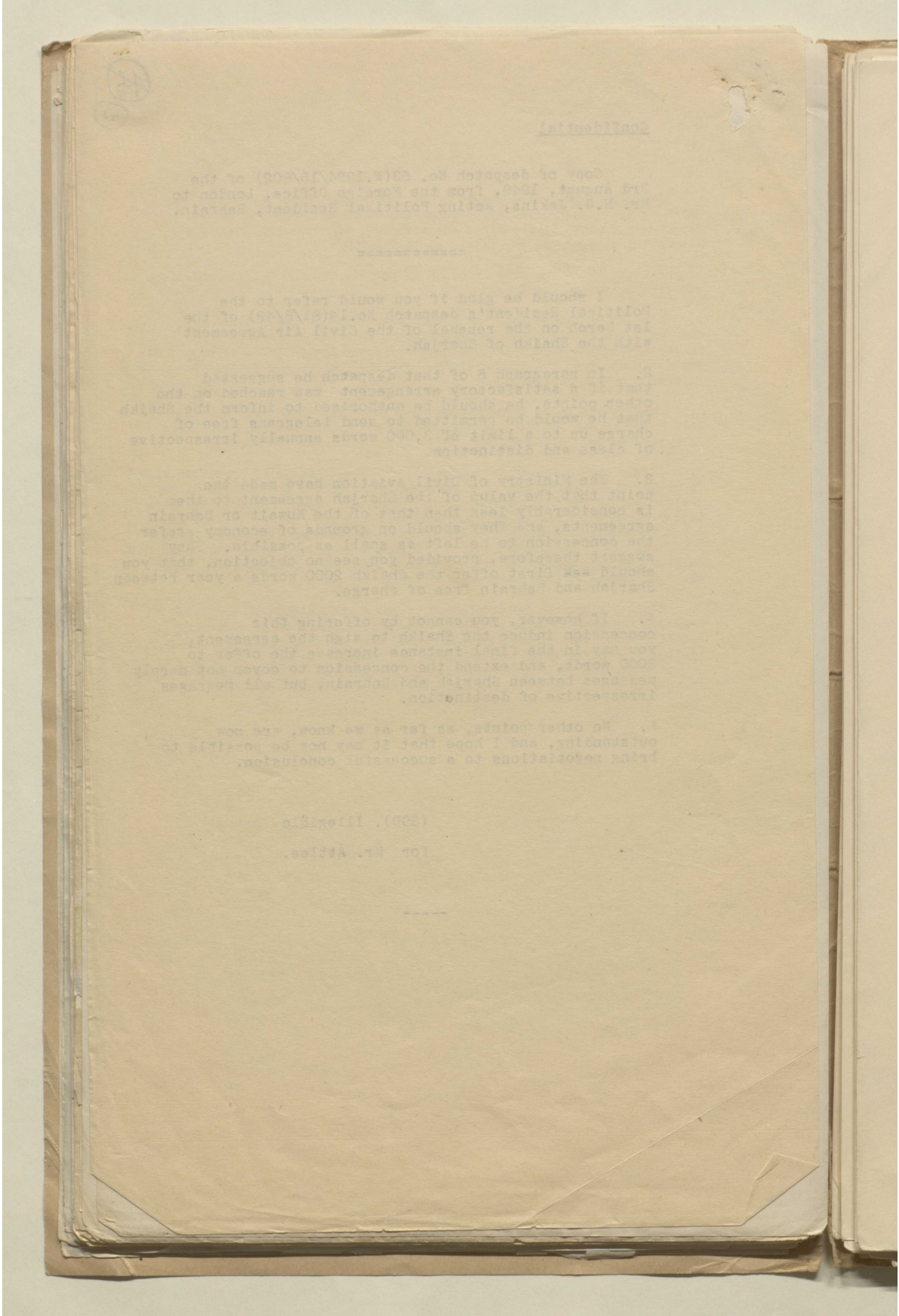
4. If however, you cannot by offering this
concession induce the Shaikh to sign the agreement,
you may in the final instance increase the offer to
3000 words, and extend the concession to cover not merely
messages between Sharjah and Bahrain, but all messages
irrespective of destination.

5. No other points, as far as we know, are now
outstanding, and I hope that it may now be possible to
bring negotiations to a successful conclusion.

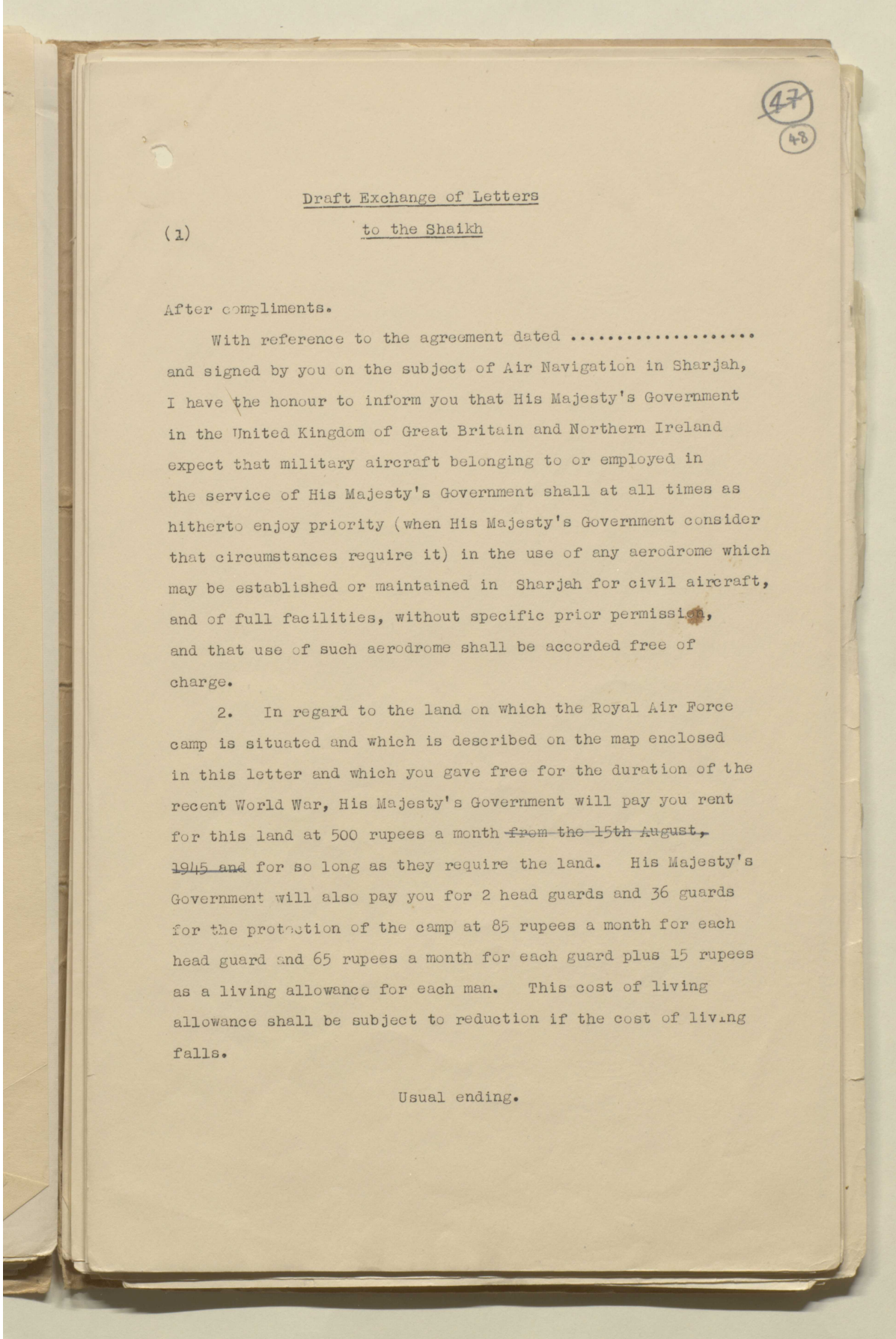
(SGD). Illegible

for Mr. Attlee.

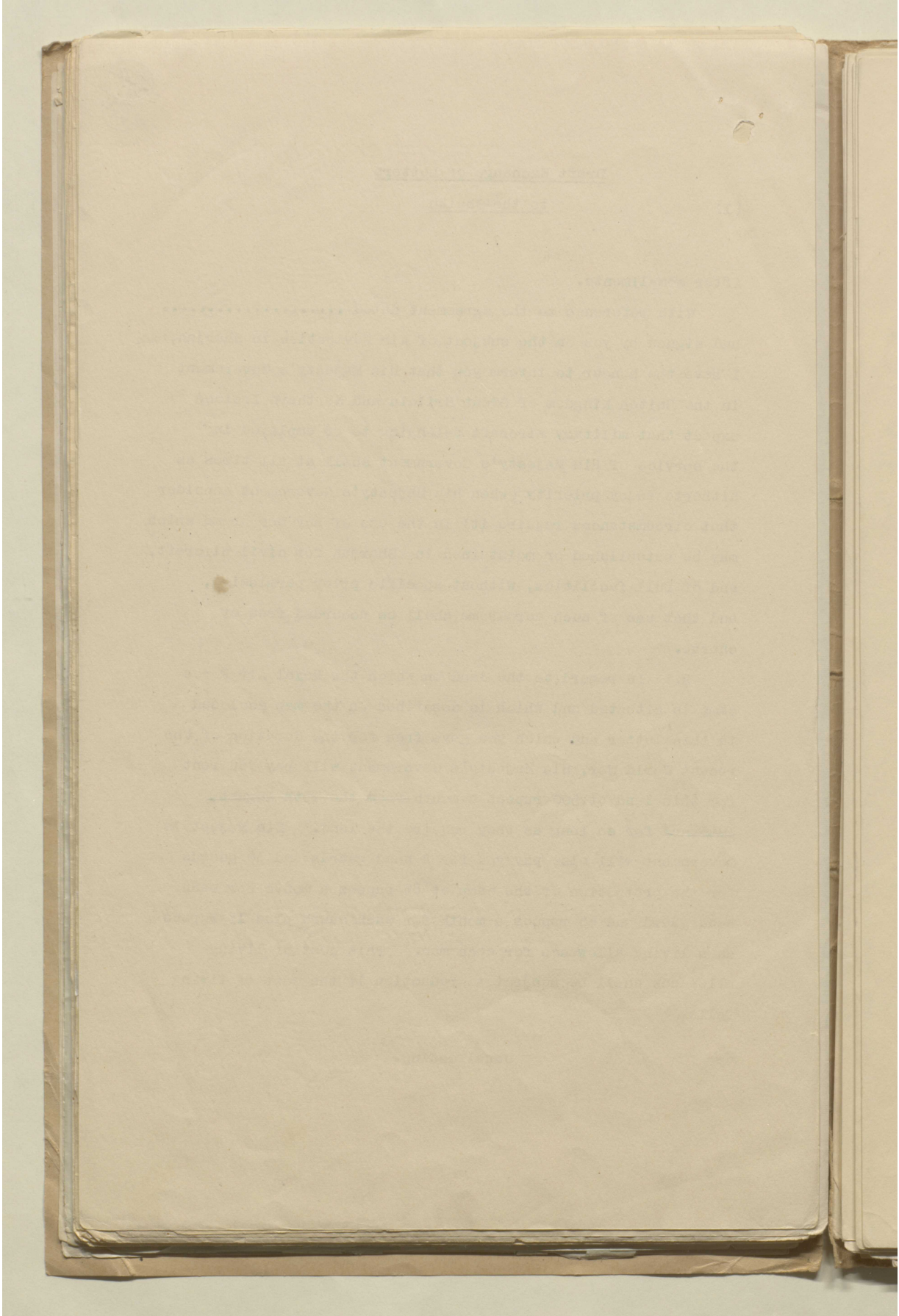
"ملف رقم ٥١/٣٦٠٤٠٤ اتفاقية طيران الشارقة" [٤٧/٤٠٠/٩٤]

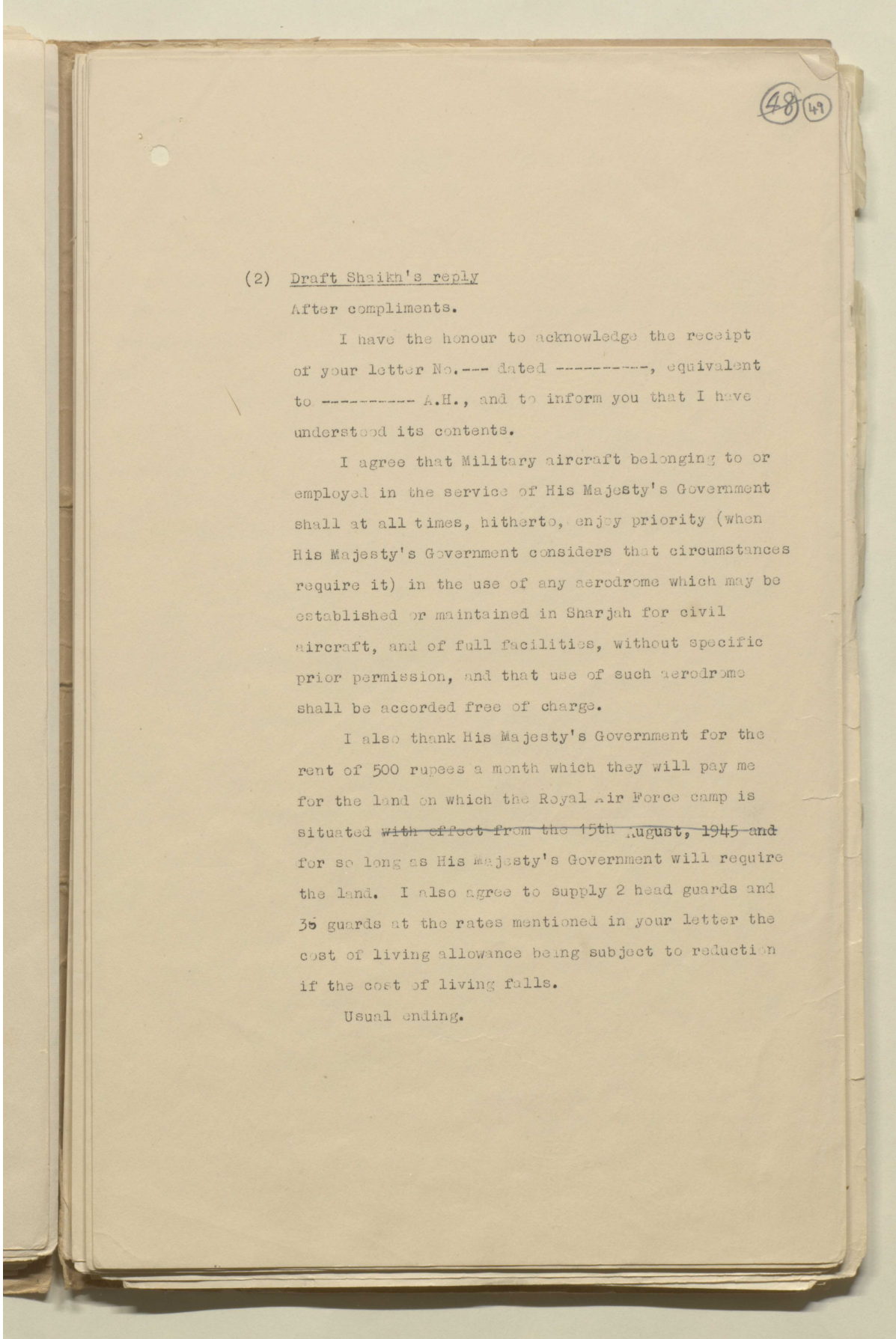


"ملف رقم ٥١/٣٦٠٤، اتفاقية طيران الشارقة" [٤٨ و] (٢٠٠١/٩٥)

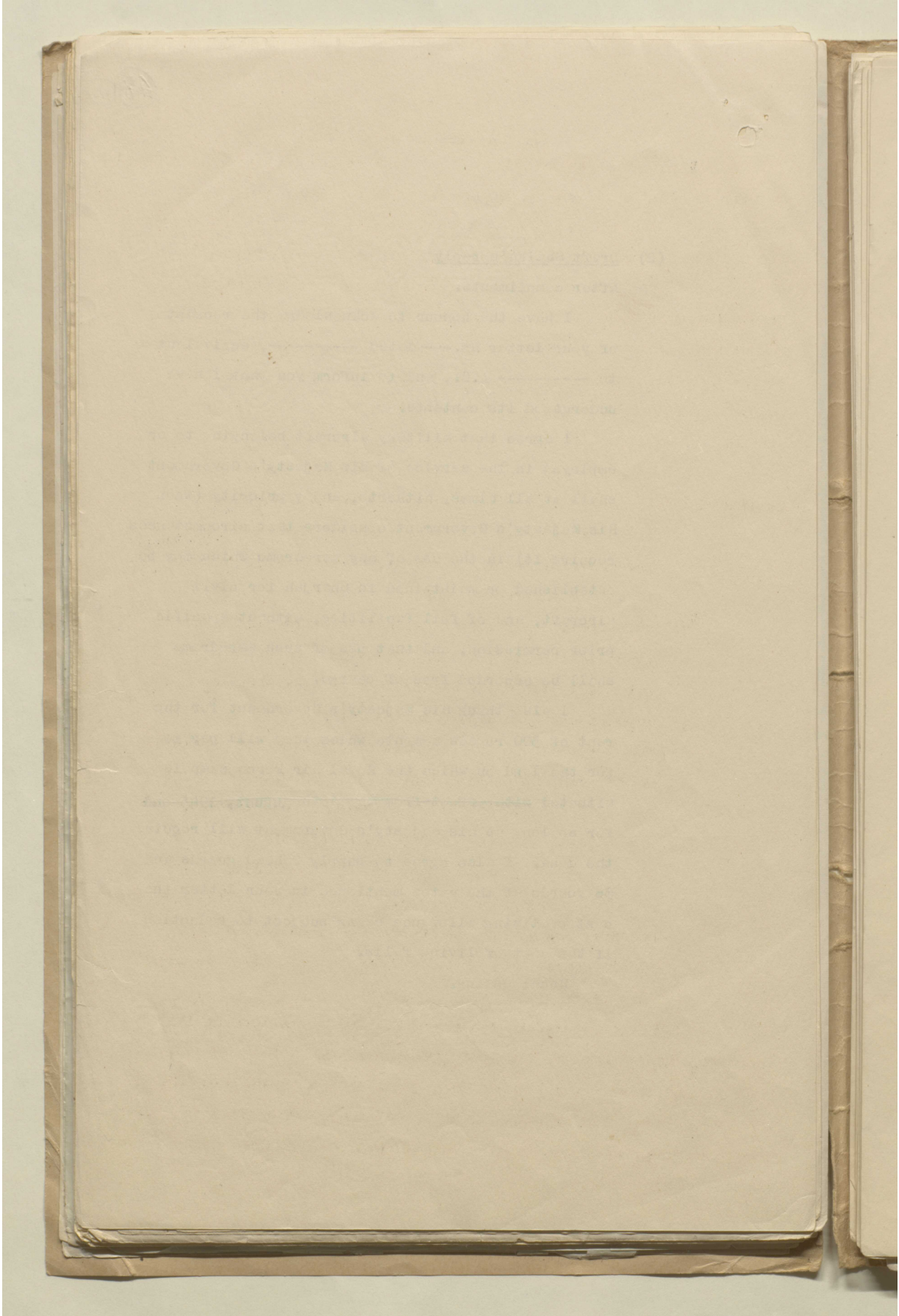


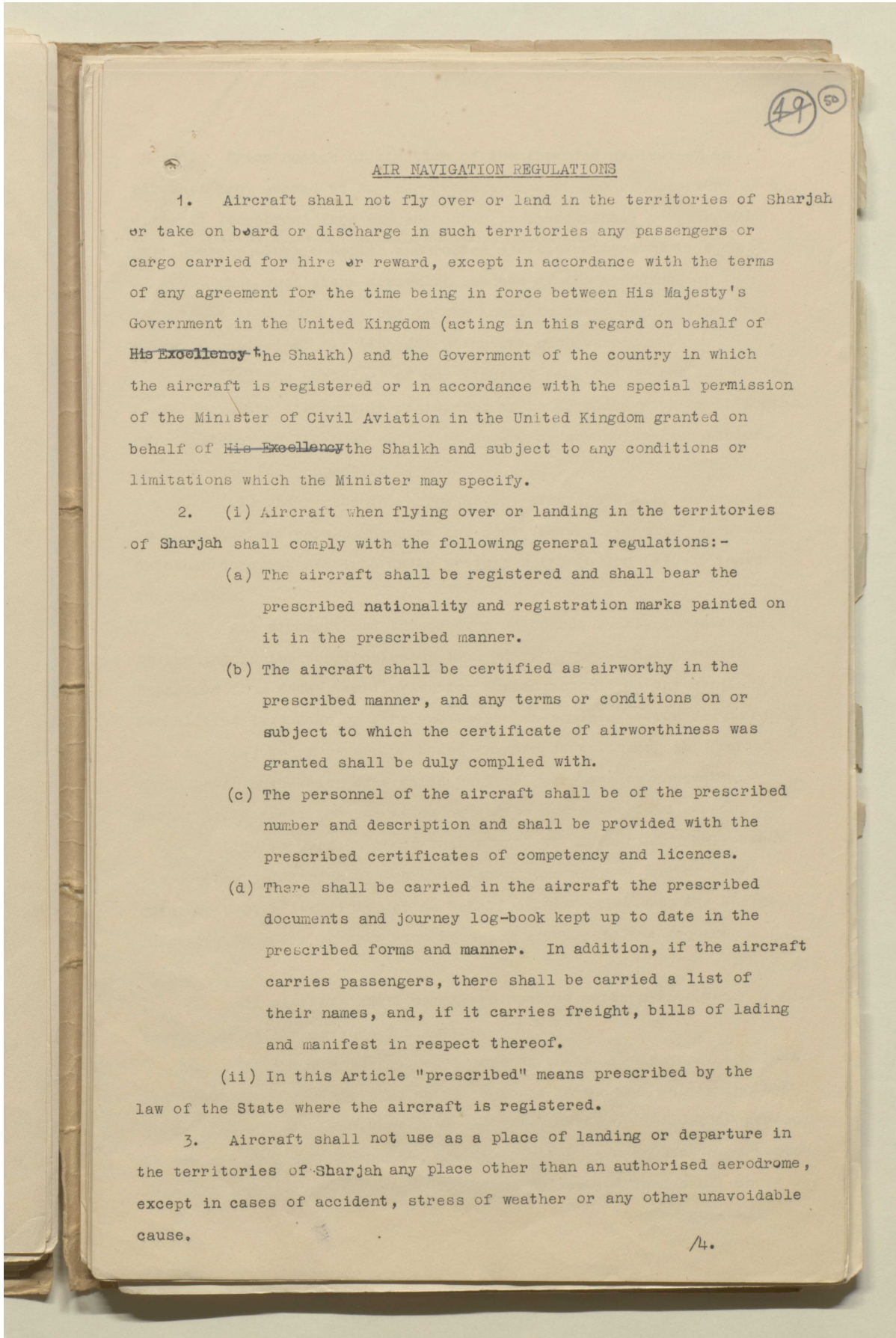
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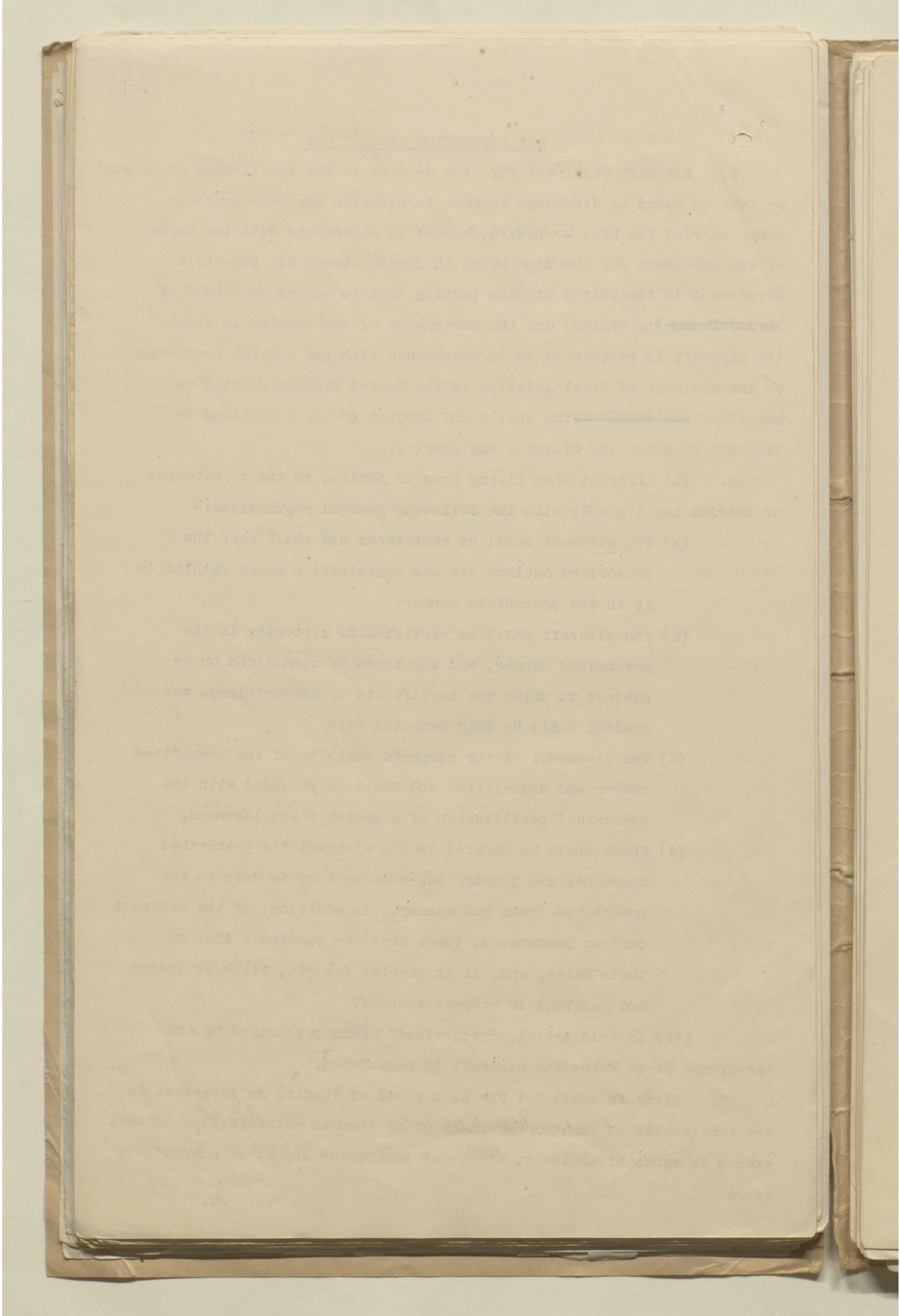


"ملف رقم ٥١/٣٦٠٤ اتفاقية طيران الشارقة" [٩٤ظ] (٢٠٠٠/٩٨)





"ملف رقم ٤٣٦/٥١ اتفاقية طيران الشارقة" [٥٠ ظ] (٢٠٠٠/١٠٠)



"ملف رقم ٥١/٣٦٠٤٠١ اتفاقية طيران الشارقة" [٥١] [١٠١/٢٠٠٠]

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4. Prior notice of the time of the intended arrival of an aircraft from abroad at any aerodrome in Sharjah and of departure of the aircraft for abroad from any aerodrome in Sharjah shall be given to ~~the Customs, Public Health and Police Administrations of Sharjah~~ ^{Quarantine and other authorities concerned in}.

5. The conditions governing the use of the aerodrome or aerodromes in Sharjah set out in the Annex to these Regulations shall apply in respect of all aircraft using any such aerodrome.

6. (i) The personnel of any aircraft required by the law of the State where the aircraft is registered to be provided with certificates of competency or licences shall, on demand by any authorised person, produce them for inspection by him.

(ii) The person in charge of the aircraft shall, on demand by an authorised person, produce any certificate, licence, log-book or other document required under Article 2 (1) (b) or (d), of these Regulations.

7. All aircraft and the persons on board, shall, immediately on landing in the territories of Sharjah from abroad and prior to departure from those territories for abroad, submit to the sanitary formalities laid down by ~~the Public Health Administration of Sharjah~~ ^{Quarantine authorities}.

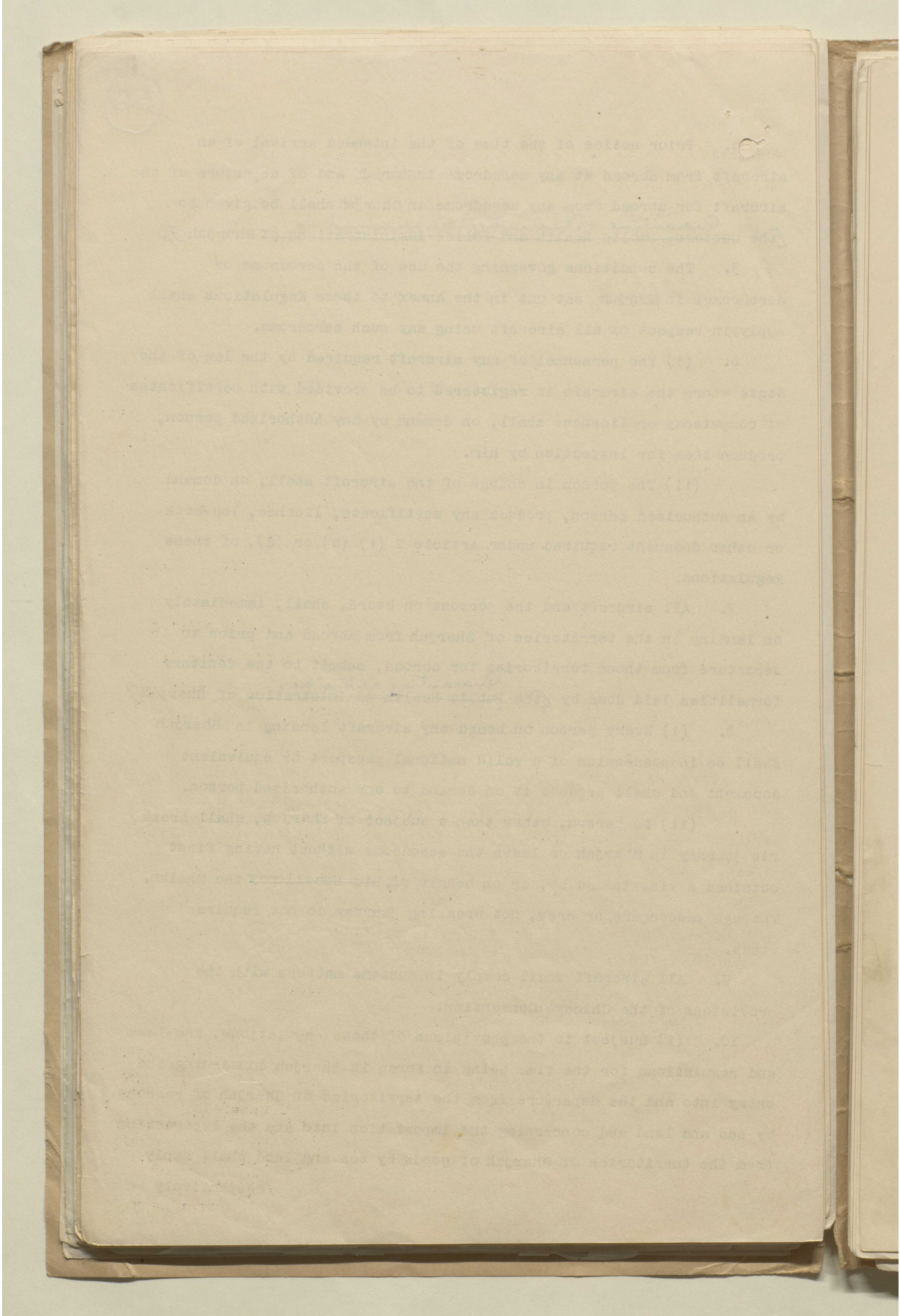
8. (i) Every person on board any aircraft landing in Sharjah shall be in possession of a valid national passport or equivalent document and shall produce it on demand to any authorised person.

(ii) No person, other than a subject of Sharjah, shall break his journey in Sharjah or leave the aerodrome without having first obtained a visa issued by, or on behalf of, ~~His Excellency the Shaikh~~. Through passengers, or crew, not breaking journey do not require visas.

9. All aircraft shall comply in customs matters with the provisions of the Chicago Convention.

10. (i) Subject to the provisions of these Regulations, the laws and regulations for the time being in force in Sharjah concerning the entry into and the departure from the territories of Sharjah of persons by sea and land and concerning the importation into and the exportation from the territories of Sharjah of goods by sea and land shall apply
/respectively

"ملف رقم ٤٣٦/٥١ . اتفاقية طيران الشارقة" [٥١ ظ] (٢٠٠١/١٠٢)



"ملف رقم ٤٣٦/٥١ اتفاقية طيران الشارقة" [٥٢] [٢٠٠/١٠٣]

respectively to the entry and departure of persons and the importation and exportation of goods by air.

(ii) If it appears to any authorised person that any person or freight has been or is likely to be embarked on or disembarked from any aircraft in Sharjah in contravention of Article 1 of these Regulations or of any other laws or regulations in force in Sharjah relating to the entry or departure of persons or the importation or exportation of goods, the authorised person may give such orders and take such steps as he may consider necessary to prevent the contravention or further contravention of the laws or regulations concerned and in particular to secure that any person or freight unlawfully embarked in Sharjah shall be disembarked again and that any aircraft from which any person or freight has been or is likely to be unlawfully disembarked, or any other aircraft belonging to the same operator, shall remove such person or freight from the territories of Sharjah again.

11. All aircraft and the persons on board shall conform with such orders under Article ¹⁰12 (ii) or otherwise as may lawfully be given by any authorised person.

12. Any authorised person shall have the right of access at all reasonable times to any aircraft for the purpose of exercising his powers and carrying out his duties under these Regulations.

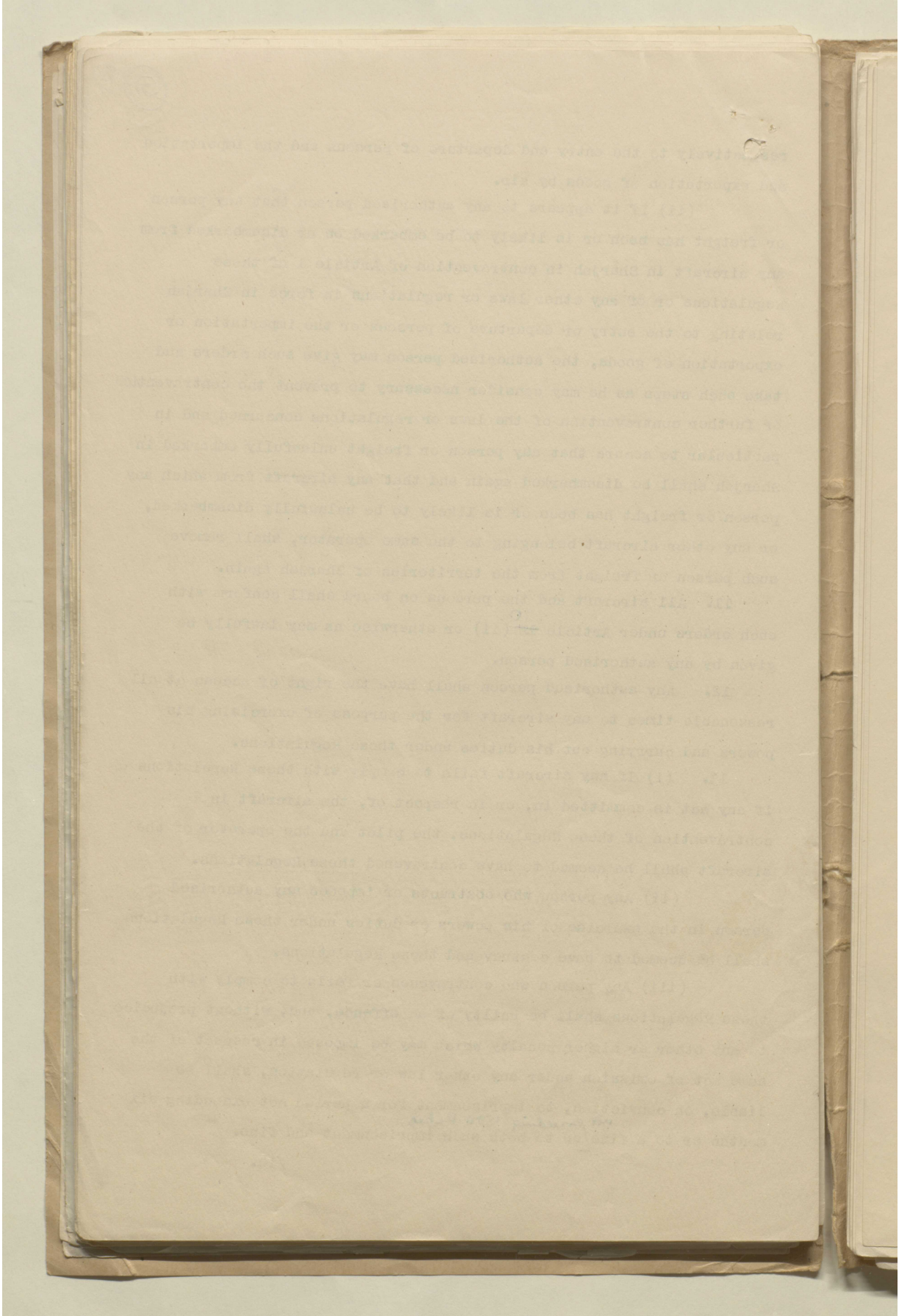
13. (i) If any aircraft fails to comply with these Regulations or if any act is committed in, or in respect of, the aircraft in contravention of these Regulations, the pilot and the operator of the aircraft shall be deemed to have contravened these Regulations.

(ii) Any person who obstructs or impedes any authorised person in the exercise of his powers or duties under these Regulations shall be deemed to have contravened these Regulations.

(iii) Any person who contravenes or fails to comply with these Regulations shall be guilty of an offence, and, without prejudice to any other or higher penalty which may be imposed in respect of the same act of omission under any other law or regulation, shall be liable, on conviction, to imprisonment for a period not exceeding six months or to a fine ^{not exceeding 1500 Riales} or to both such imprisonment and fine.

/14.

"ملف رقم ٥١/٣٦٠٤٠٤ اتفاقية طيران الشارقة" [٥٢ ظ] (٢٠٠٠/١٠٤)



"ملف رقم ٤٣٦/٥١ . اتفاقية طيران الشارقة" [٥٣و] (٢٠٠١/١٠٥)

14. (i) If it appears to an authorised person that any aircraft is intended or likely to take off or be flown-

(a) in contravention of any of the provisions of these Regulations or of the conditions governing the use of the aerodrome or aerodromes in Sharjah, or

(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 aforesaid conditions 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 take off or flight.

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

15. For the purpose of these Regulations-

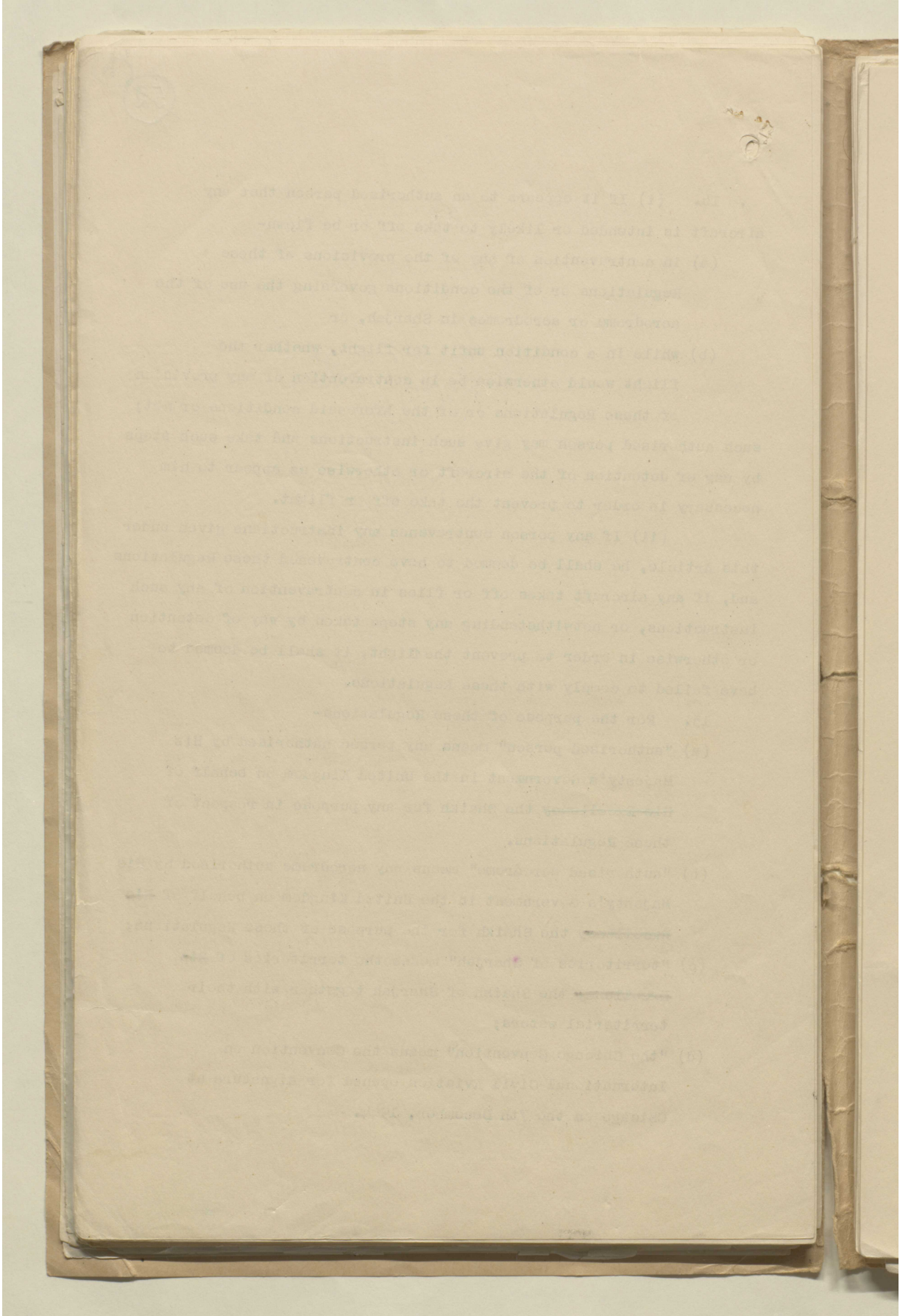
(a) "authorised person" means any person authorised by His Majesty's Government in the United Kingdom on behalf of ~~His Excellency~~ the Shaikh for any purpose in respect of these Regulations.

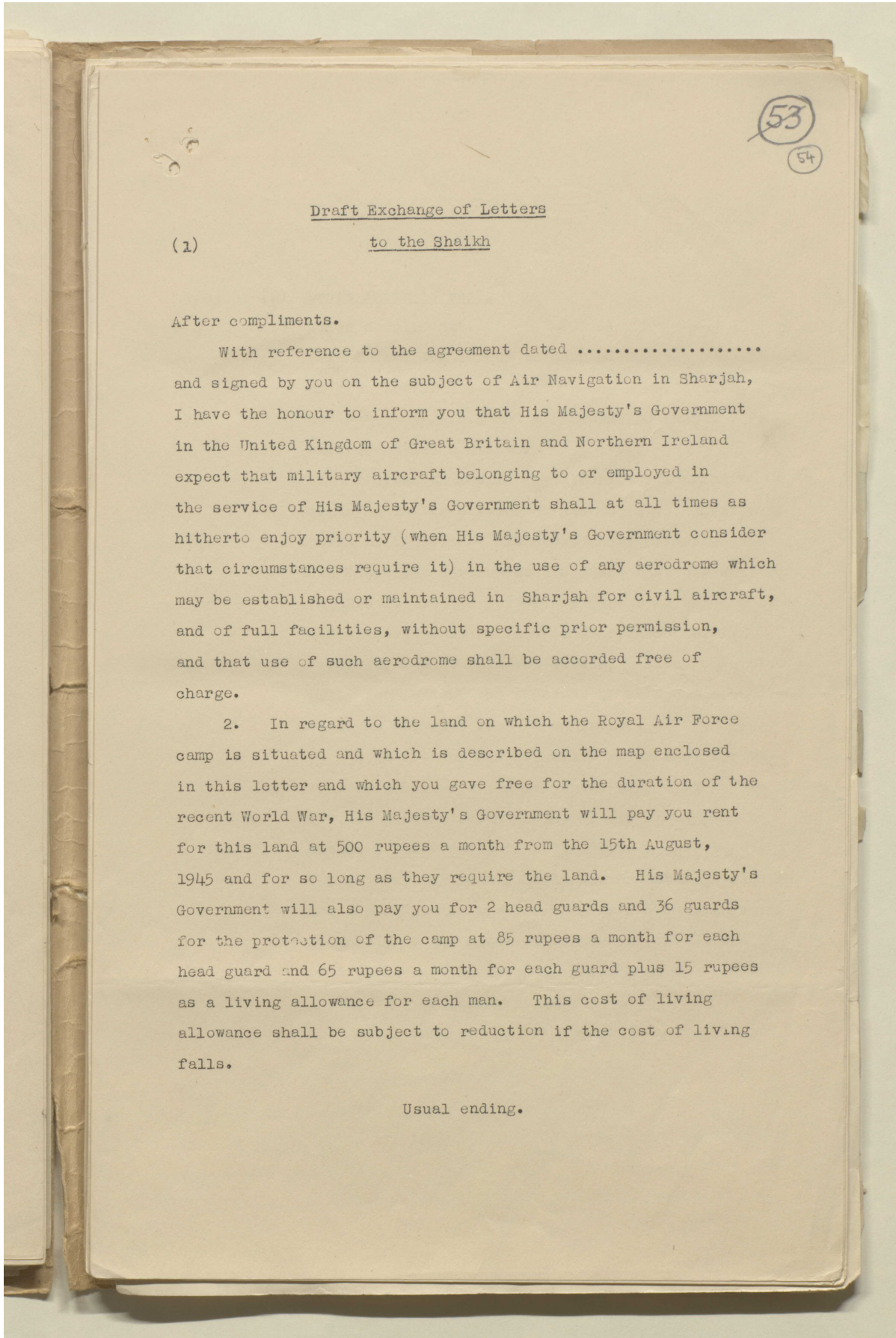
(b) "authorised aerodrome" means any aerodrome authorised by His Majesty's Government in the United Kingdom on behalf of ~~His Excellency~~ the Shaikh for the purpose of these Regulations;

(c) "territories of Sharjah" means the territories of ~~His Excellency~~ the Shaikh of Sharjah together with their territorial waters;

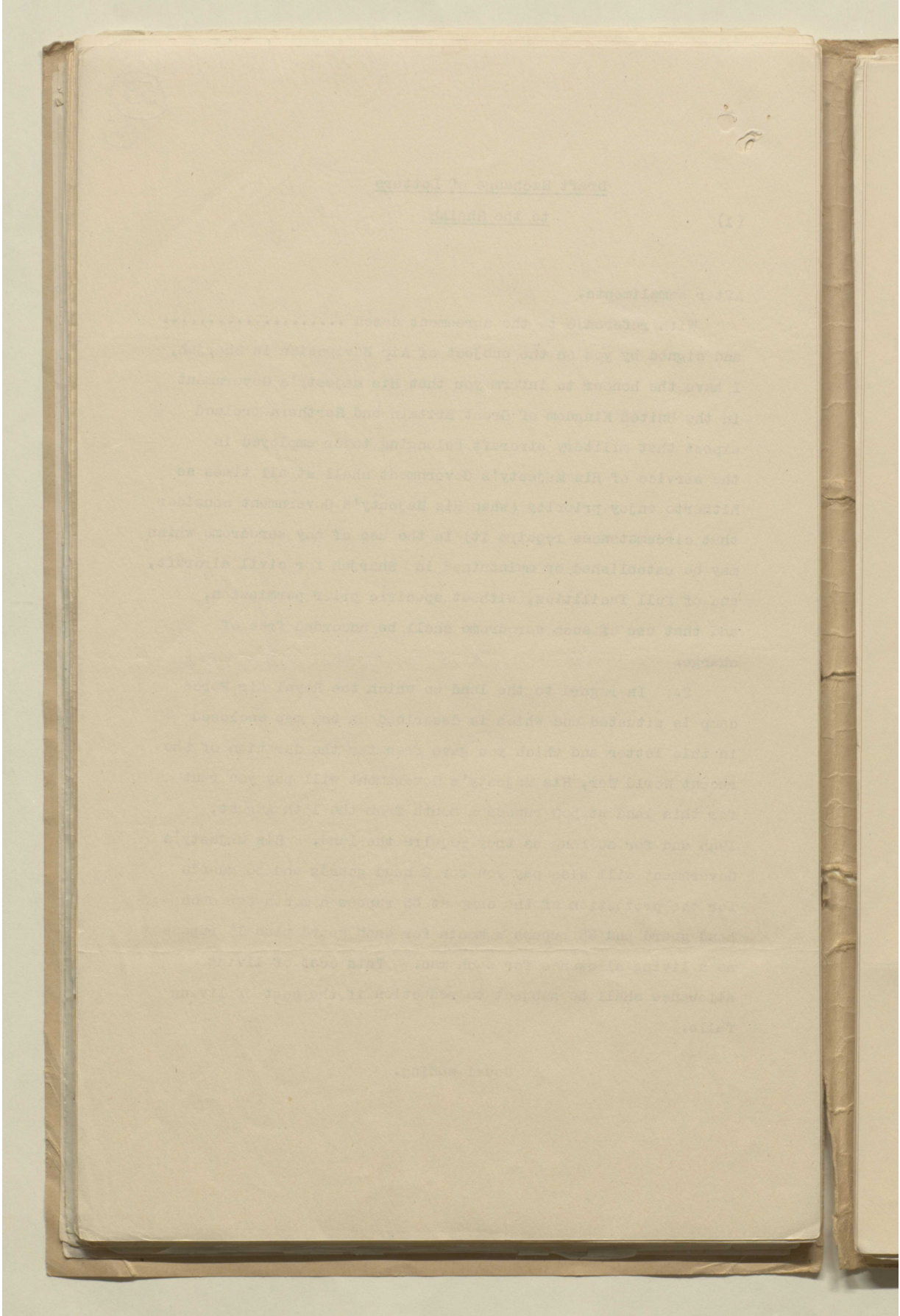
(d) "the Chicago Convention" means the Convention on International Civil Aviation opened for signature at Chicago on the 7th December, 1944.

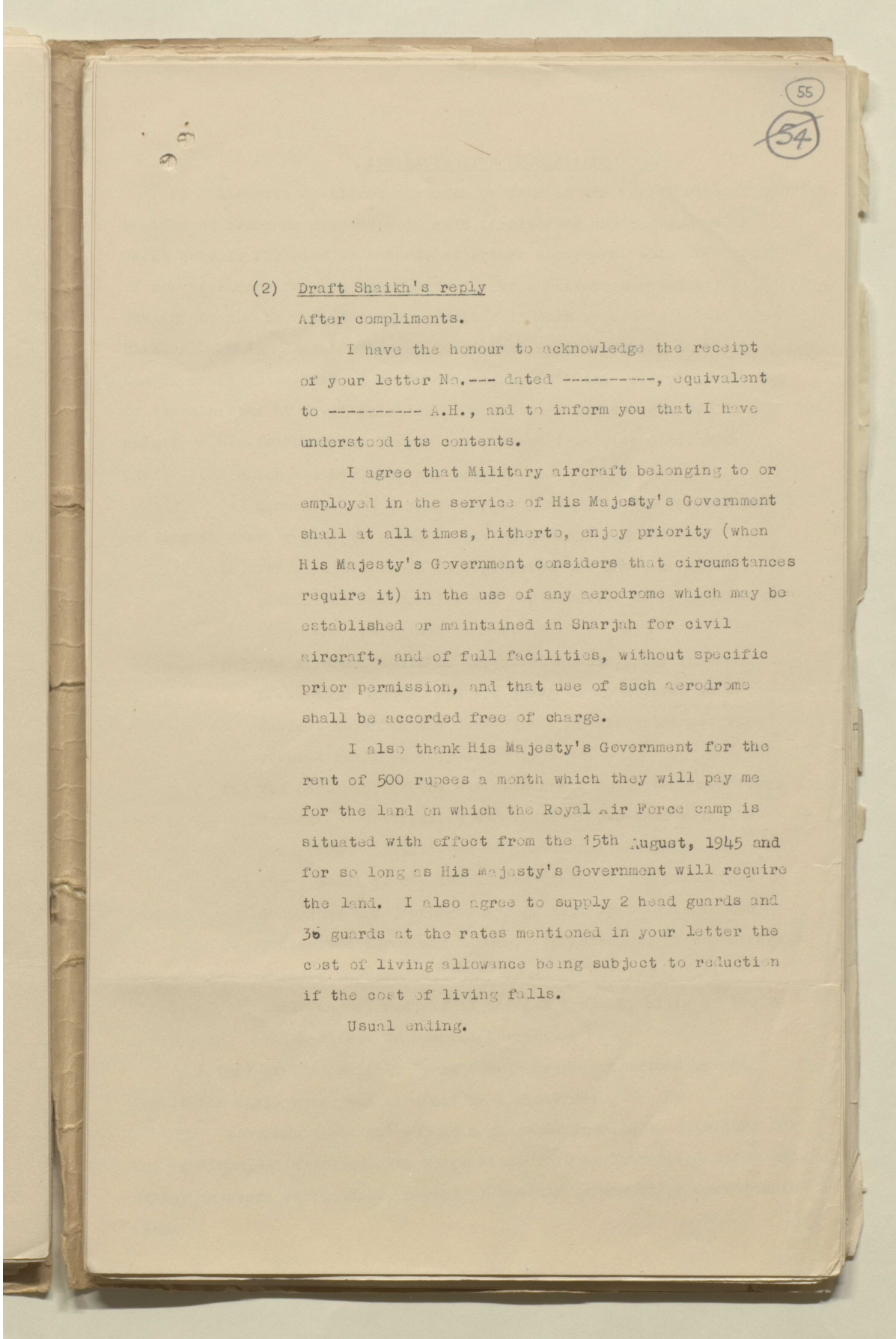
"ملف رقم ٤٣٦/٥١ . اتفاقية طيران الشارقة" [٣٥٣ ظ] (٢٠٠١/١٠٦)



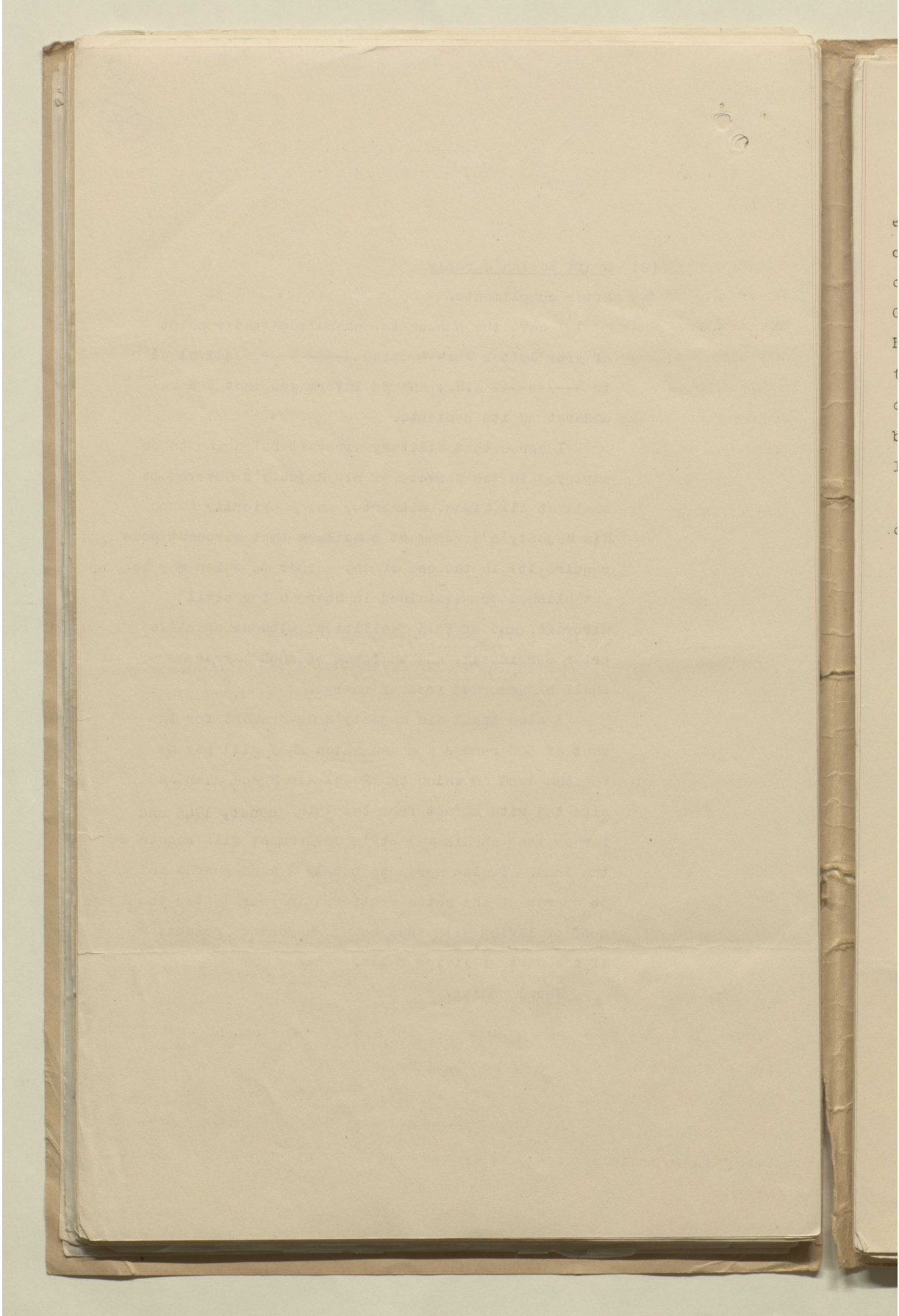


"ملف رقم ٤٣٦/٥١ . اتفاقية طيران الشارقة" [٤٥ ظ] (٢٠٠١/١٠٨)





"ملف رقم ٤٣٦/٥١ اتفاقية طيران الشارقة" [٥٥ظ] (٢٠٠/١١٠)



AIR NAVIGATION REGULATIONS

1. Aircraft shall not fly over or land in the territories of Sharjah or take on board or discharge in such territories any passengers or cargo carried for hire or reward, 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 Excellency 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 Excellency the Shaikh and subject to any conditions or limitations which the Minister may specify.

2. (i) Aircraft when flying over or landing in the territories of Sharjah shall comply with the following general regulations:-

(a) The aircraft shall be registered and shall bear the prescribed nationality and registration marks painted on it in the prescribed manner.

(b) The aircraft shall be certified as airworthy in the prescribed manner, and any terms or conditions on or subject to which the certificate of airworthiness was granted shall be duly complied with.

(c) The personnel of the aircraft shall be of the prescribed number and description and shall be provided with the prescribed certificates of competency and licences.

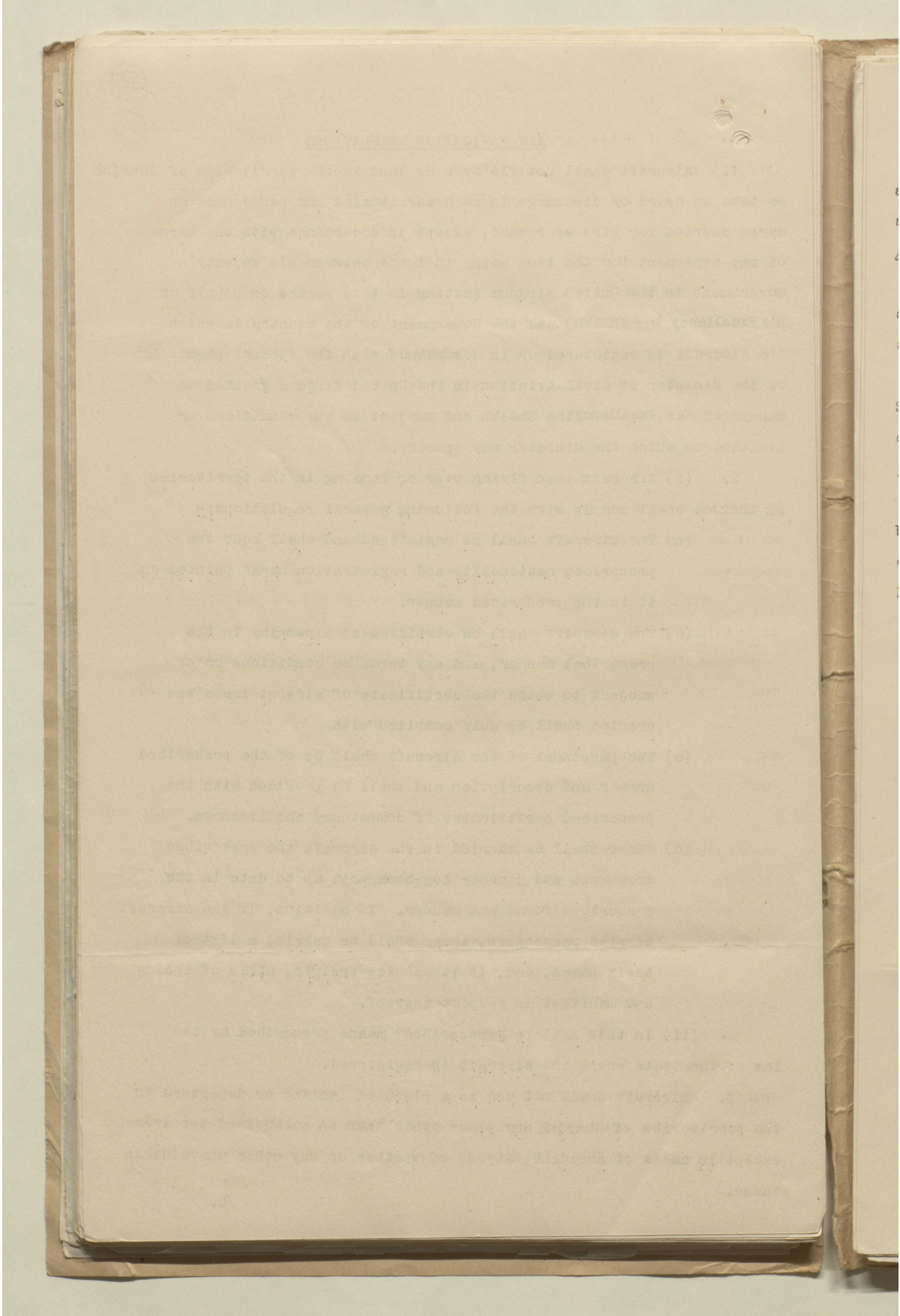
(d) There shall be carried in the aircraft the prescribed documents and journey log-book kept up to date in the prescribed forms and manner. In addition, if the aircraft carries passengers, there shall be carried a list of their names, and, if it carries freight, bills of lading and manifest in respect thereof.

(ii) In this Article "prescribed" means prescribed by the law of the State where the aircraft is registered.

3. Aircraft shall not use as a place of landing or departure in the territories of Sharjah any place other than an authorised aerodrome, except in cases of accident, stress of weather or any other unavoidable cause.

/4.

"ملف رقم ٤٣٦/٥١ . اتفاقية طيران الشارقة" [٥٦ ظ] (٢٠٠٠/١١٢)



"ملف رقم ٤٣٦/٥١ اتفاقية طيران الشارقة" [٥٧ و] (٢٠٠/١١٣)

4. Prior notice of the time of the intended arrival of an aircraft from abroad at any aerodrome in Sharjah and of departure of the aircraft for abroad from any aerodrome in Sharjah shall be given to the Customs, Public Health and Police Administrations of Sharjah.

5. The conditions governing the use of the aerodrome or aerodromes in Sharjah set out in the Annex to these Regulations shall apply in respect of all aircraft using any such aerodrome.

6. (i) The personnel of any aircraft required by the law of the State where the aircraft is registered to be provided with certificates of competency or licences shall, on demand by any authorised person, produce them for inspection by him.

(ii) The person in charge of the aircraft shall, on demand by an authorised person, produce any certificate, licence, log-book or other document required under Article 2 (1) (b) or (d), of these Regulations.

7. All aircraft and the persons on board, shall, immediately on landing in the territories of Sharjah from abroad and prior to departure from those territories for abroad, submit to the sanitary formalities laid down by the Public Health Administration of Sharjah.

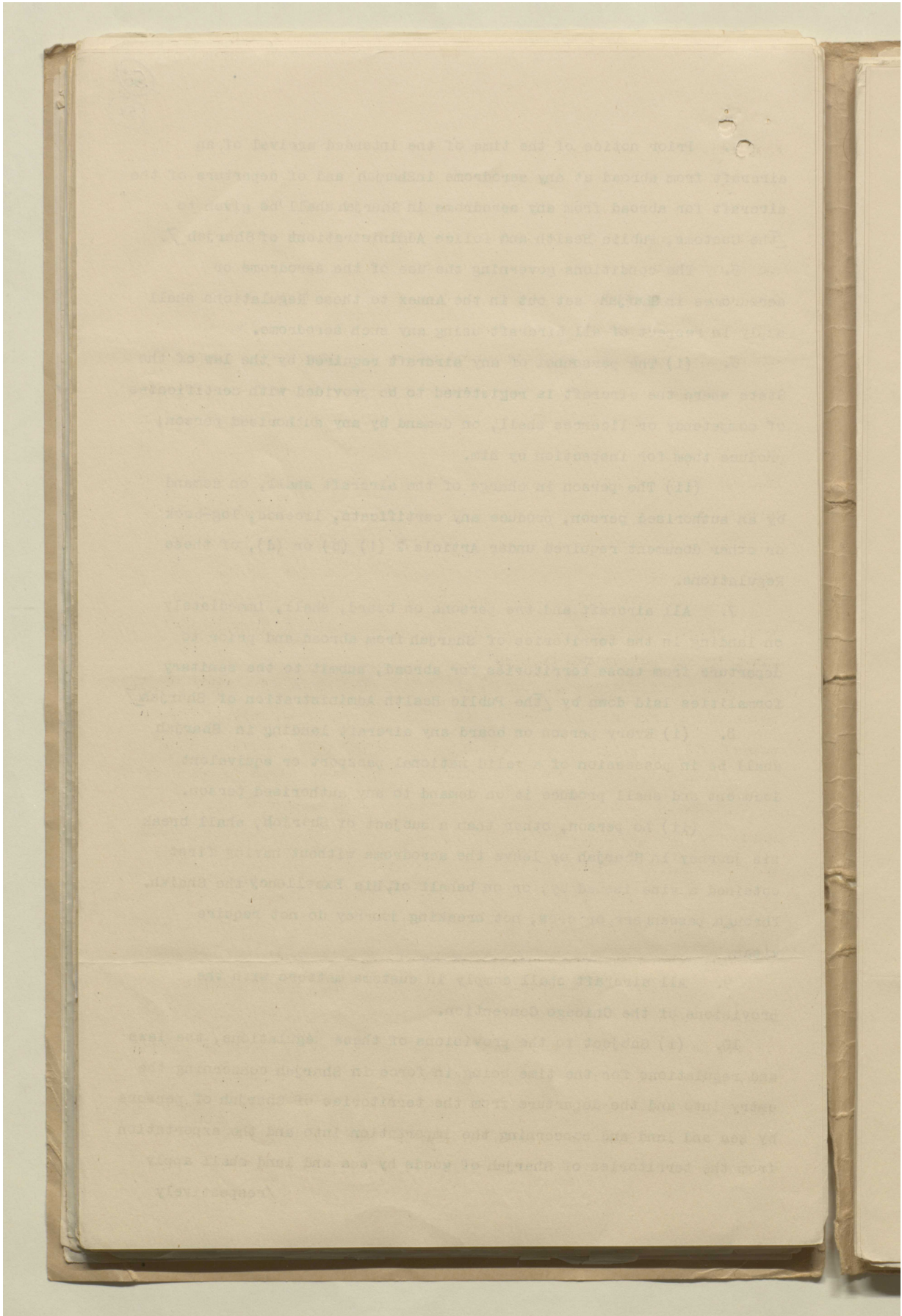
8. (i) Every person on board any aircraft landing in Sharjah shall be in possession of a valid national passport or equivalent document and shall produce it on demand to any authorised person.

(ii) No person, other than a subject of Sharjah, shall break his journey in Sharjah or leave the aerodrome without having first obtained a visa issued by, or on behalf of, His Excellency the Shaikh. Through passengers, or crew, not breaking journey do not require visas.

9. All aircraft shall comply in customs matters with the provisions of the Chicago Convention.

10. (i) Subject to the provisions of these Regulations, the laws and regulations for the time being in force in Sharjah concerning the entry into and the departure from the territories of Sharjah of persons by sea and land and concerning the importation into and the exportation from the territories of Sharjah of goods by sea and land shall apply
/respectively

"ملف رقم ٥١/٣٦٠٤٠٤ اتفاقية طيران الشارقة" [٥٧ ظ] (٢٠٠٠/١١٤)



"ملف رقم ٤٣٦/٥١ . اتفاقية طيران الشارقة" [٥٨ و] (٢٠٠/١١٥)

56 57
respectively to the entry and departure of persons and the importation and exportation of goods by air.

(ii) If it appears to any authorised person that any person or freight has been or is likely to be embarked on or disembarked from any aircraft in Sharjah in contravention of Article 1 of these Regulations or of any other laws or regulations in force in Sharjah relating to the entry or departure of persons or the importation or exportation of goods, the authorised person may give such orders and take such steps as he may consider necessary to prevent the contravention or further contravention of the laws or regulations concerned and in particular to secure that any person or freight unlawfully embarked in Sharjah shall be disembarked again and that any aircraft from which any person or freight has been or is likely to be unlawfully disembarked, or any other aircraft belonging to the same operator, shall remove such person or freight from the territories of Sharjah again.

11. All aircraft and the persons on board shall conform with such orders under Article 12 (ii) or otherwise as may lawfully be given by any authorised person.

12. Any authorised person shall have the right of access at all reasonable times to any aircraft for the purpose of exercising his powers and carrying out his duties under these Regulations.

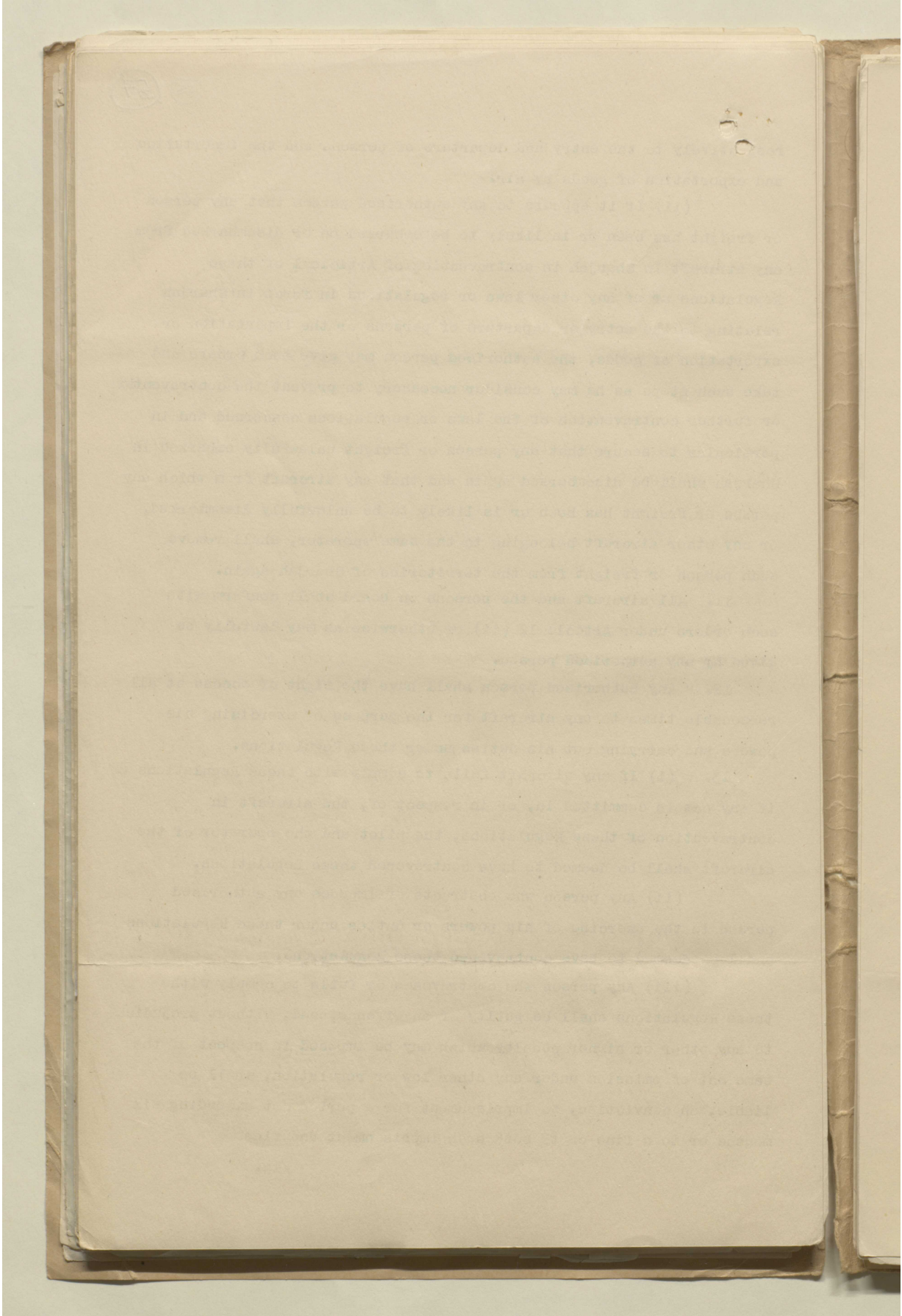
13. (i) If any aircraft fails to comply with these Regulations or if any act is committed in, or in respect of, the aircraft in contravention of these Regulations, the pilot and the operator of the aircraft shall be deemed to have contravened these Regulations.

(ii) Any person who obstructs or impedes any authorised person in the exercise of his powers or duties under these Regulations shall be deemed to have contravened these Regulations.

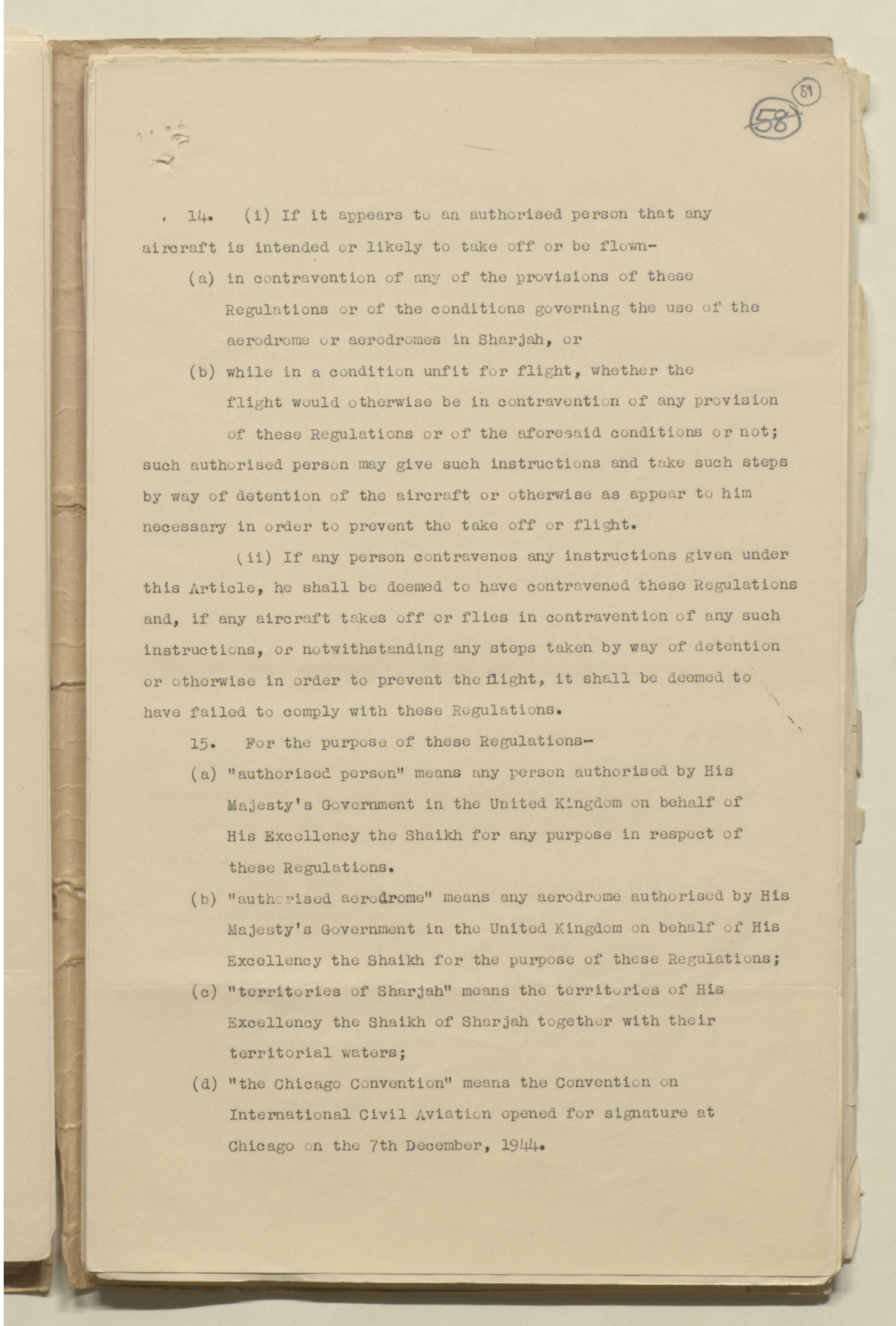
(iii) Any person who contravenes or fails to comply with these Regulations shall be guilty of an offence, and, without prejudice to any other or higher penalty which may be imposed in respect of the same act of omission under any other law or regulation, shall be liable, on conviction, to imprisonment for a period not exceeding six months or to a fine or to both such imprisonment and fine.

/14.

"ملف رقم ٤٣٦/٥١ ، اتفاقية طيران الشارقة" [٥٨ظ] (٢٠٠٠/١١٦)



"ملف رقم ٤٣٦/٥١ . اتفاقية طيران الشارقة" [٥٩] [٢٠٠/١١٧]



14. (i) If it appears to an authorised person that any aircraft is intended or likely to take off or be flown-

(a) in contravention of any of the provisions of these Regulations or of the conditions governing the use of the aerodrome or aerodromes in Sharjah, or

(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 aforesaid conditions 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 take off or flight.

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

15. For the purpose of these Regulations-

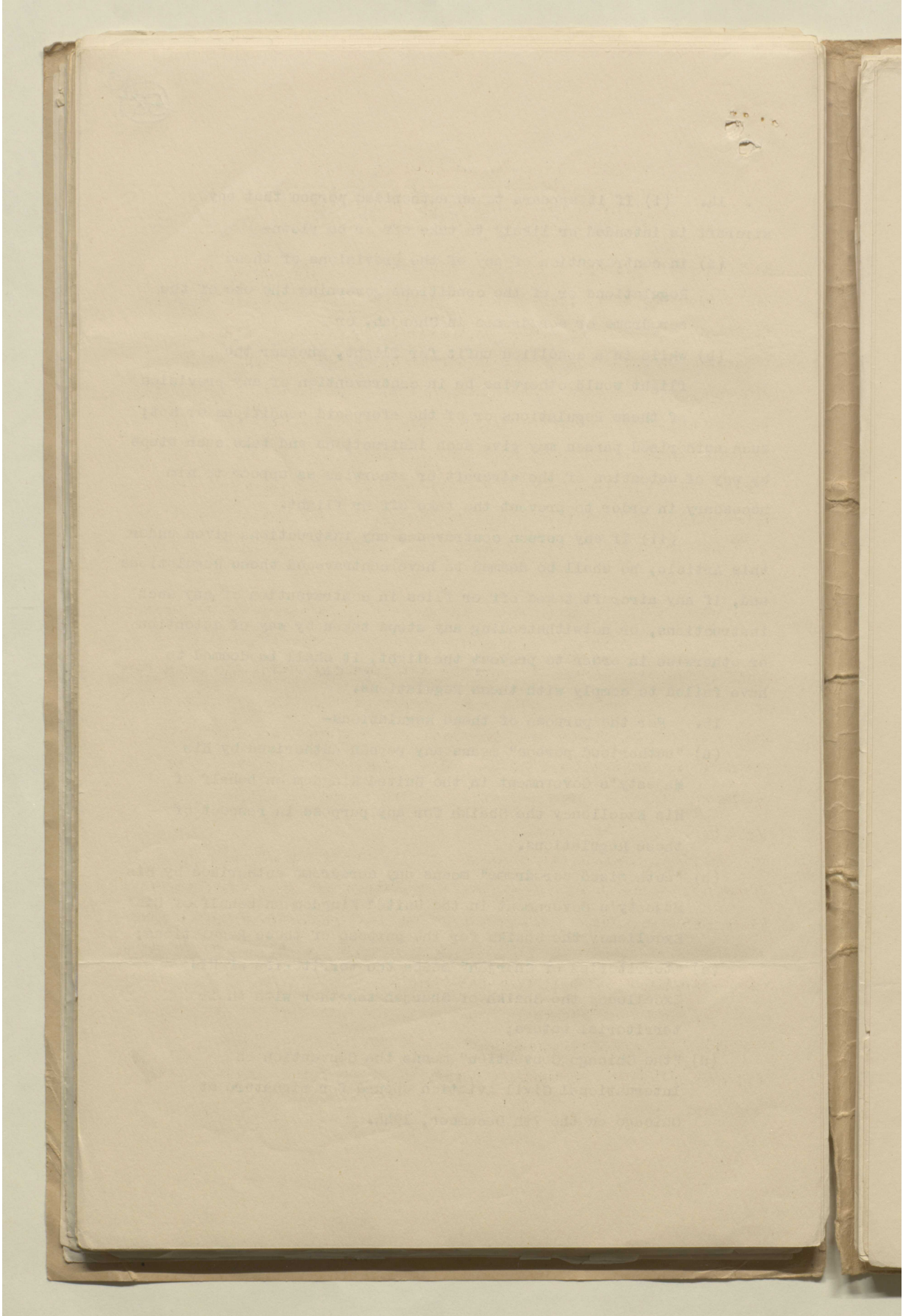
(a) "authorised person" means any person authorised by His Majesty's Government in the United Kingdom on behalf of His Excellency the Shaikh for any purpose in respect of these Regulations.

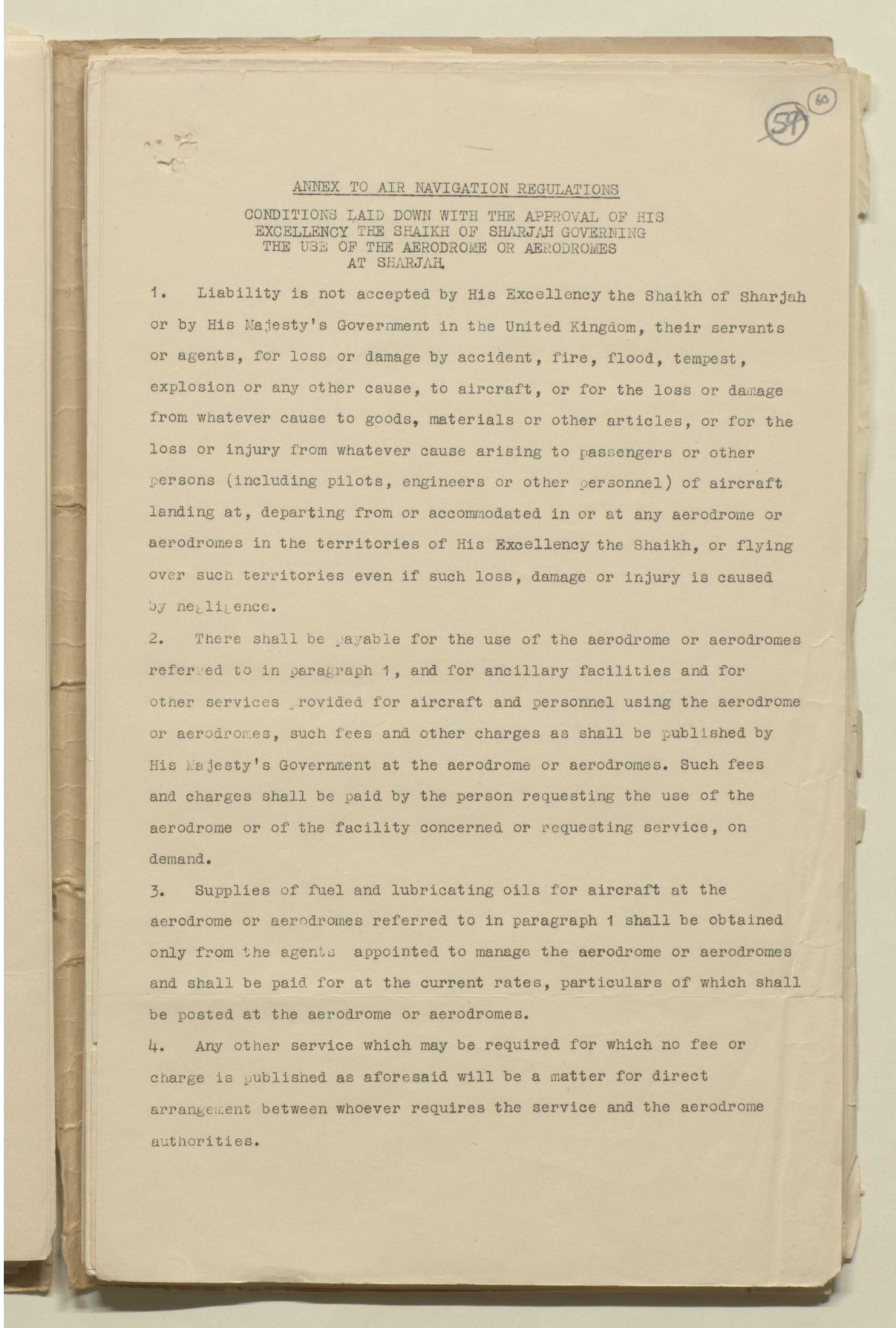
(b) "authorised aerodrome" means any aerodrome authorised by His Majesty's Government in the United Kingdom on behalf of His Excellency the Shaikh for the purpose of these Regulations;

(c) "territories of Sharjah" means the territories of His Excellency the Shaikh of Sharjah together with their territorial waters;

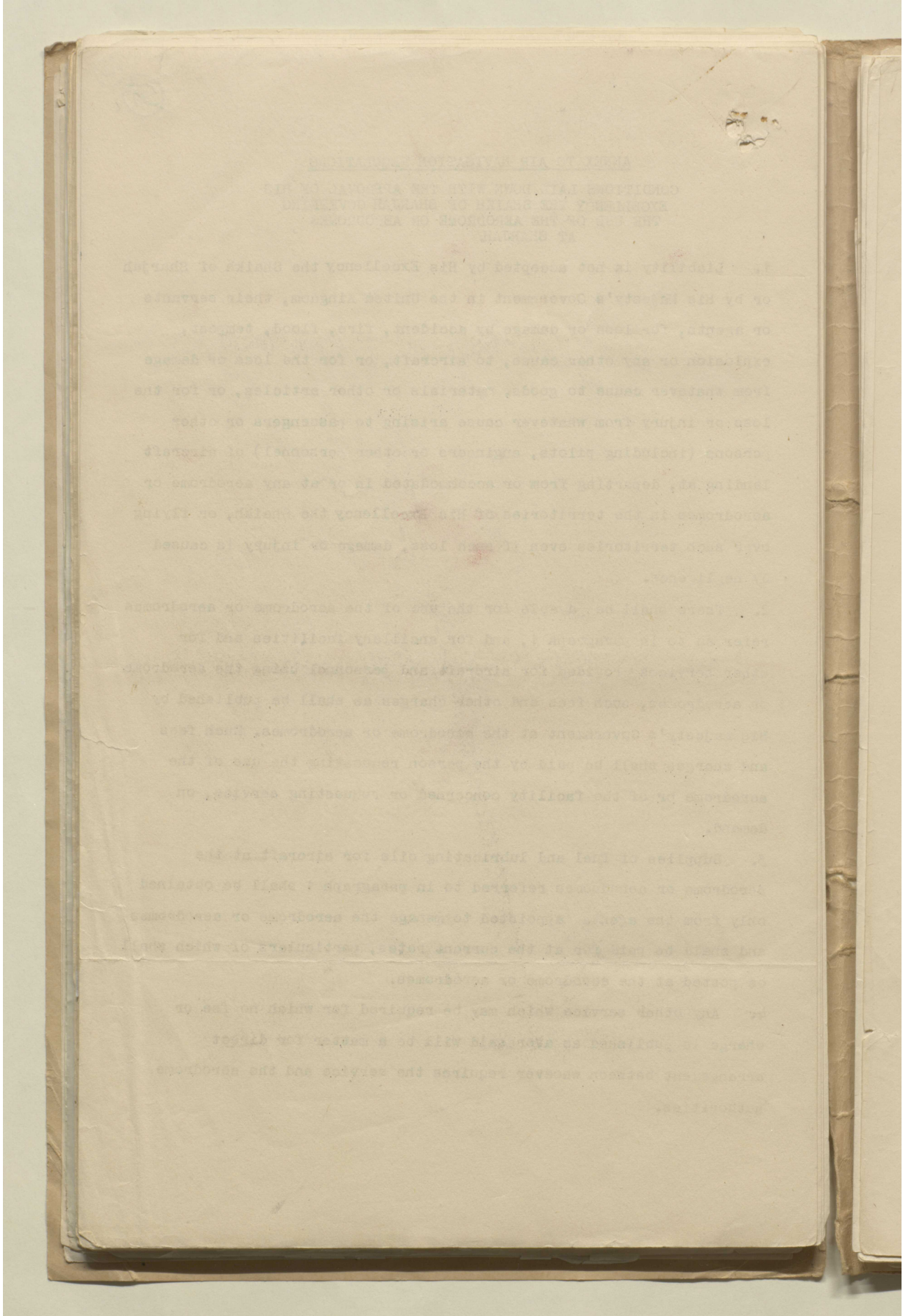
(d) "the Chicago Convention" means the Convention on International Civil Aviation opened for signature at Chicago on the 7th December, 1944.

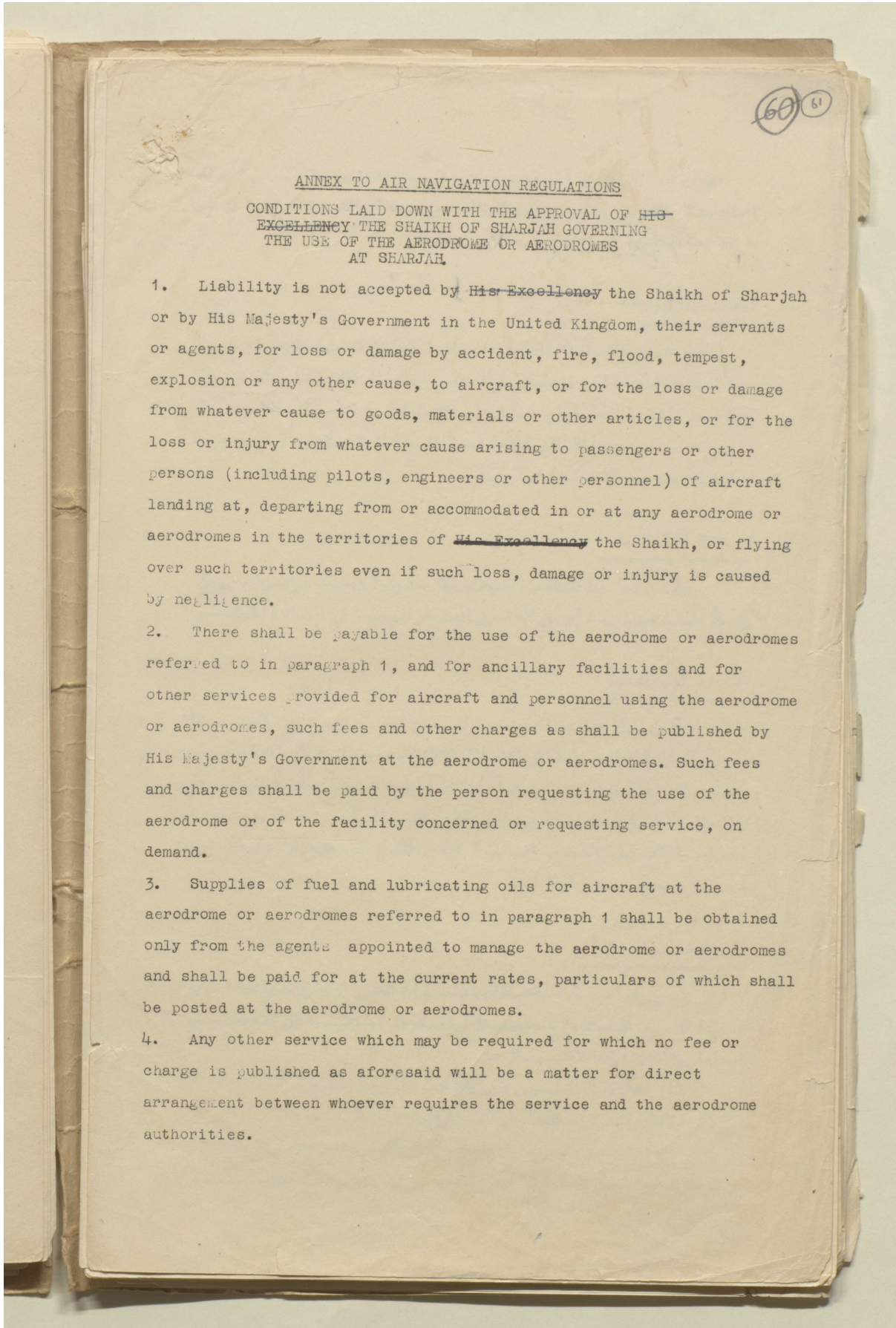
"ملف رقم ٥١/٣٦٠٤٠٠ اتفاقية طيران الشارقة" [٥٩ظ] (١١٨/٢٠٠٠)

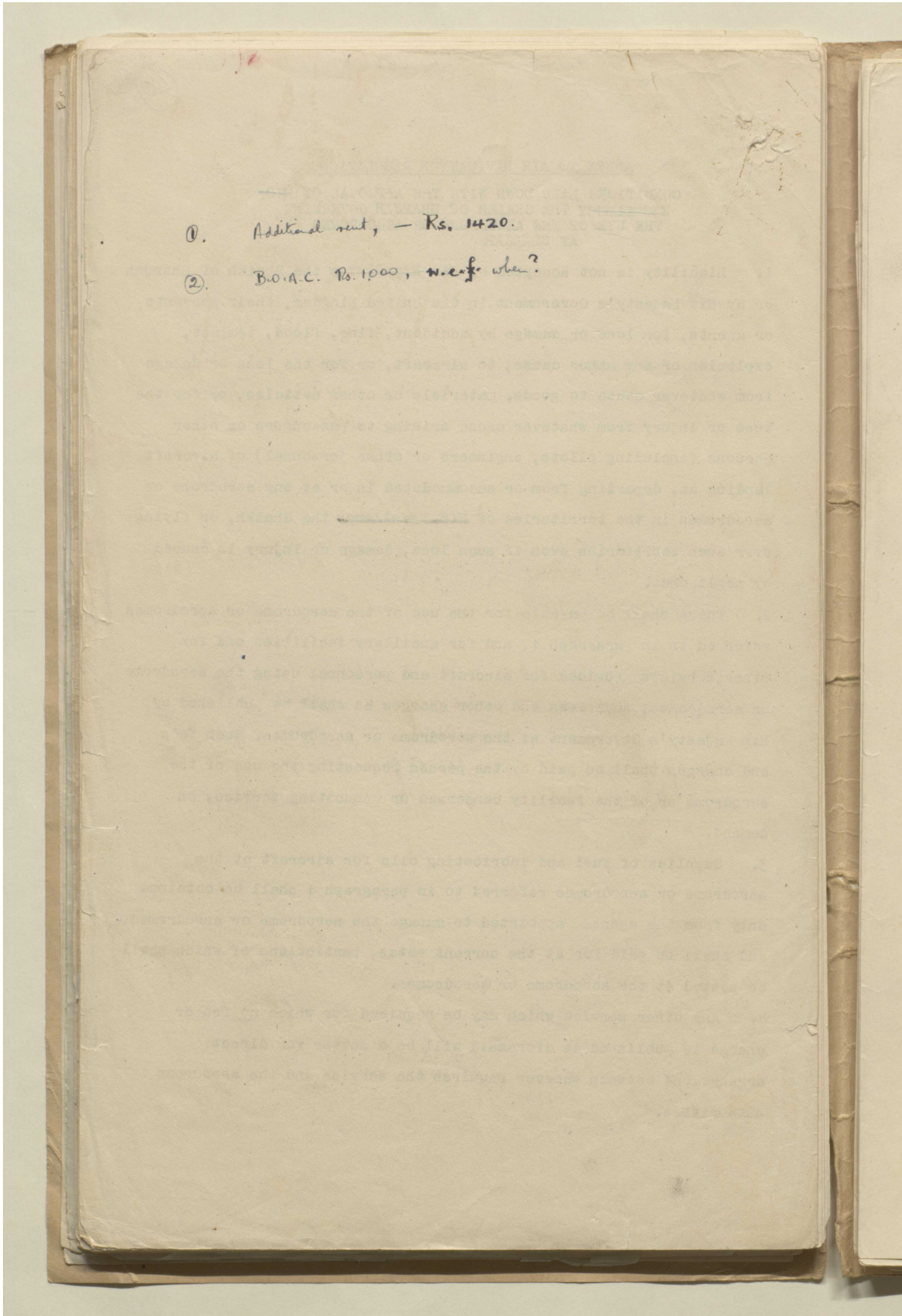




"ملف رقم ٤٣٦/٥١ . اتفاقية طيران الشارقة" [٦٠ ظ] (٢٠٠/١٢٠)







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عناوين نصوص الاتفاقية الانكليزية بين حكومة صاحب الجلالة في المملكة المتحدة والشيخ صدرين سلطان القاسبي حاكم المشاركة فيما يتعلق بالملاحة الجوية في المشاركة.

المادة الأولى

يمنح شيخ المشاركة الحقوق المطلقة لحكومة صاحب الجلالة في المملكة المتحدة من بريطانيا العظمى وشمال أيرلندا بإنشاء وصيانة وإشغال مطار او مطارات في المشاركة مع التسهيلات الثانوية وذلك بحسب نصوص الاتفاقية الحاضرة وقواعد الملاحة الجوية الملحقه بهذه الاتفاقية .

المادة الثانية

يمكن لحكومة صاحب الجلالة بدون أي قيد أو شرط تدبير وكلاً عنها لممارسة أي من الحقوق المشار إليها في المادة الأولى .

المادة الثالثة

يمكن لحكومة صاحب الجلالة ان تتخذ وتدفع في الاجراء لفرض الملاحة الجوية في المشاركة الانظمة العامة المناسبة لسير المواصلات والقولنيين والعلامات والاشارات والتسيير وعملية ممارسات اخرى والقوانين التي قد تصدق وتنشأ من وقت الى آخر بموجب مؤتمر الملاحة الجوية المدنية العالمية الذي افتتح للتوقيع في شيكاغو في ٧ ديسمبر ١٩٤٤م .

المادة الرابعة

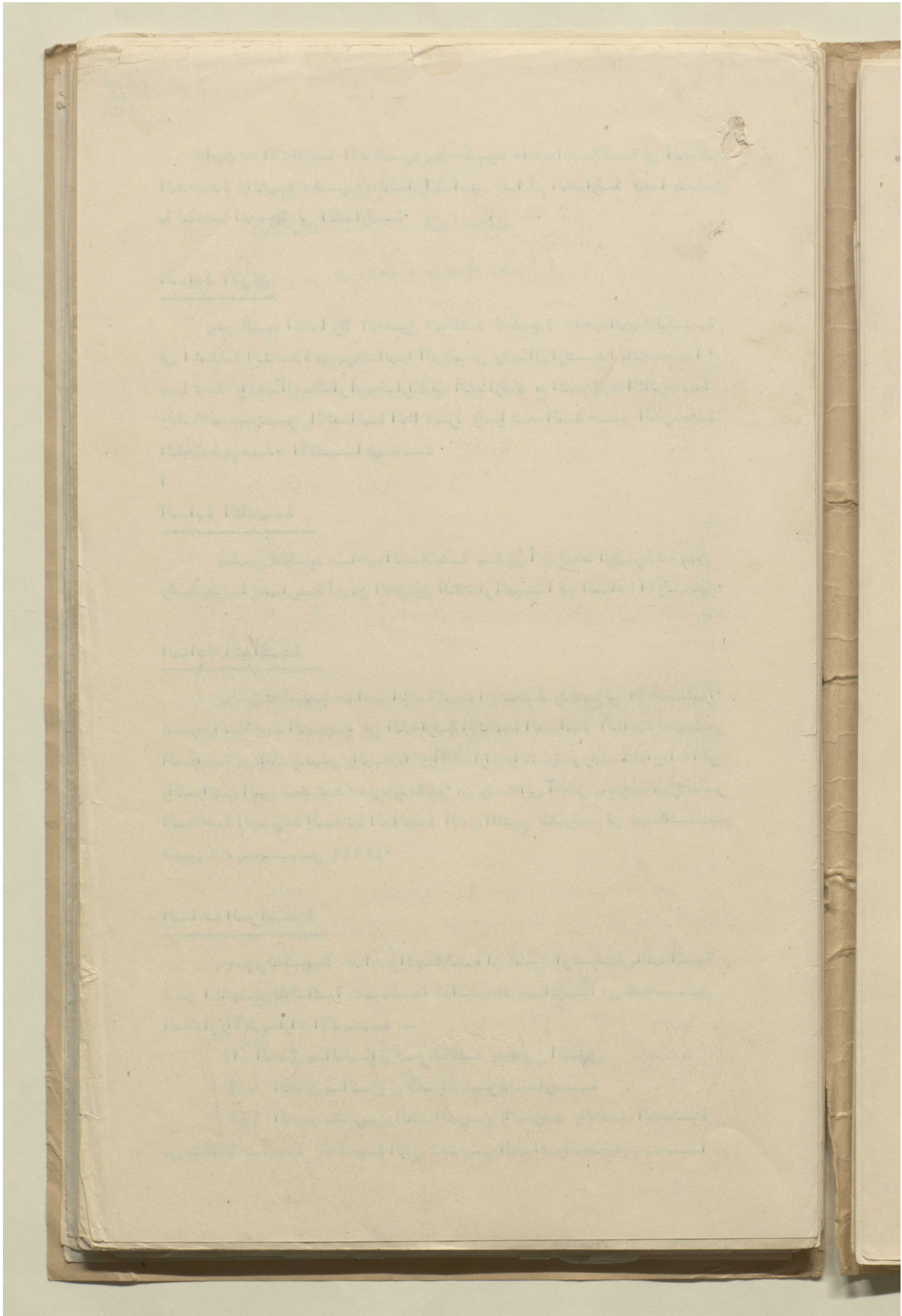
يجوز لحكومة صاحب الجلالة ان تمنح او ترفض بالنهاية عن الشيخ للطائرات مهما كانت جنسياتها ان تستعمل المطار والأمتيازات الاتية -

(أ) الحق بالطيران عبر منطقتيه بدون النزول

(ب) الحق بالنزول لأغراض غير تجارية

(ج) الحق بتنزيل المسافرين والبريد والحمل الحمله

من منطقة تابعة للحكومة التي تندسب الطائرة بجنسيتها



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- ٢ -

(د) الحق بان تأخذ مطلقين والبريد وحمل وجهة سفرها الى المنطقة الخاصة بالحكومة التي تنتسب لطائرة بمجرد سنها .
(هـ) الحق بان تأخذ مسافرين والبريد وحمل وجهة سفرها الى منطقة تابعة لآى حكومة اخرى والحق بان تنزل مسافرين والبريد وحمل آتية من آى مثل هذه المنطقة .

المادة الخامسة

يجب ان تيسر الظلمات للظلمات بممارسمة من الامتيازات الانفة الذكر في المادة الرابعة وكافة المعاملات المتعلقة بممارستهم اياها بواسطة السلطات البريغاطية البريغاطية في خليج الفارسي او كما قد تأمر بها حكومة صاحب الجلالة .

المادة السادسة

يحق لحكومة صاحب الجلالة ومثلها المصينين من جنسها ارسال رسائل لا سلكية من واستلامها في آية محطة لا سلكية تدار حدر الاتفاقية الحاضرة فيما اذا كانت لها اولفبرها وان تجبي الاجور الخاصة بهذه الرسائل .

المادة السابعة

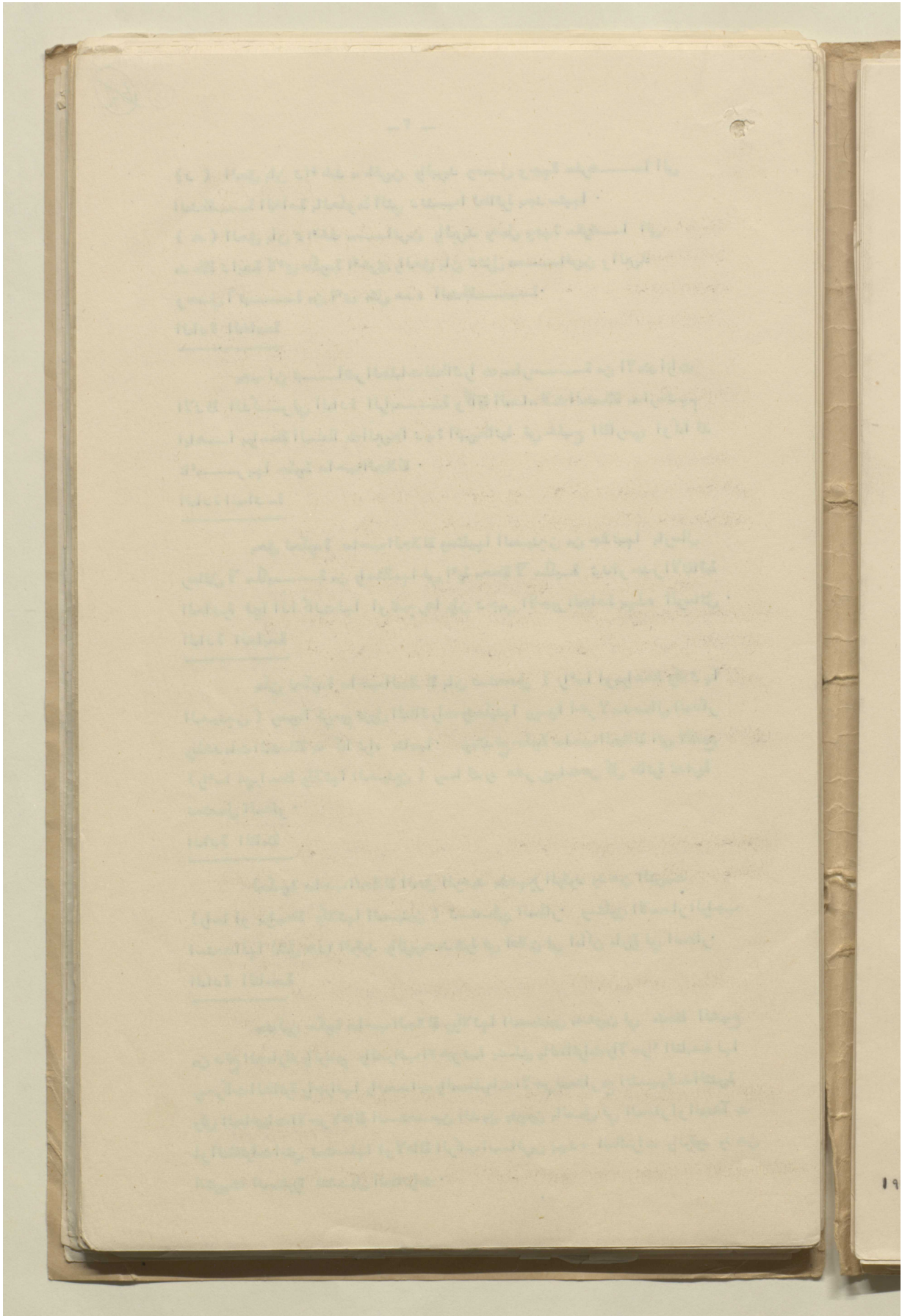
يمكن لحكومة صاحب الجلالة بان تستحصل (راسا او بواسطة وكلائها المصينين) رسوما كرسوم نزول الطائرات وتسكينها ورسوما اخر لاستعمال المطار وللخدمات المتعلقة به كما تراه مناسبا . وستدفع حكومة صاحب الجلالة الى الشيخ (راسا او بواسطة وكلائها المصينين) رسما قدره عشر روييات عن كل طائرة تجارية تستعمل المطار .

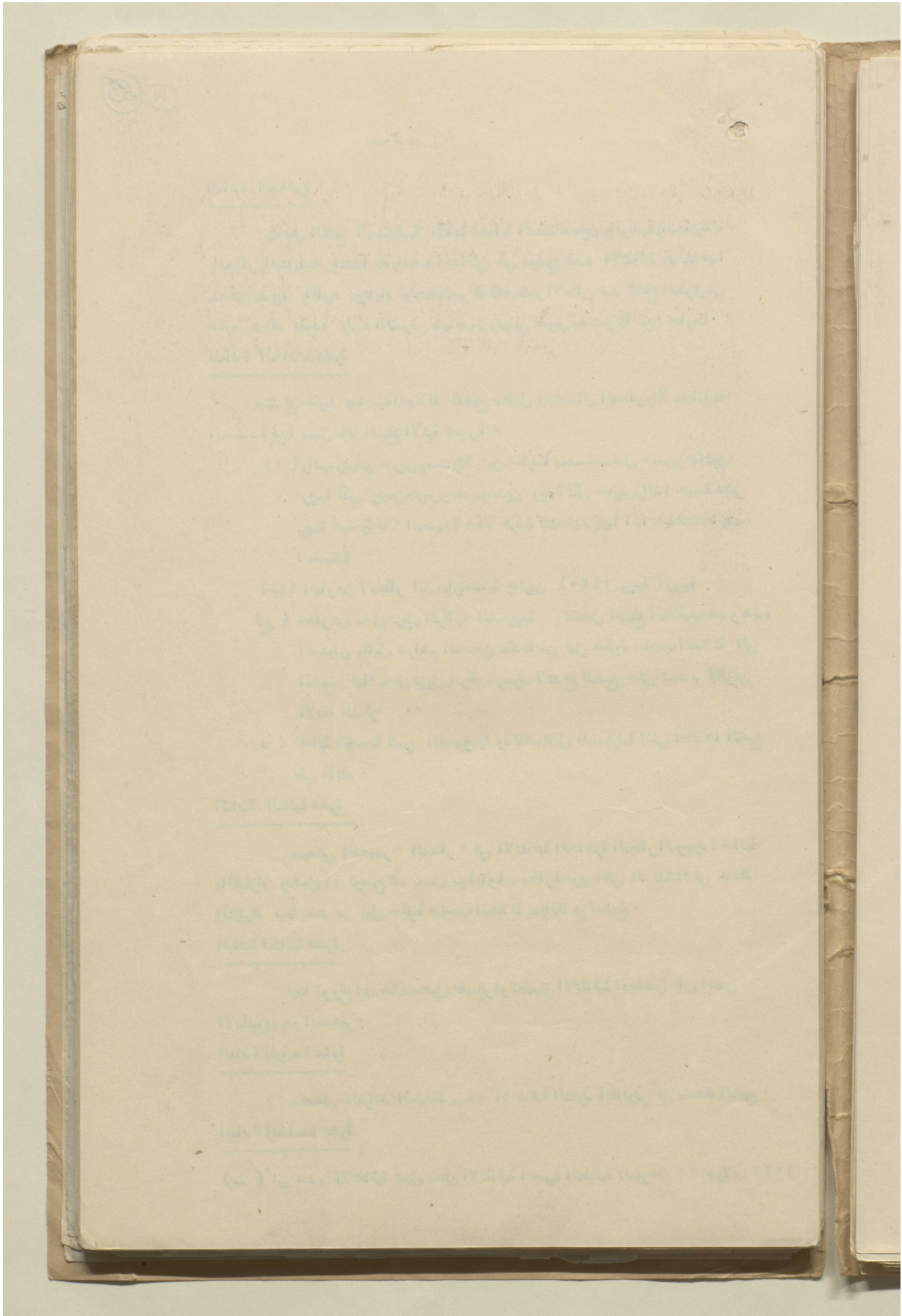
المادة الثامنة

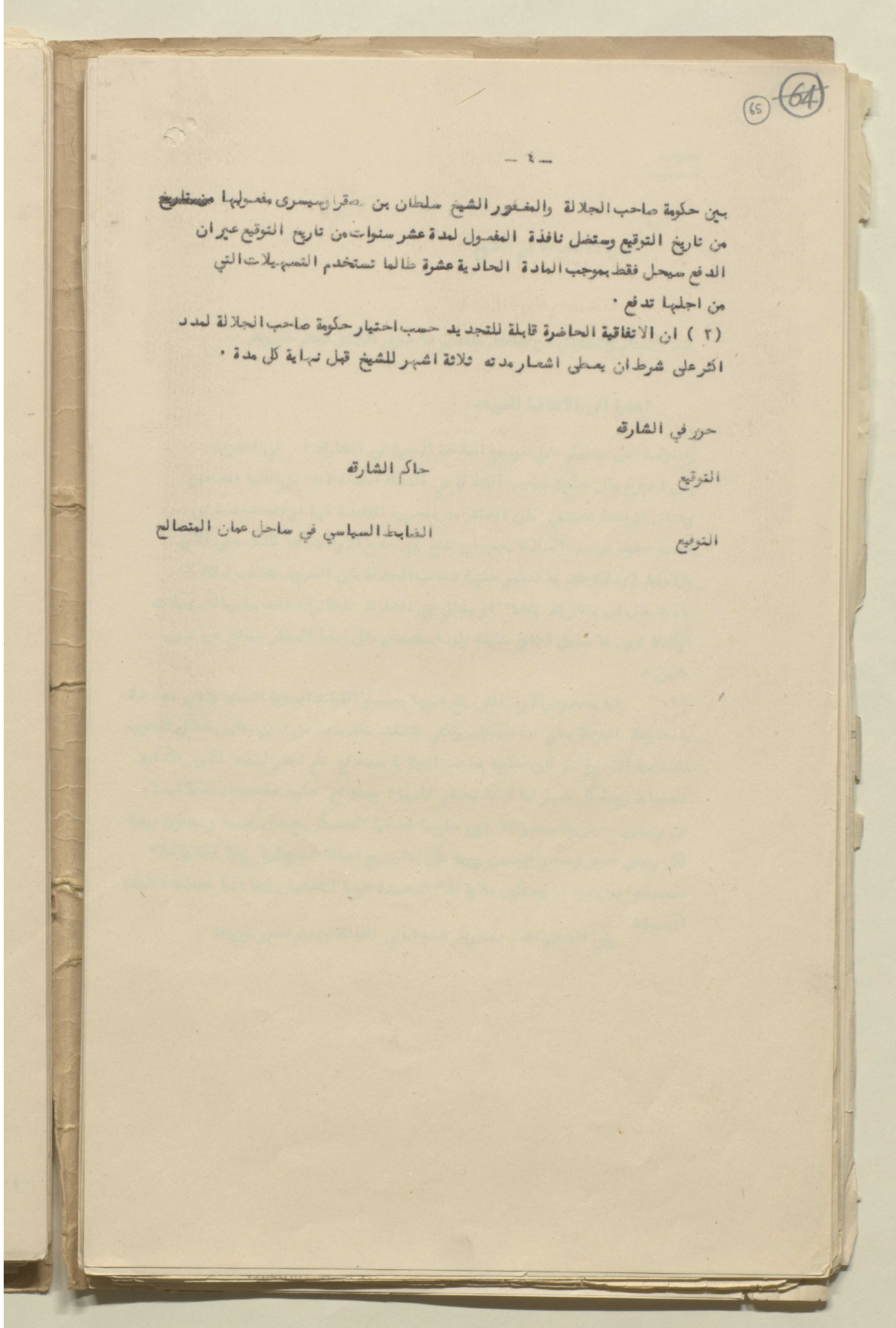
لحكومة صاحب الجلالة الحق الوحيد بتجهيز الوقود ودهن التزيت (راسا او بواسطة وكلائها المصينين) لاستعمالي المطار . وستكون الاسعار الواجب استحصالها لمثل هذا الوقود والتزيت منشرة في اعلان في اماكن بارزة في المطار .

المادة التاسعة

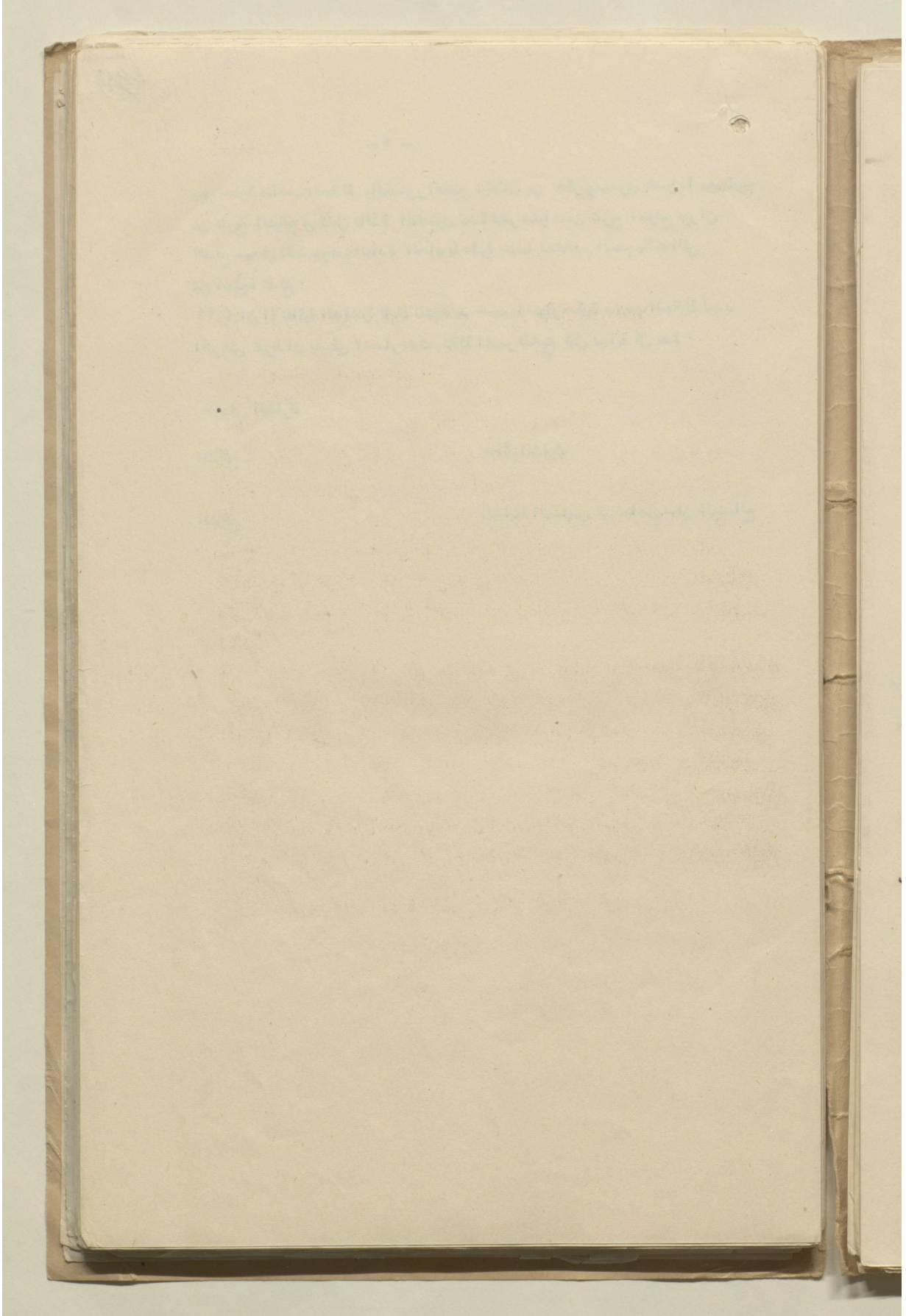
ستكون حكومة صاحب الجلالة وكلائها المصينين مغبين في منطقة الشيخ من دفع الجمارك والرسوم والضرائب الاخر فيما يتعلق بالطائرات والاجزاء التابعة لها ومحركات الطائرة واجزائها والمعدات والمستلزمات الاخر للمطار مع التسهيلات التنبوية وكل الحاجيات الاخر لاعالة المستخدمين الذين يقومون بالعمل في المطار او المنشآت او الطائرات التي تستعملها او لاعالة الركاب المسافرين بهذه الطائرات والوقود ودهن التزيت المستورة لتشغيل الطائرات .

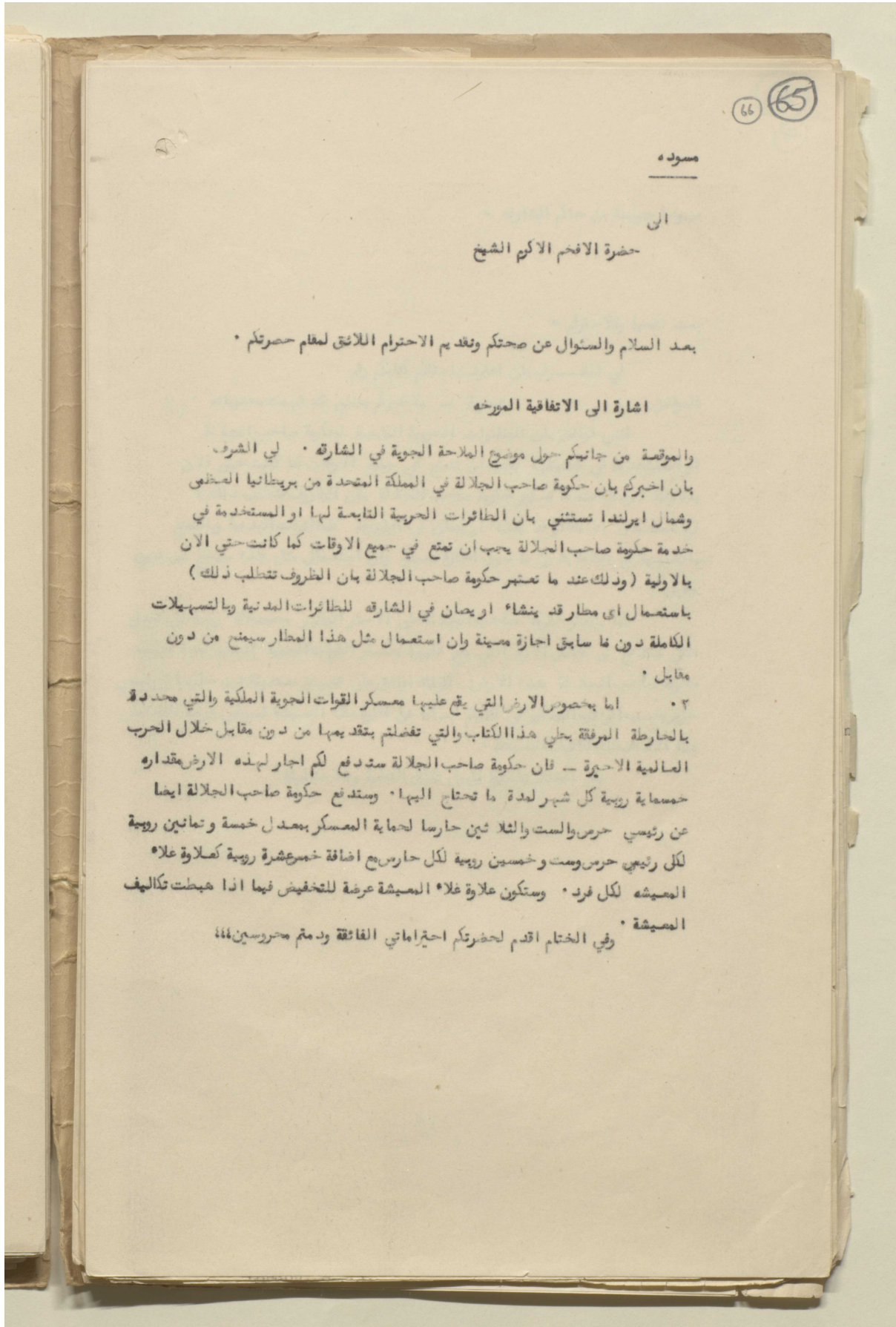






"ملف رقم ٤٣٦/٥١ اتفاقية طيران الشارقة" [٦٥ظ] (٢٠٠/١٣٠)





مسوده

الى

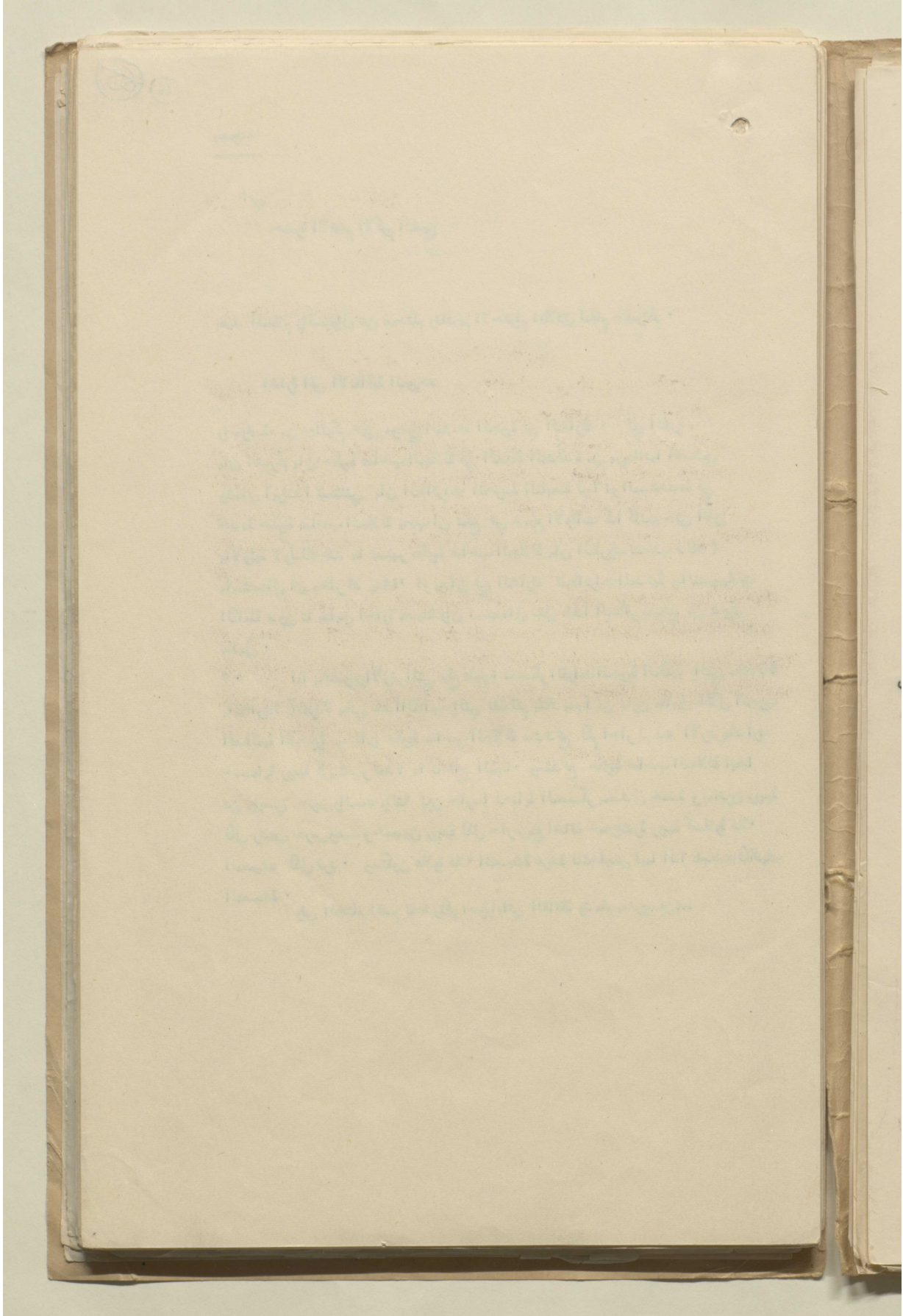
حضرة الافخم الاكبر الشيخ

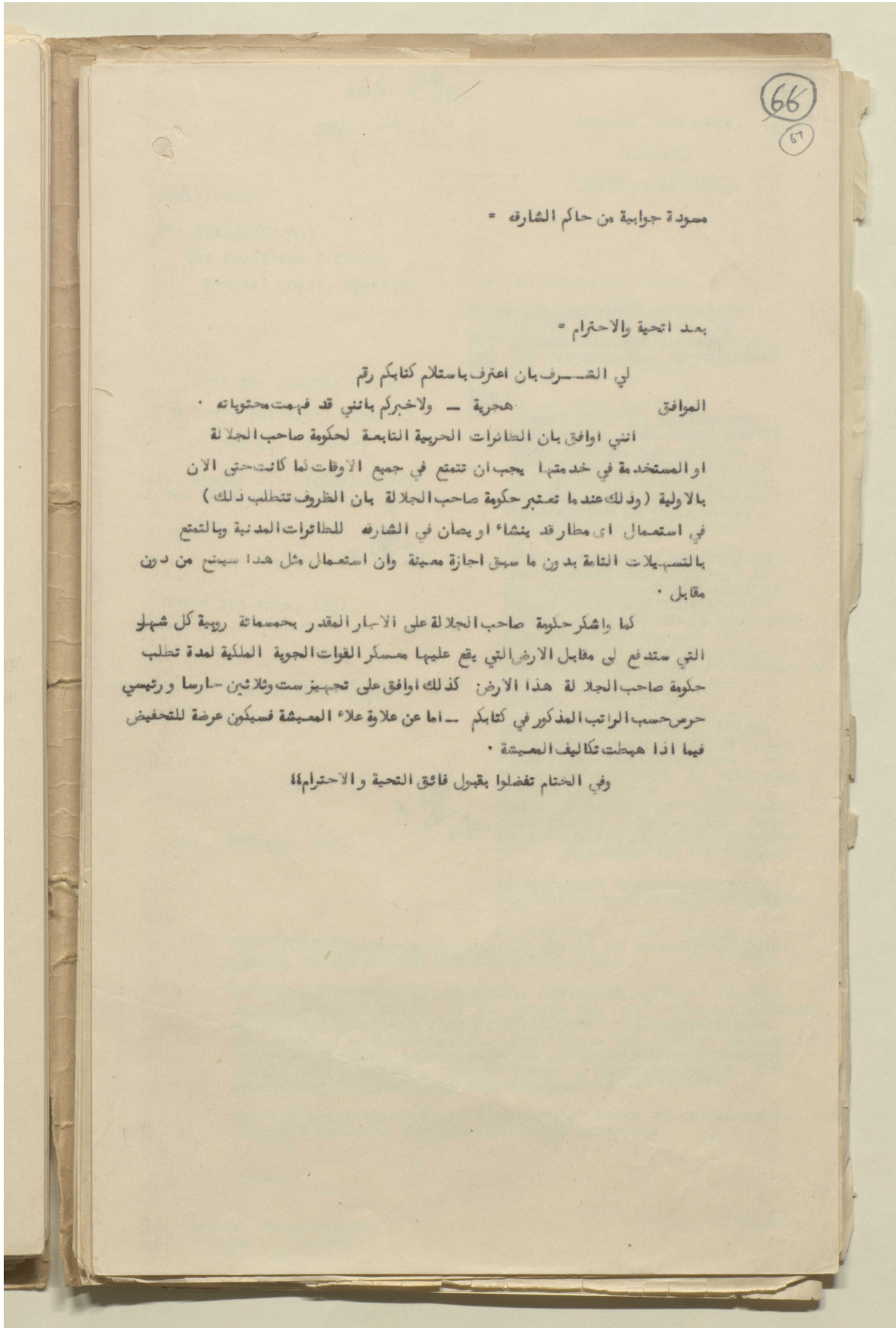
بعد السلام والسؤال عن صحتكم وتقدم الاحترام اللائق لمقام حضرتكم .

اشارة الى الاتفاقية المررخه

والموقسة من جانبكم حول موضع الملاحة الجوية في الشارقة . لي الشرف بان اخبركم بان حكومة صاحب الجلالة في المملكة المتحدة من بريطانيا الصغرى وشمال ايرلندا تستثنى بان المطارات الحربية التابعة لها او المستخدمة في خدمة حكومة صاحب الجلالة يجب ان تمتع في جميع الاوقات كما كانت حتى الان بالاولية (وذلك عند ما تعتبر حكومة صاحب الجلالة بان الظروف تتطلب ذلك) باستعمال اى مطار قد ينشأ ارضان في الشارقة للمطارات المدنية وبالتسهيلات الكاملة دون فا سابق اجازة معينة وان استعمال مثل هذا المطار يمنع من دون مقابل .

٢ . اما بخصوص الارض التي يقع عليها معسكر القوات الجوية الملكية والتي محددة بالحارطة المرفقة بحلي هذا الكتاب والتي تفضلتم بتقديعها من دون مقابل خلال الحرب العالمية الاحيرة . فان حكومة صاحب الجلالة ستدفع لكم اجار لهذه الارض مقداره خمسمائة روبية كل شهر لمدة ما تحتاج اليها . وستدفع حكومة صاحب الجلالة ايضا عن رئيسي حرس والست والثلاثين حارسا لحماية المعسكر بمعدل خمسة وثمانين روبية لكل رتيبي حرس وست وخمسين روبية لكل حارس مع اضافة خمسمائة روبية كصلاوة علا* المصيشه لكل فرد . وستكون علاوة علا* المصيشه عرضة للتخفيض فيما اذا هبطت تكاليف المصيشه . وفي الختام اقدم ل حضرتكم احتراماتي الفاتقة ودمتم محروسين دائما



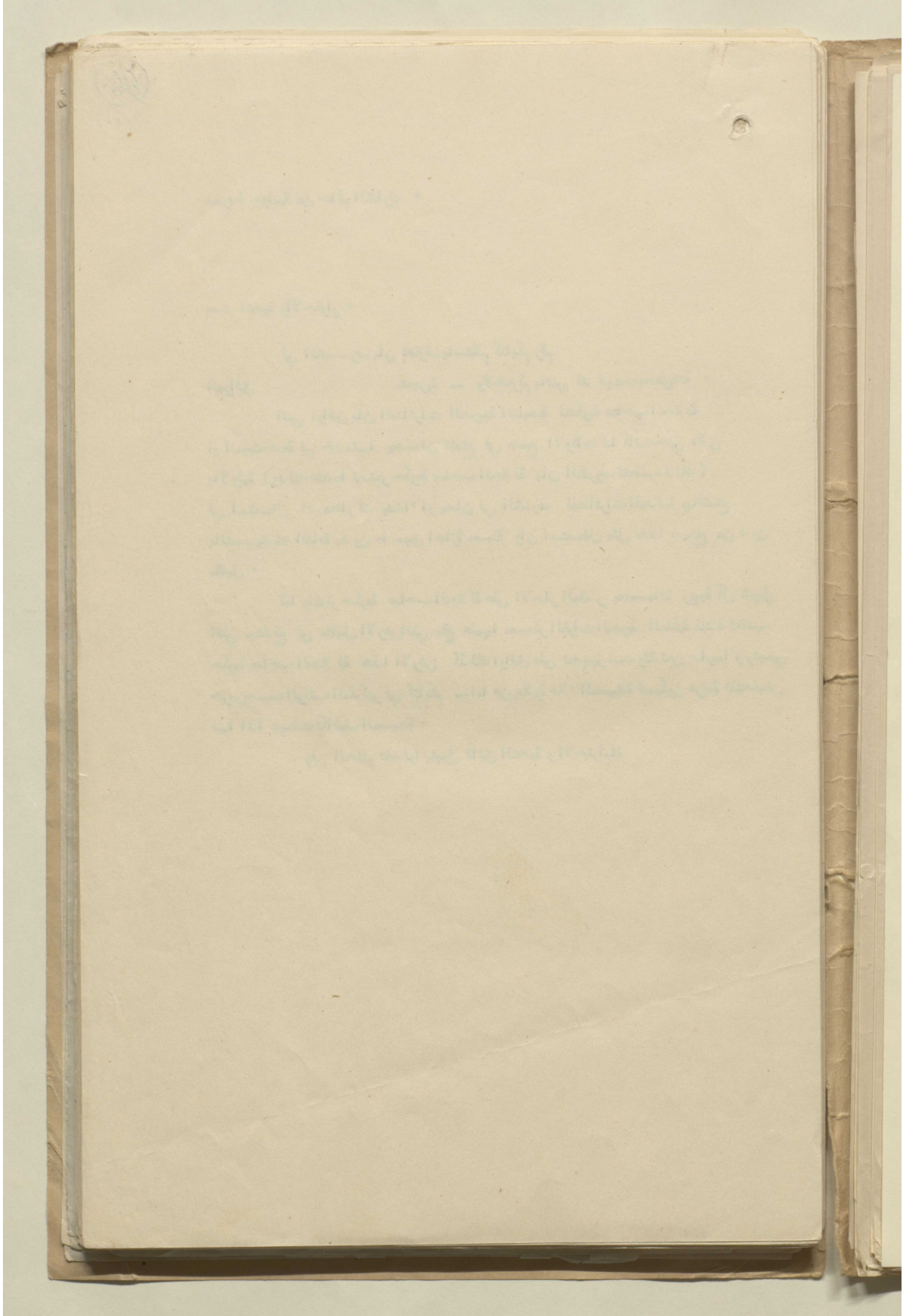


مسودة جوابية من حاكم الشارقة =

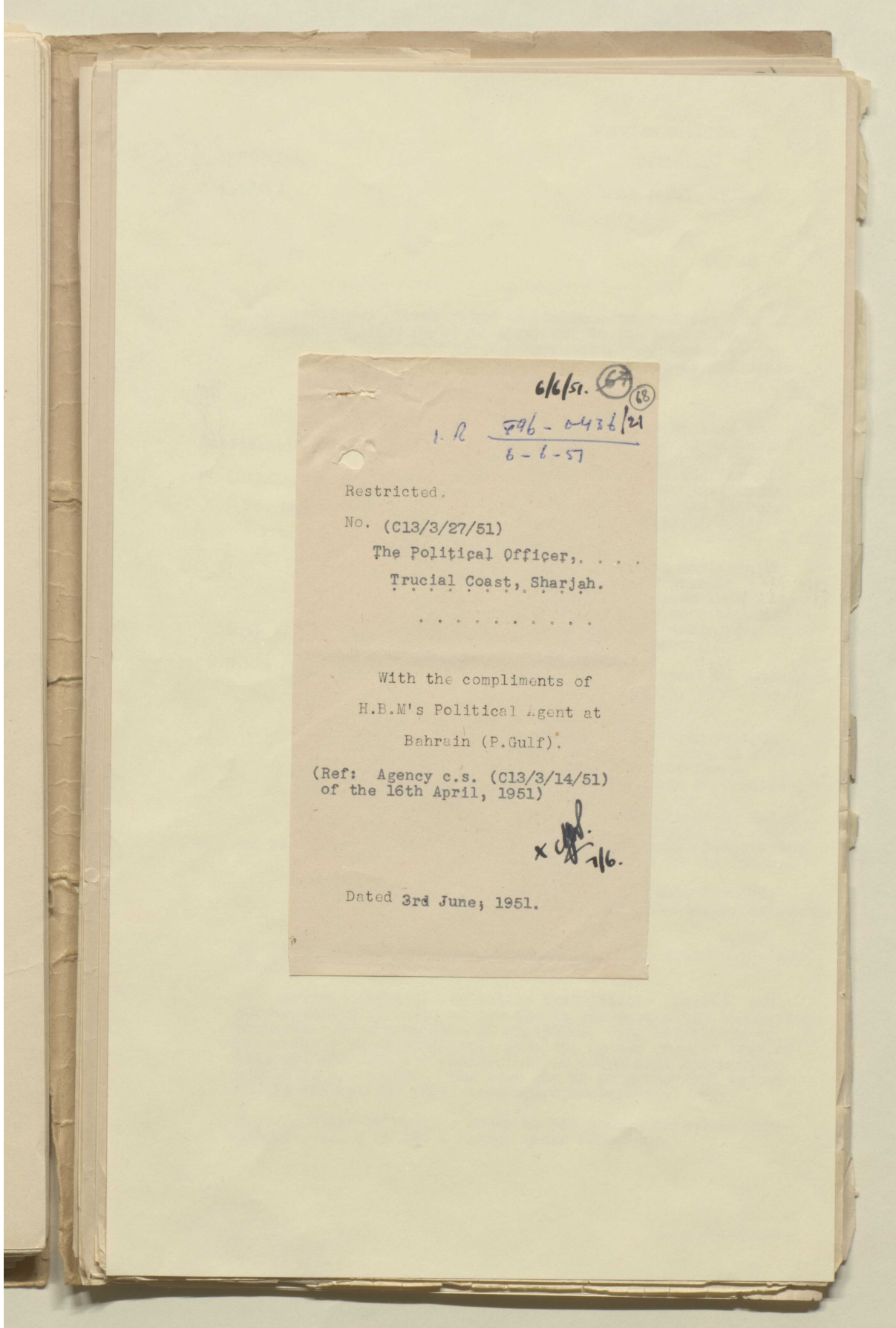
بعد اتحية والاحترام =

لي الشرف بان اعترف باستلام كتابكم رقم
الموافق هجرية - ولاخبركم بانني قد فهمت محتوياته .
انني اوافق بان الطائرات الحربية التابعة لحكومة صاحب الجلالة
او المستخدمة في خدمتها يجب ان تتمتع في جميع الاوقات لما كانت حتى الان
بالاولية (وذلك عندما تعتبر حكومة صاحب الجلالة بان الظروف تتطلب ذلك)
في استعمال اي مطار قد ينشأ او يضاف في الشارقة للطائرات المدنية وبالتمتنع
بالتسهيلات التامة بدون ما سبق اجازة معينة وان استعمال مثل هذا سينع من دون
مقابل .
كما واشكر حكومة صاحب الجلالة على الاسرار المقدر بحمسة روية كل شهر
التي ستدفع لي مقابل الارض التي يقع عليها معسكر القوات الجوية الملكية لمدة تطلب
حكومة صاحب الجلالة هذا الارض كذلك اوافق على تجهيز ست وثلاثين سارسا ورتيمي
حرس حسب الراتب المذكور في كتابكم . اما عن علاوة علاء المعيشة فسيكون عرضة للتخفيض
فيما اذا هبطت تكاليف المعيشة .
وفي الختام تفضلوا بقبول فائق التحية والاحترام

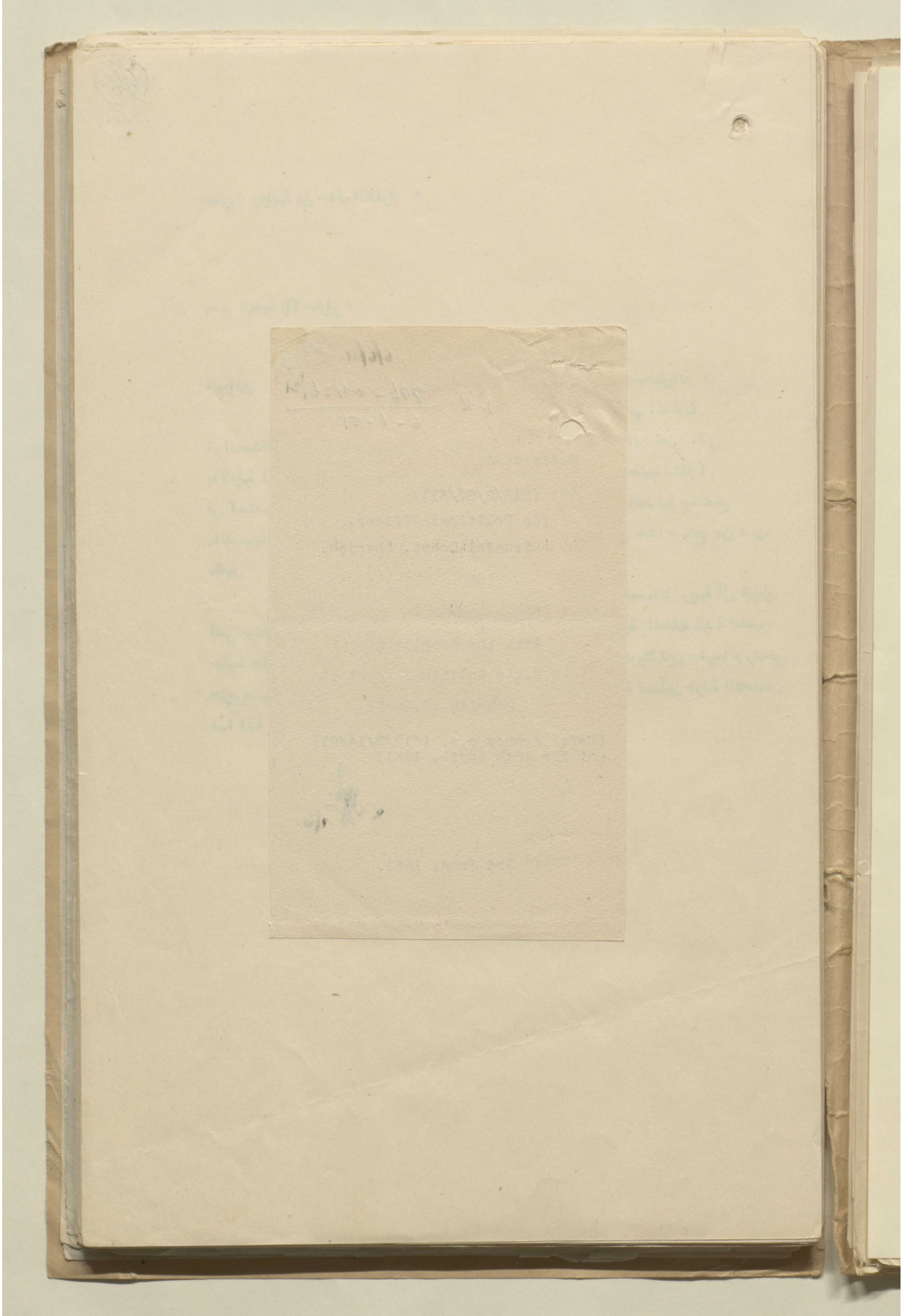
"ملف رقم ٥١/٣٦٠٤ اتفاقية طيران الشارقة" [٦٧ظ] (٢٠٠/١٣٤)



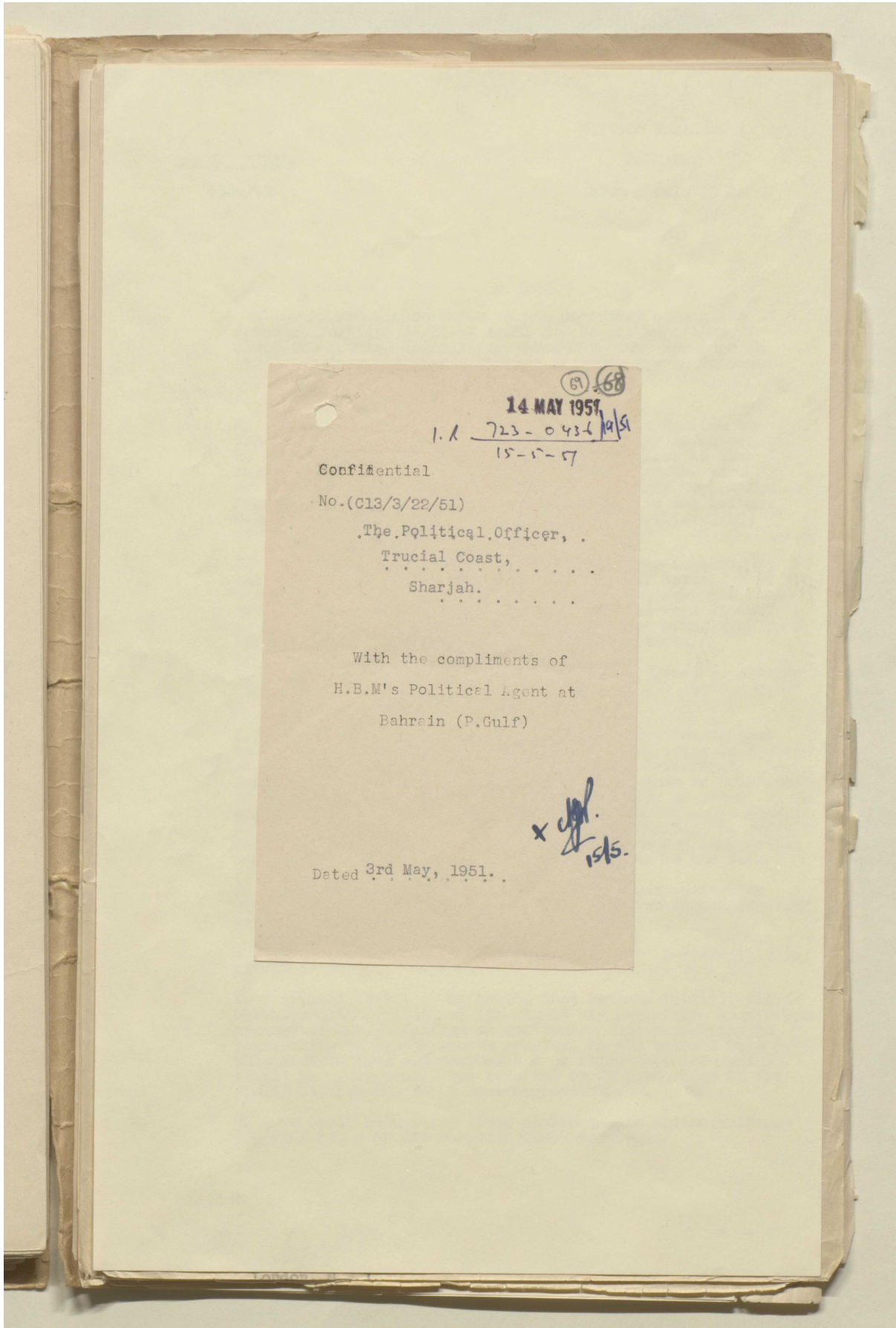
"ملف رقم ٤٣٦/٥١ . اتفاقية طيران الشارقة" [٦٨ و] (٢٠٠/١٣٥)



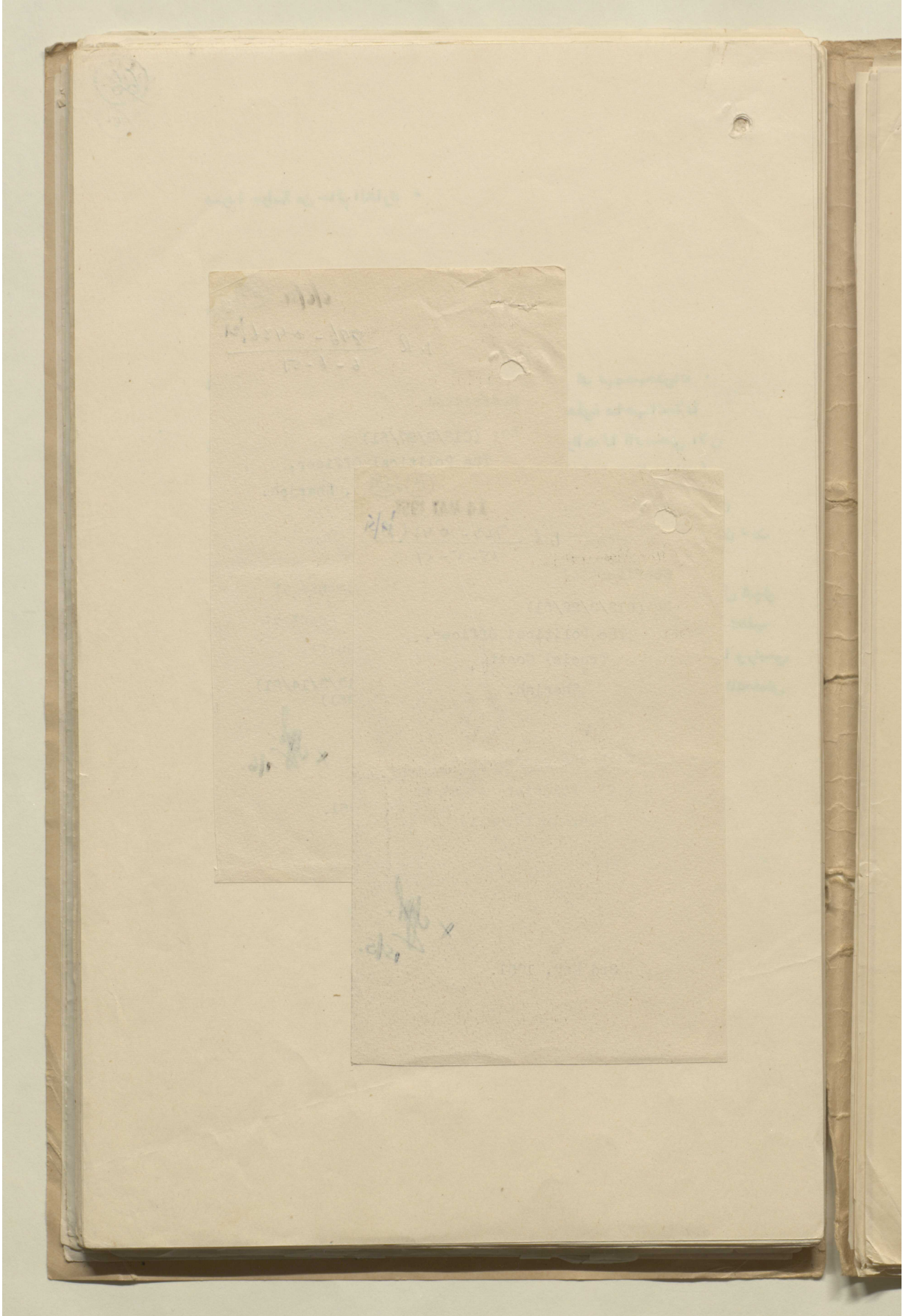
"ملف رقم ٤٣٦/٥١ ، اتفاقية طيران الشارقة" [٦٨ظ] (٢٠٠١/١٣٦)



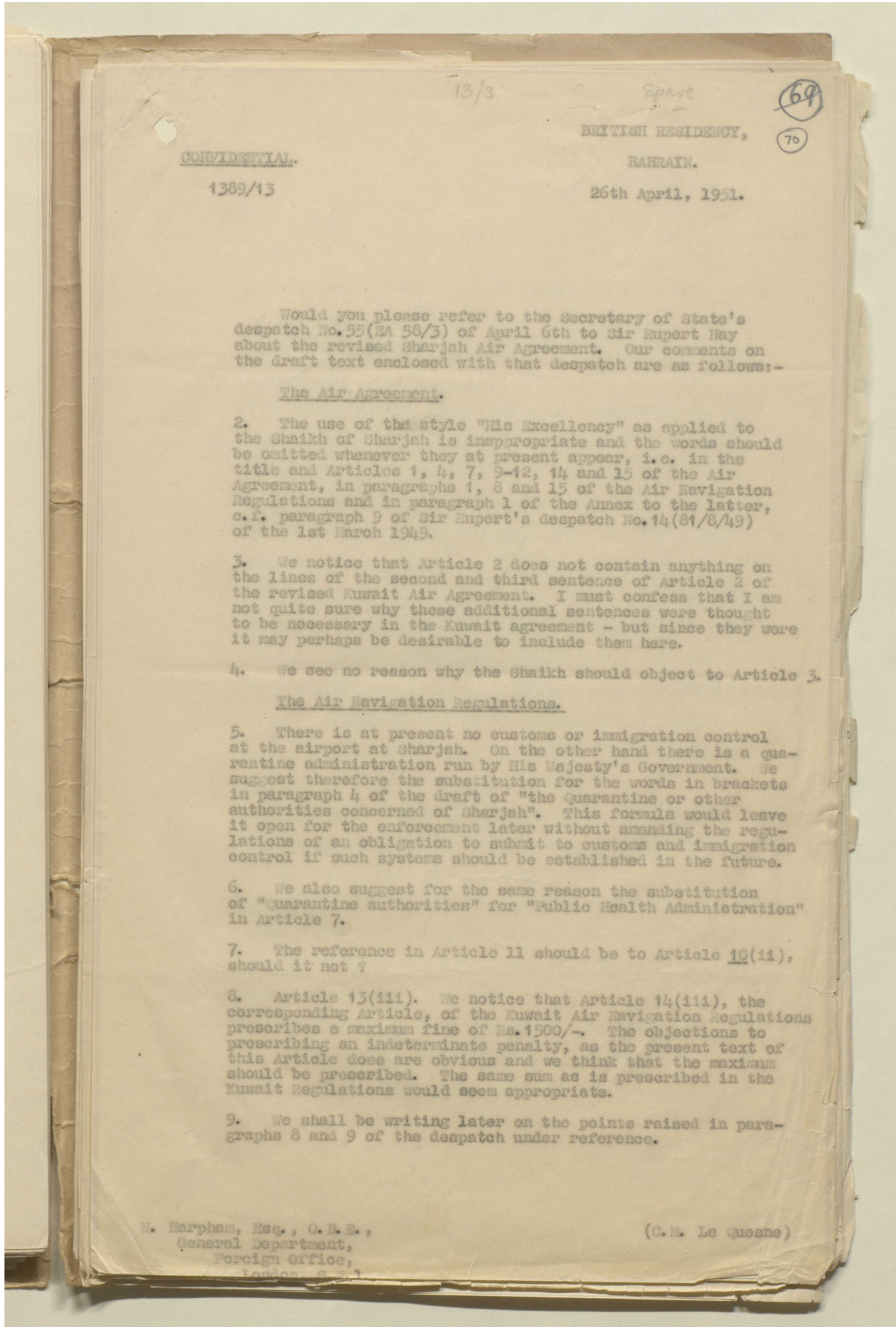
"ملف رقم ٥١/٣٦٠٤ ، اتفاقية طيران الشارقة" [٦٩ و] (١٣٧/٢٠٠)



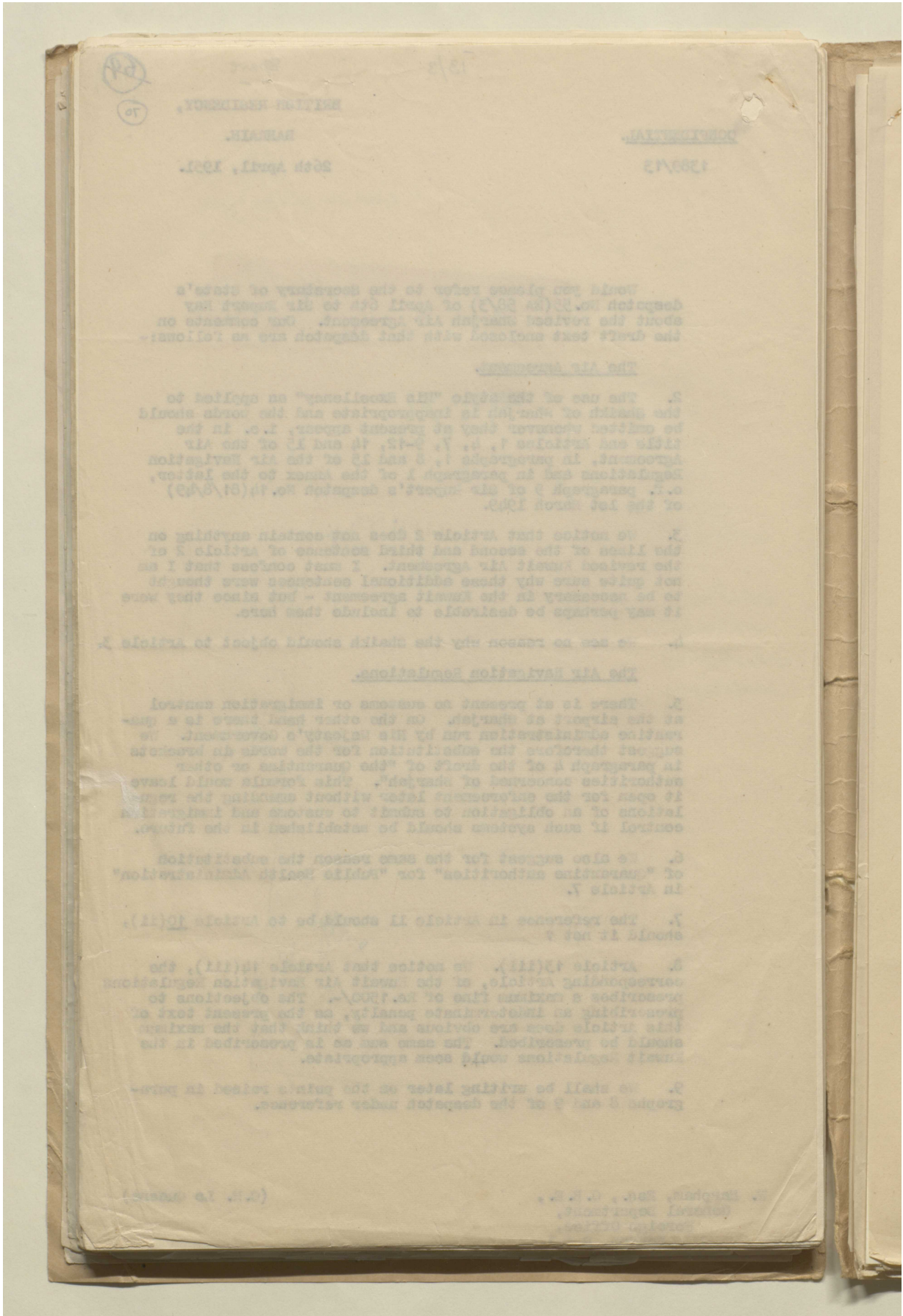
"ملف رقم ٤٣٦/٥١ . اتفاقية طيران الشارقة" [٦٩ظ] (٢٠٠١/١٣٨)



"ملف رقم ٤٣٦/٥١ . اتفاقية طيران الشارقة" [٧٠] [٢٠٠/١٣٩]



"ملف رقم ٥١/٣٦٠٤٠٠ اتفاقية طيران المشاركة" [٧٠٠ ظ] (١٤٠٠/٢٠٠)



"ملف رقم ٥١/٣٦٠٤٠ اتفاقية طيران المشاركة" [٧١ و] (١٤١/٢٠٠)

COPY

No. 55

FOREIGN OFFICE, S.W.I.

(G. A. 58/3)

6th April, 1951.

CONFIDENTIAL.

Sir,

I have to refer to Your Excellency's letter 1389/4 of the 21st February regarding the airfield at Sharjah and to earlier correspondence on the subject of the Sharjah Air Agreement.

2. I now enclose three copies of redrafts of the Air Agreement and of the exchange of letters, which were originally sent to you under cover of despatch No. 60 of the 19th November 1948, and which received the provisional approval of the late Shaikh in February, 1949 (see the enclosure to your despatch No. 14 of the 1st March, 1949). Amendments to this Agreement have been kept to a minimum in order not to raise new difficulties in negotiations with the present

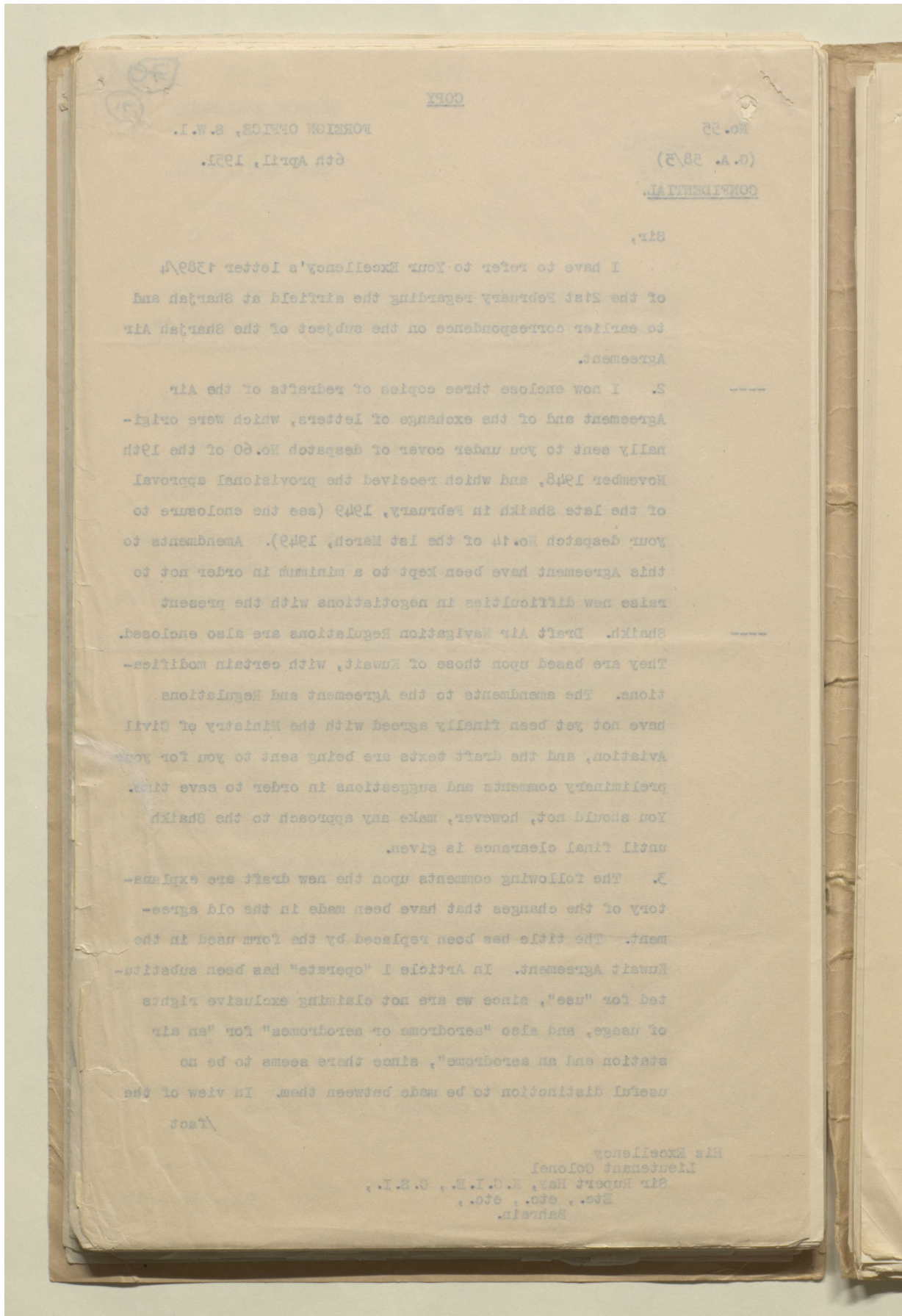
Shaikh. Draft Air Navigation Regulations are also enclosed. They are based upon those of Kuwait, with certain modifications. The amendments to the Agreement and Regulations have not yet been finally agreed with the Ministry of Civil Aviation, and the draft texts are being sent to you for your preliminary comments and suggestions in order to save time. You should not, however, make any approach to the Shaikh until final clearance is given.

3. The following comments upon the new draft are explanatory of the changes that have been made in the old agreement. The title has been replaced by the form used in the Kuwait Agreement. In Article 1 "operate" has been substituted for "use", since we are not claiming exclusive rights of usage, and also "aerodrome or aerodromes" for "an air station and an aerodrome", since there seems to be no useful distinction to be made between them. In view of the

/fact

His Excellency
Lieutenant Colonel
Sir Rupert Hay, K.C.I.E., C.S.I.,
Etc., etc., etc.,
Bahrain.

"ملف رقم ٥١/٣٦٠٤٠٤ اتفاقية طيران الشارقة" [٧١ ظ] (٢٠٠١/١٤٢)



"ملف رقم ٤٣٦/٥١ . اتفاقية طيران المشاركة" [٧٢ و] (٢٠٠٠/١٤٣)

- 2 -

fact that His Majesty's Government may wish to extend the existing aerodrome or to establish a new aerodrome in the future, it is thought advisable to delete the second part of the old Article 1.

4. Article 2 is the same as before. The insertion of the new Article 3 (which is on the same lines as the corresponding article in the Kuwait Agreement) would enable His Majesty's Government to legislate for certain procedures and rules for the use of the aerodrome. This insertion is not absolutely essential and if you think it may raise, or contribute to, difficulties, you may omit it. Article 5 is a slightly amended version of the old Article 4 and is on the lines of the similar provision in the Kuwait Agreement. Articles 6 to 9 are virtually unchanged. A slight drafting amendment has been made to the last sentence of Article 10.

5. Article II(i) The figures for the pay of the guards have been brought up to date (as also in the draft exchange of letters on the Royal Air Force camp). The pay is described in terms of basic pay and living allowance, as was suggested in paragraph 3 of your despatch No.14 of March 1st, 1949.

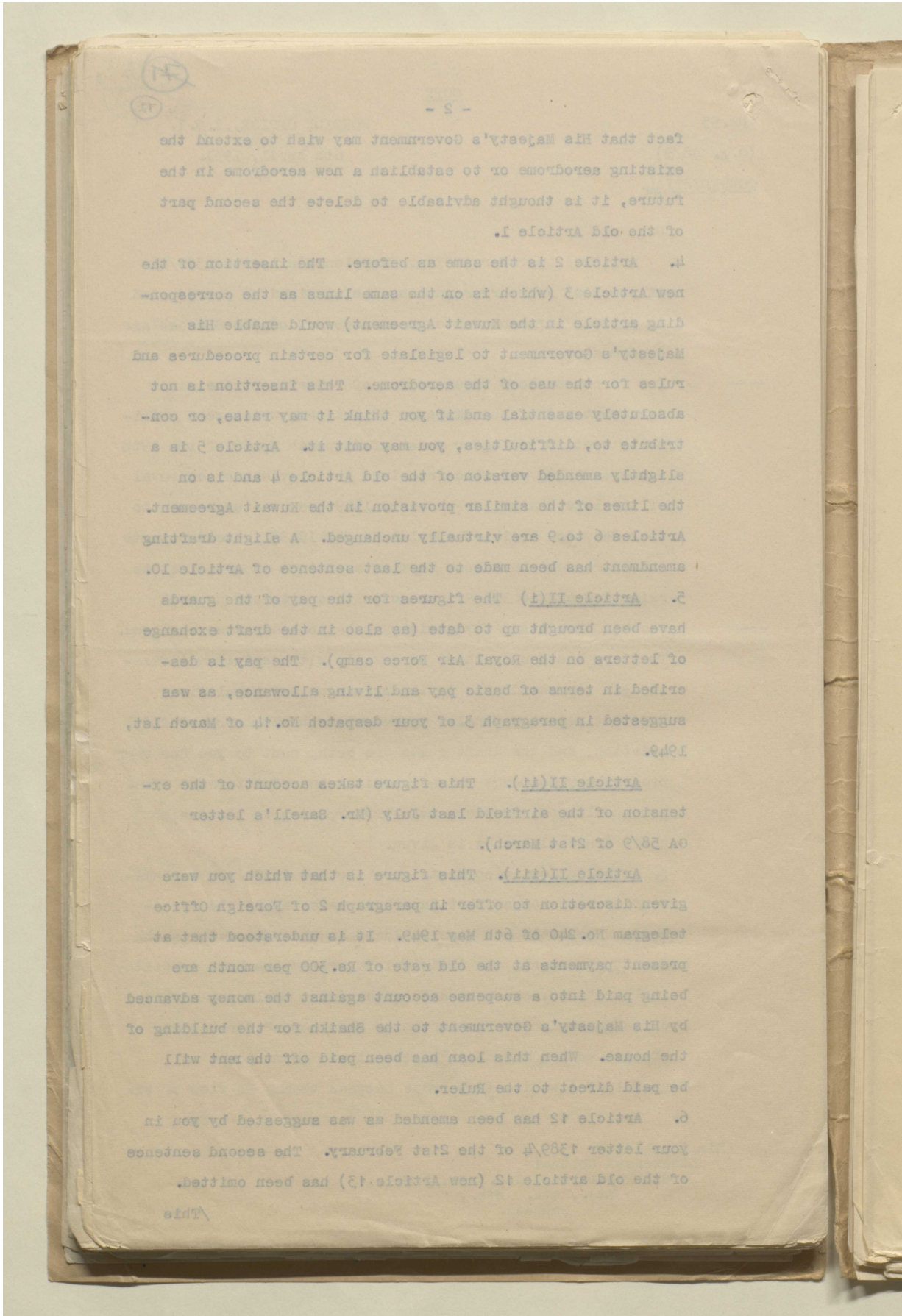
Article II(ii). This figure takes account of the extension of the airfield last July (Mr. Sarell's letter GA 58/9 of 21st March).

Article II(iii). This figure is that which you were given discretion to offer in paragraph 2 of Foreign Office telegram No.240 of 6th May 1949. It is understood that at present payments at the old rate of Rs.300 per month are being paid into a suspense account against the money advanced by His Majesty's Government to the Shaikh for the building of the house. When this loan has been paid off the rent will be paid direct to the Ruler.

6. Article 12 has been amended as was suggested by you in your letter 1389/4 of the 21st February. The second sentence of the old article 12 (new Article 13) has been omitted.

/This

"ملف رقم ٥١/٣٦٠٤٤٠ اتفاقية طيران المشاركة" [٧٢ ظ] (٤٤٤/١٠٠٠٢٠)



"ملف رقم ٥١/٣٦٠٤٠٠ اتفاقية طيران المشاركة" [٧٣ و] (١٤٥/٢٠٠)

- 3 -

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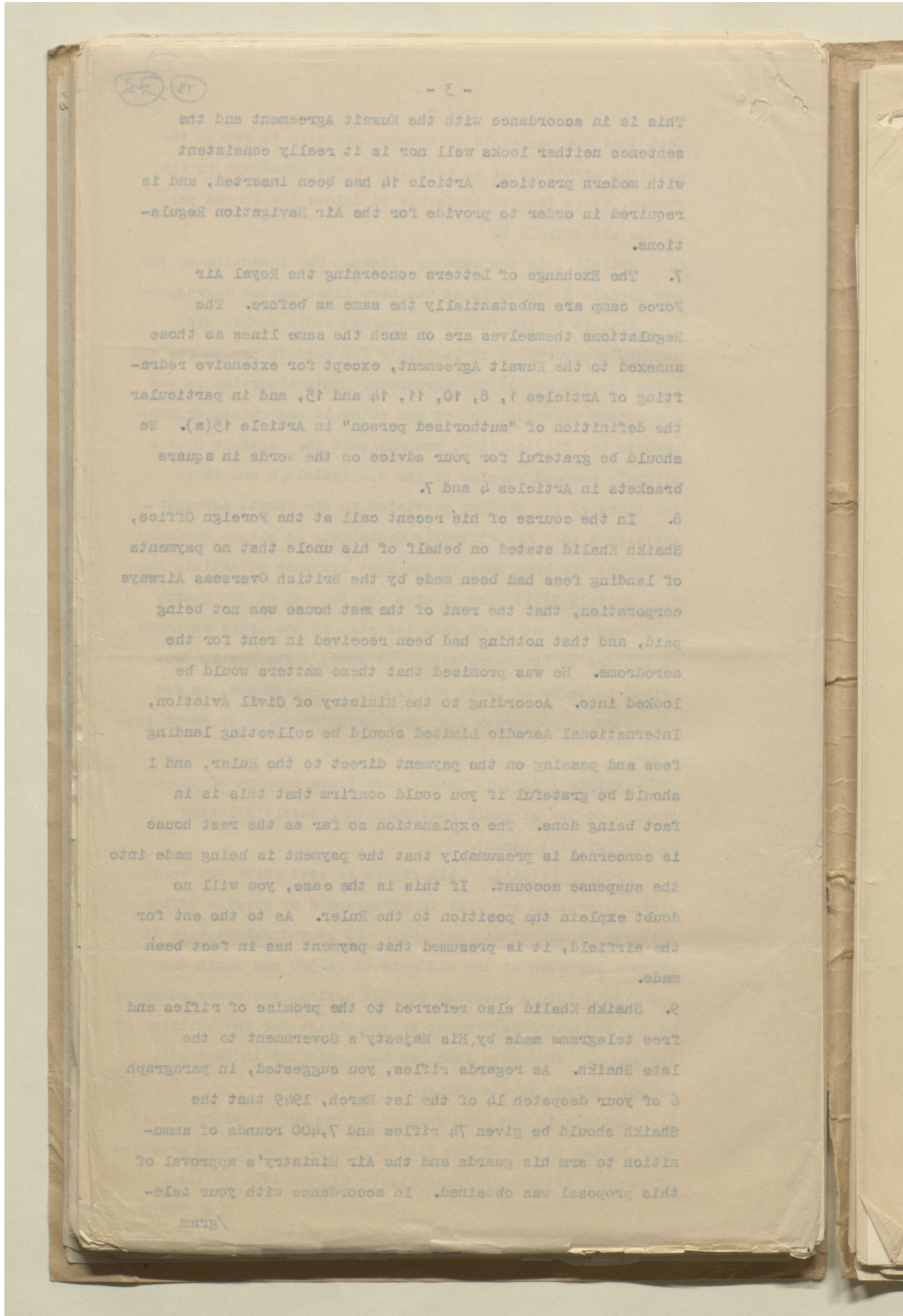
This is in accordance with the Kuwait Agreement and the sentence neither looks well nor is it really consistent with modern practice. Article 14 has been inserted, and is required in order to provide for the Air Navigation Regulations.

7. The Exchange of Letters concerning the Royal Air Force camp are substantially the same as before. The Regulations themselves are on much the same lines as those annexed to the Kuwait Agreement, except for extensive redrafting of Articles 1, 8, 10, 11, 14 and 15, and in particular the definition of "authorised person" in Article 15(a). We should be grateful for your advice on the words in square brackets in Articles 4 and 7.

8. In the course of his recent call at the Foreign Office, Shaikh Khalid stated on behalf of his uncle that no payments of landing fees had been made by the British Overseas Airways corporation, that the rent of the rest house was not being paid, and that nothing had been received in rent for the aerodrome. He was promised that these matters would be looked into. According to the Ministry of Civil Aviation, International Aeradio Limited should be collecting landing fees and passing on the payment direct to the Ruler, and I should be grateful if you could confirm that this is in fact being done. The explanation so far as the rest house is concerned is presumably that the payment is being made into the suspense account. If this is the case, you will no doubt explain the position to the Ruler. As to the rent for the airfield, it is presumed that payment has in fact been made.

9. Shaikh Khalid also referred to the promise of rifles and free telegrams made by His Majesty's Government to the late Shaikh. As regards rifles, you suggested, in paragraph 6 of your despatch 14 of the 1st March, 1949 that the Shaikh should be given 74 rifles and 7,400 rounds of ammunition to arm his guards and the Air Ministry's approval of this proposal was obtained. In accordance with your tele-
/gram

"ملف رقم ٤٣٦/٥١ اتفاقية طيران المشاركة" [٧٣ظ] (٢٠٠١/١٤٦)



- 4 -

(74) (73)

gram No.274 of the 8th June, 1949, it is assumed that they have been consigned to the Officer Commanding, Royal Air Force, Sharjah. I should be grateful if you would confirm that they are available to be issued to the Shaikh.

10. In paragraph 4 of Mr. Rouse's letter WL394/15/802 of the 3rd August 1949, you were given authority to offer the Shaikh the right to send 3,000 words by telegram free of charge. This privilege cannot be enjoyed, however, until the Agreement has been signed.

11. Every effort will be made to secure final interdepartmental agreement to the enclosed texts, and subject to any comments you may have to make, it is hoped that it will be possible to secure the Shaikh's consent, and to arrange for the early signature of the Agreement.

I am with great truth and regard,

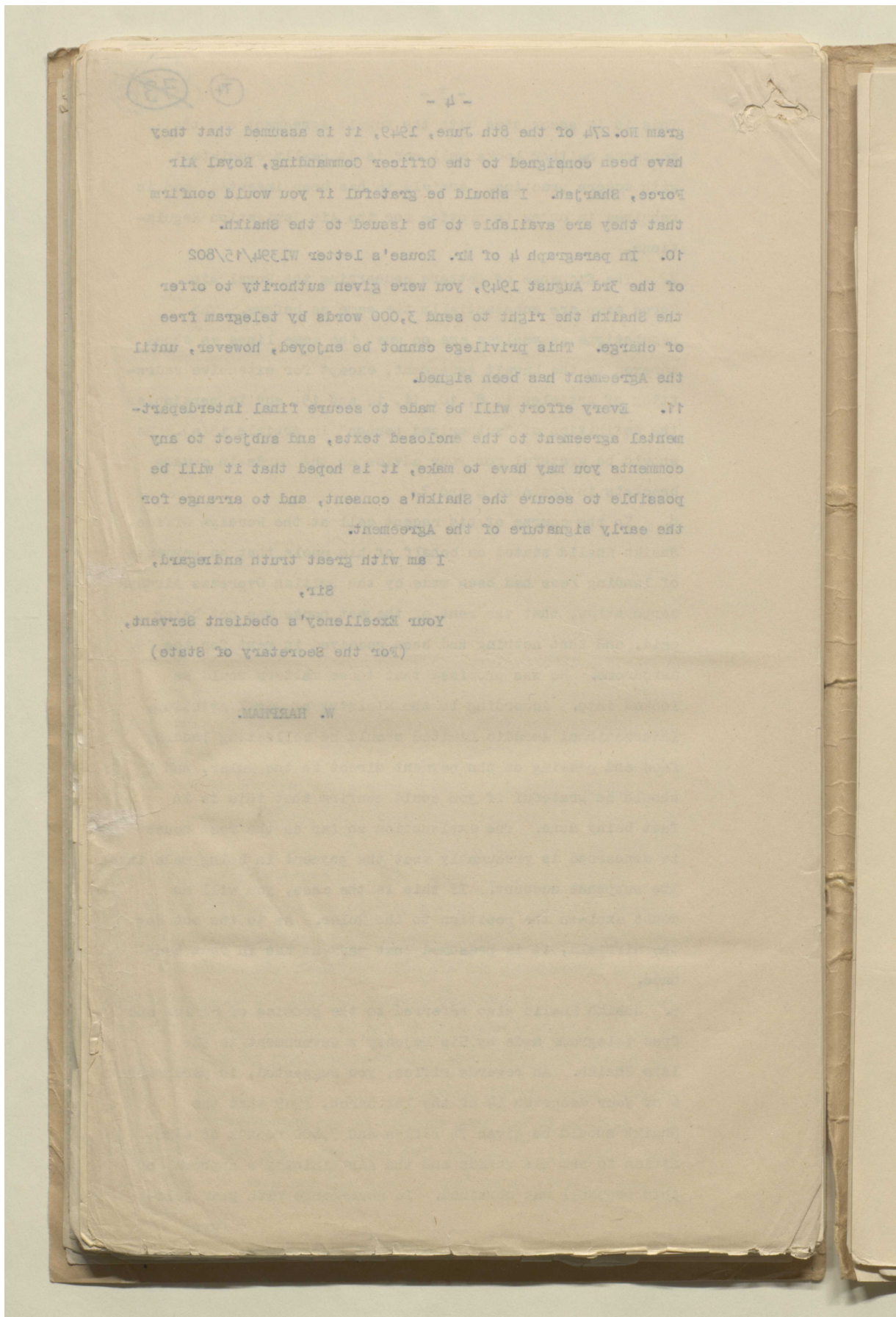
Sir,

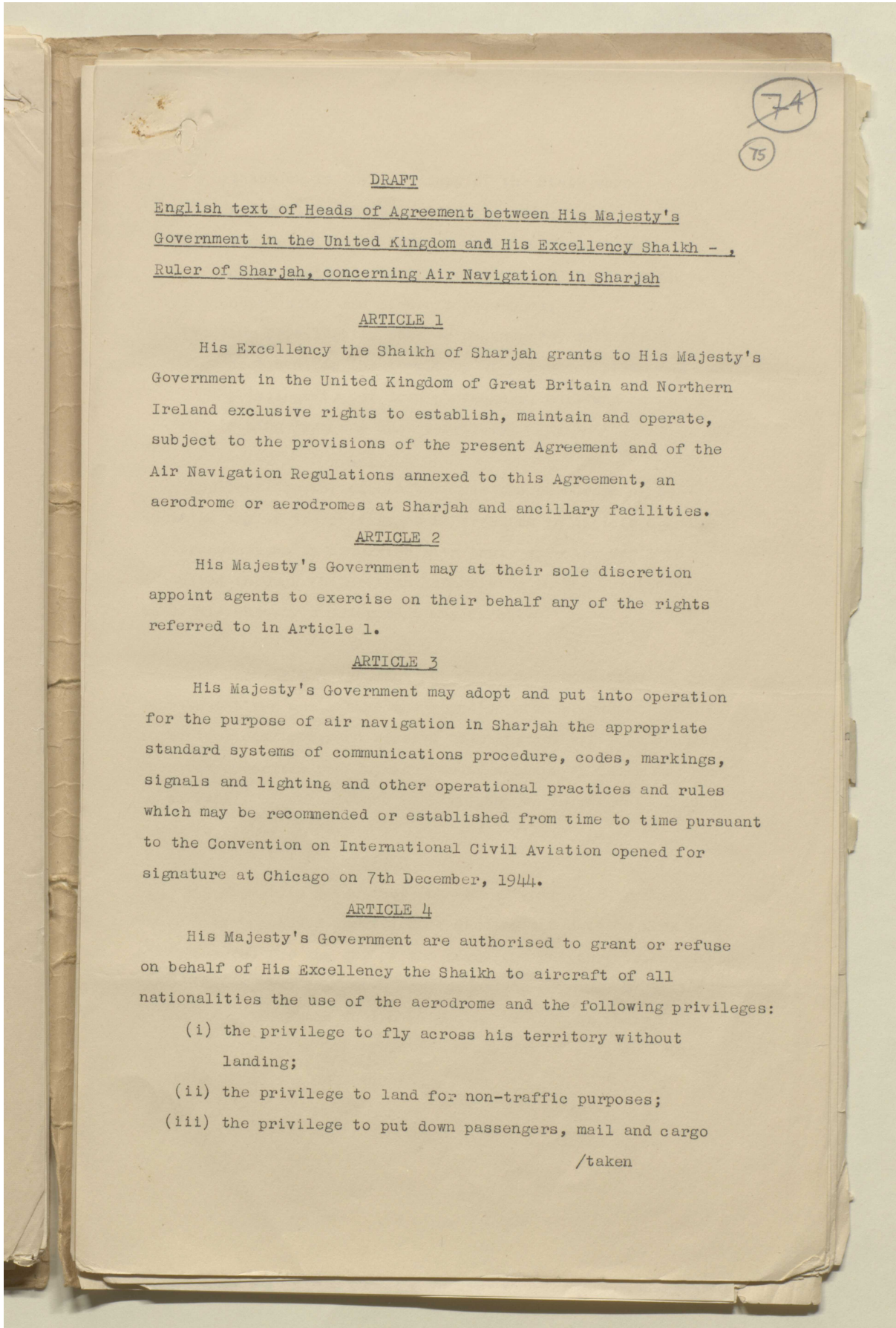
Your Excellency's obedient Servant,

(For the Secretary of State)

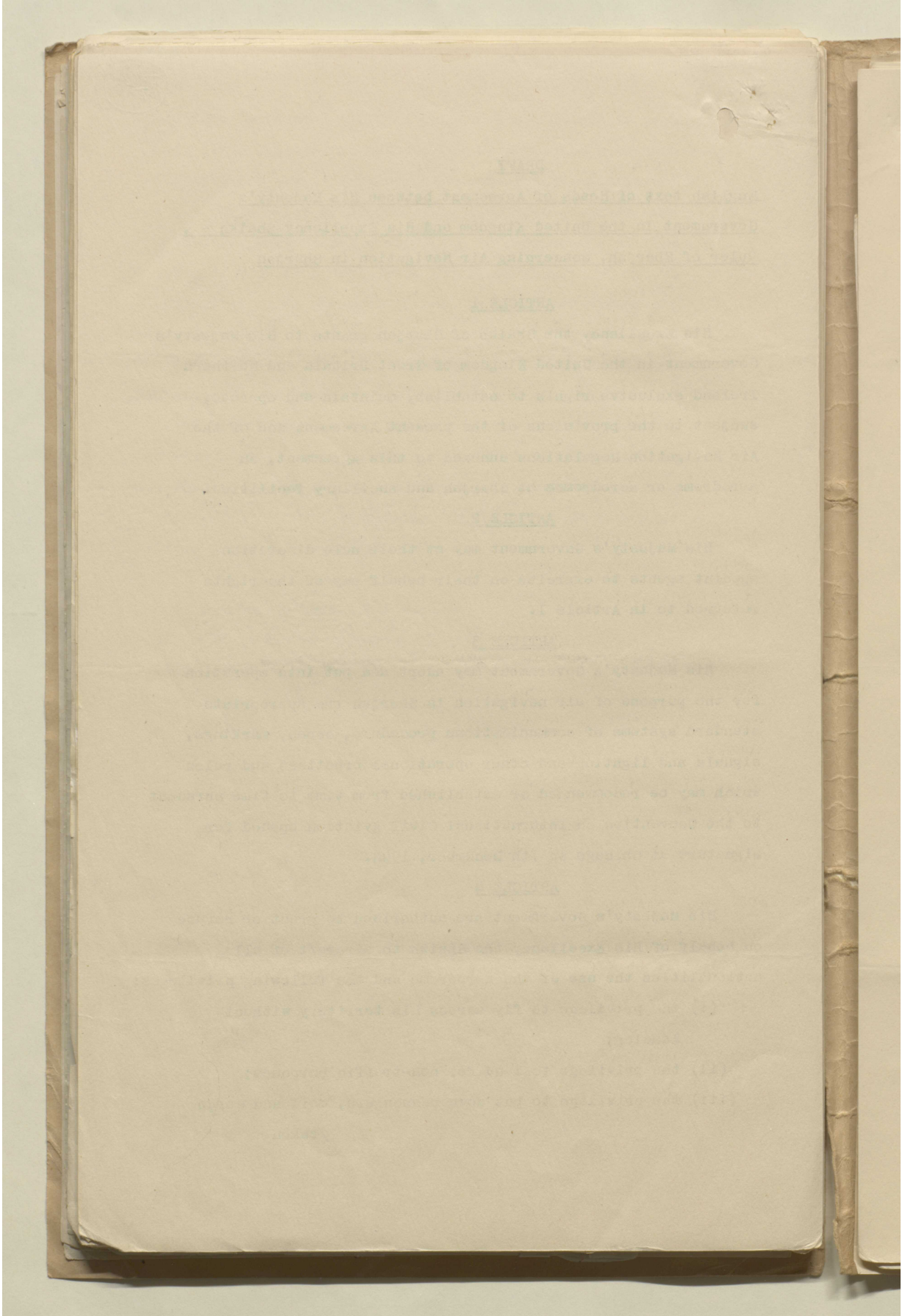
W. HARPAM.

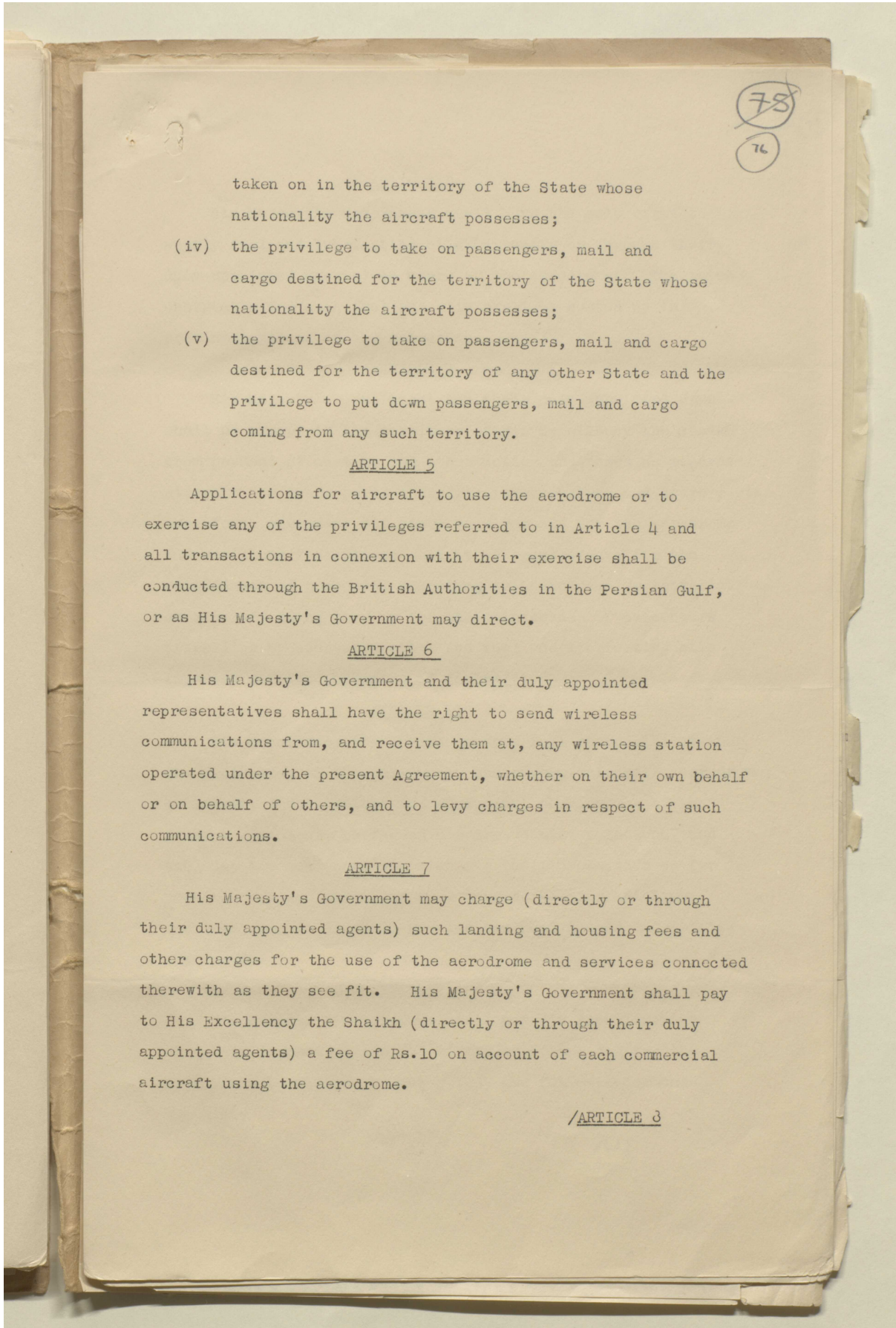
"ملف رقم ٥١/٣٦٠٤٠٠ اتفاقية طيران المشاركة" [٧٤ظ] (١٤٨/٢٠٠٠)



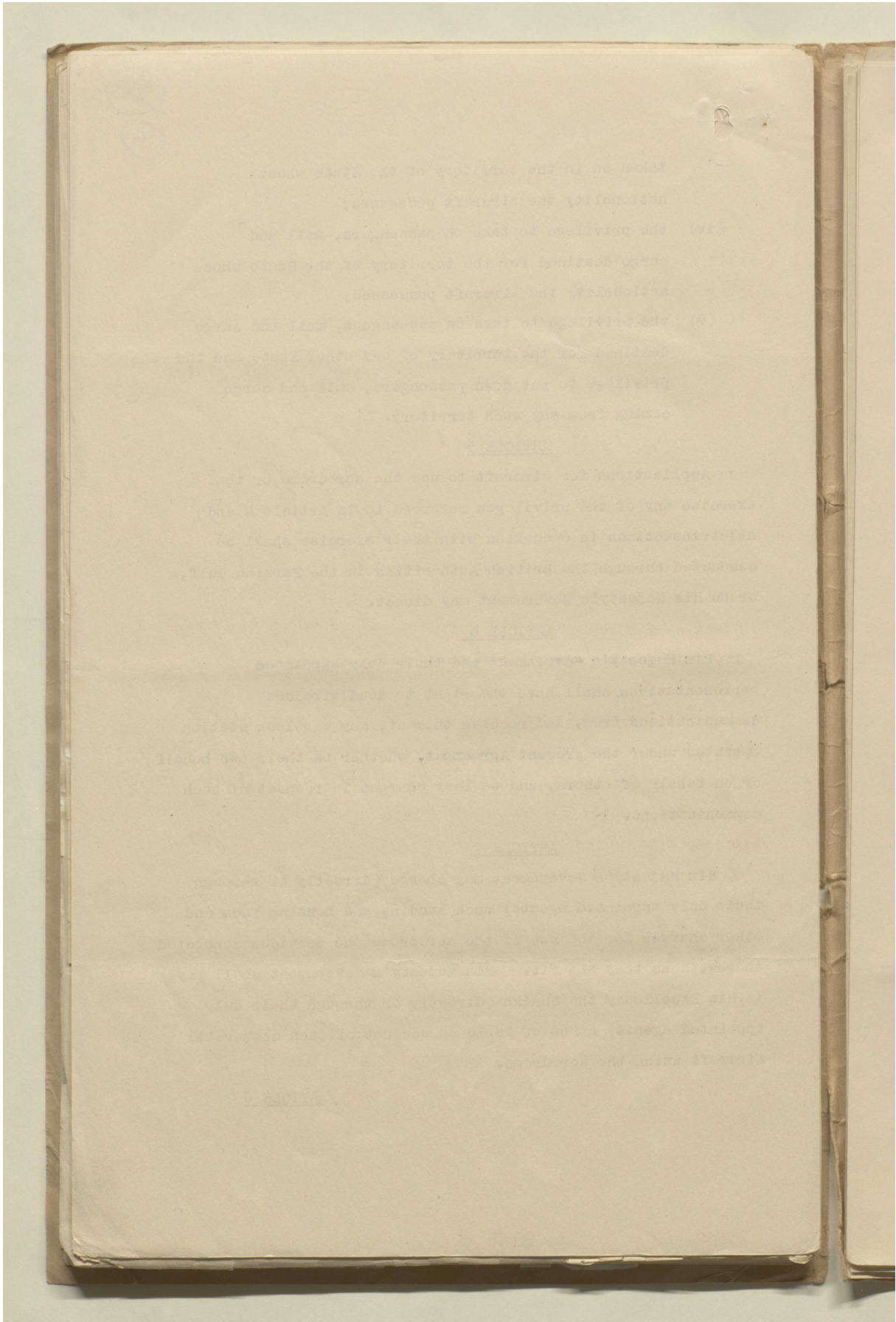


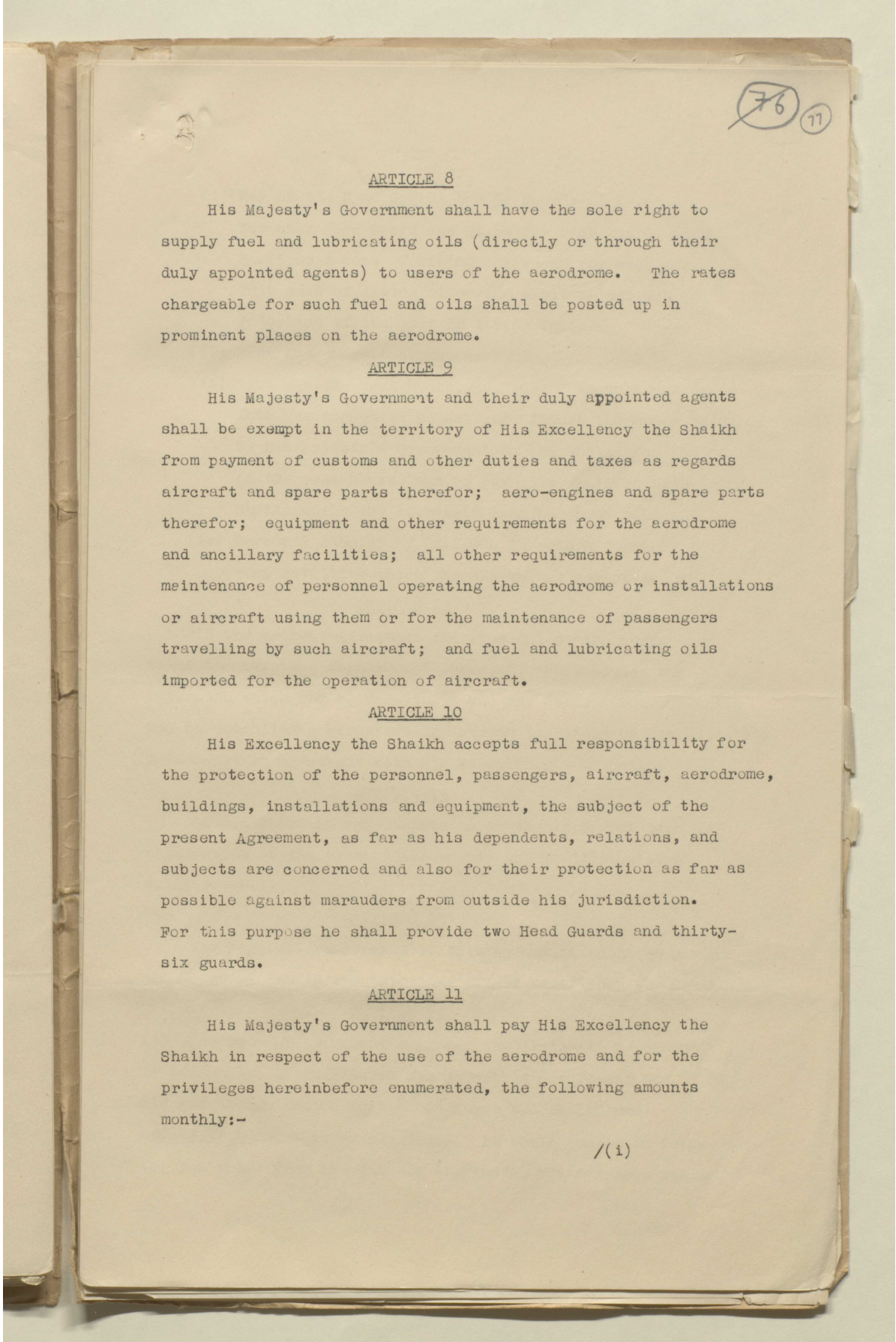
"ملف رقم ٤٣٦/٥١ اتفاقية طيران الشارقة" [٧٥ظ] (٢٠٠/١٥٠)



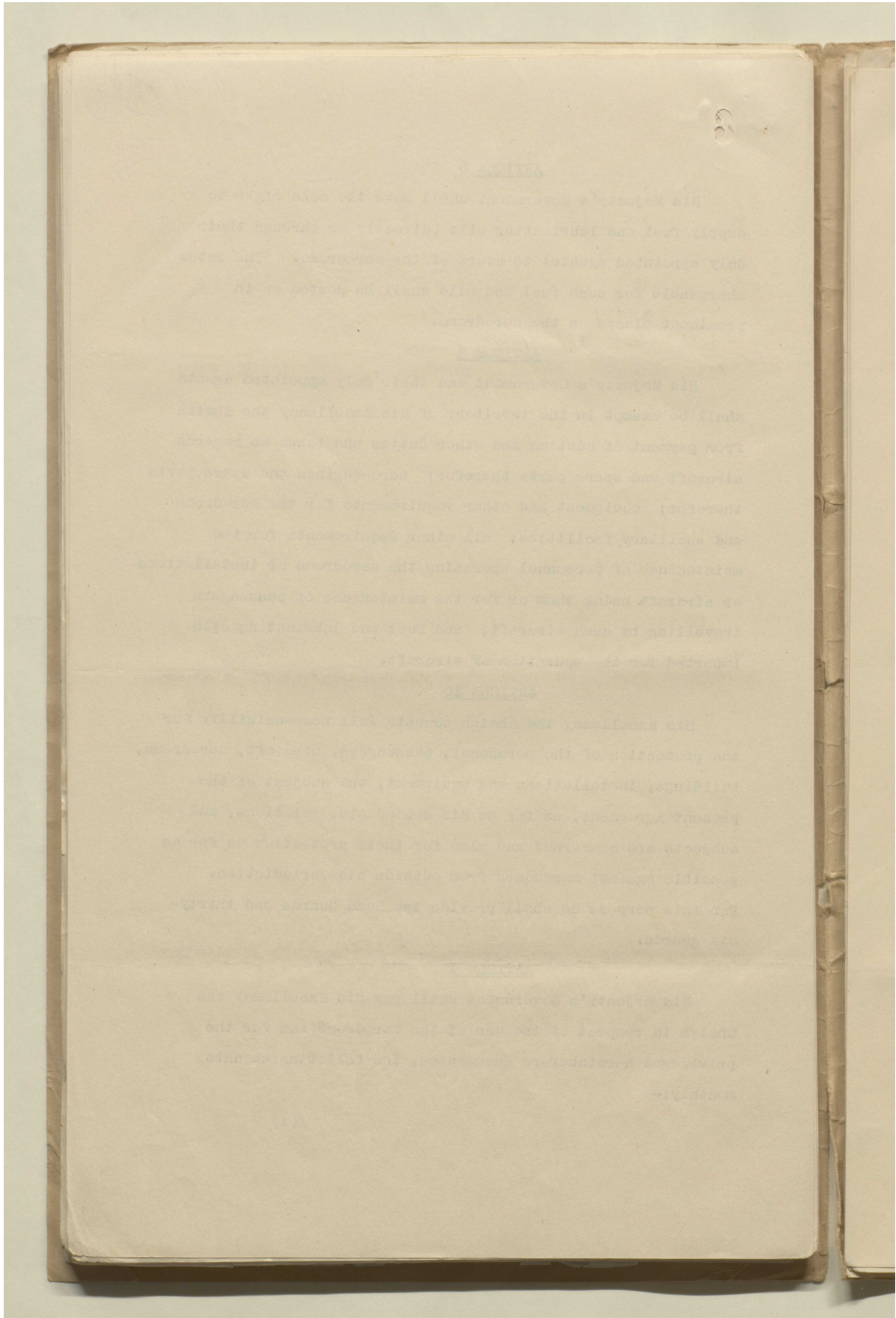


"ملف رقم ٤٣٦/٥١ ، اتفاقية طيران الشارقة" [٧٦ظ] (٢٠٠١/١٥٢)





"ملف رقم ٤٣٦/٥١ ، اتفاقية طيران الشارقة" [٧٧ظ] (٢٠٠١/١٥٤)



- (i) Pay of two Head Guards and 36 guards at Rs.85 for each Head Guard and Rs.65 for each guard, plus Rs.15 as a cost of living allowance for each man. This cost of living allowance shall be subject to reduction if the cost of living falls.
- (ii) Rent for the aerodrome, Rs.1,420.
- (iii) Rent for the rest house, Rs.1,000 Amounts due under this heading shall be set off against the money advanced by His Majesty's Government to the Shaikh for the building of the rest house, and no payments shall be made to the Shaikh until the aforesaid loan has been paid off.
- (iv) Personal subsidy of Rs.1,000 in return for the responsibility which the Shaikh has accepted.

ARTICLE 12

In the present Agreement the expression "the aerodrome" means the existing aerodrome at Sharjah, and includes any extension which may be made to it and any other aerodrome which may be established hereafter in Sharjah territory by His Majesty's Government in agreement with His Excellency the Shaikh.

ARTICLE 13

Should there be any dispute as to the interpretation or application of the present Agreement, the English version shall prevail.

ARTICLE 14

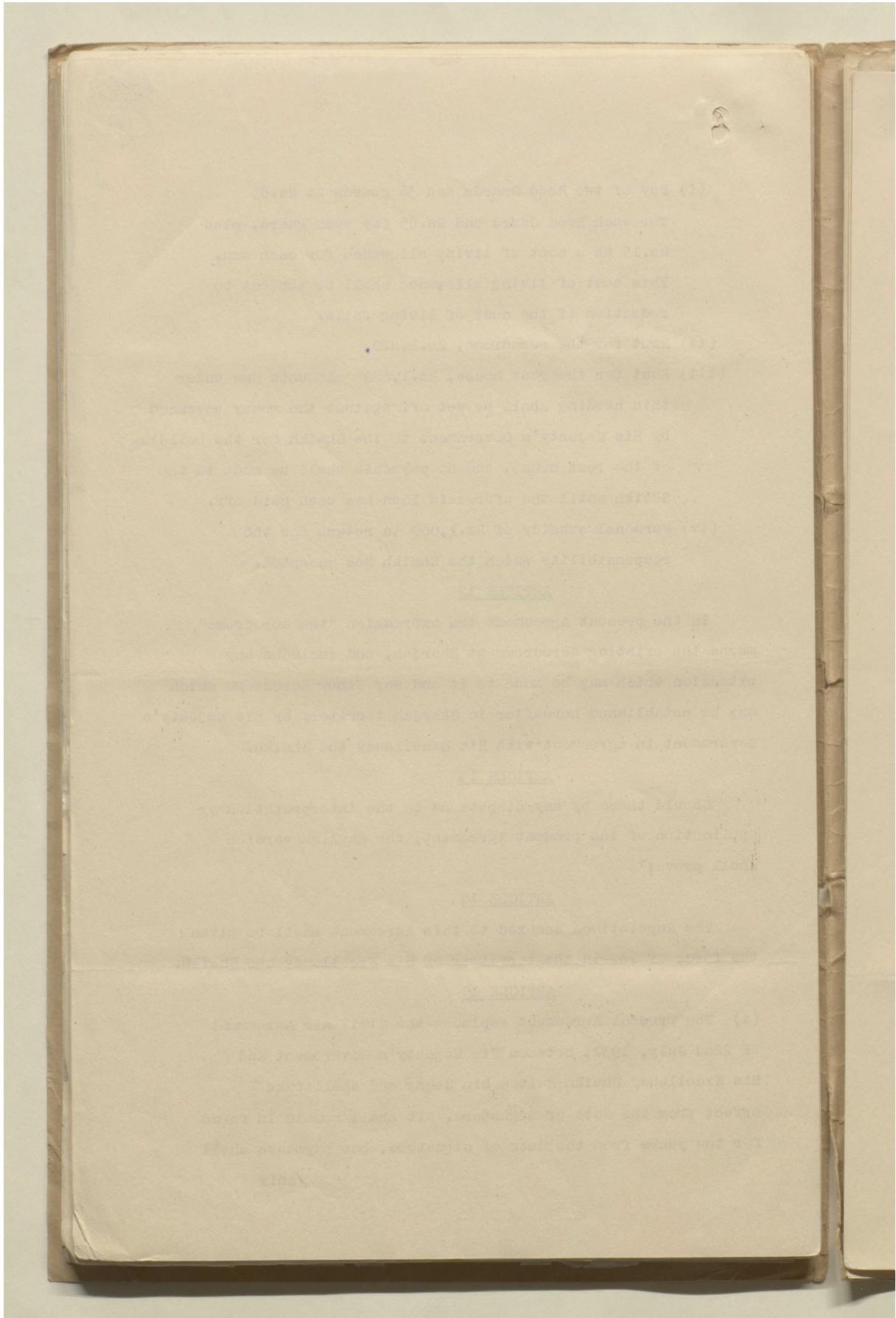
The Regulations annexed to this Agreement shall be given the force of law in the territory of His Excellency the Shaikh.

ARTICLE 15

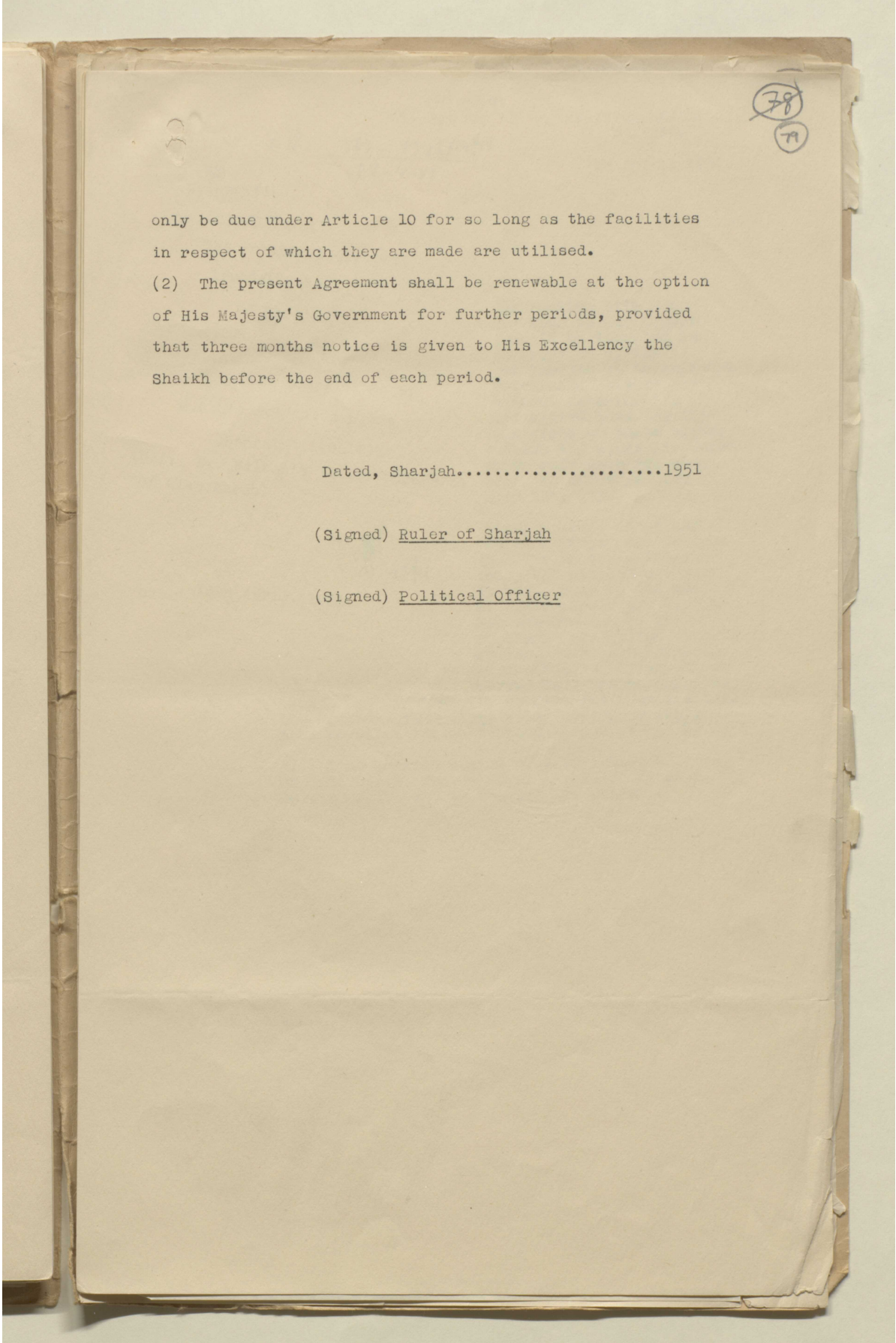
- (i) The present Agreement replaces the Civil Air Agreement of 22nd July, 1932, between His Majesty's Government and His Excellency Shaikh Sultan bin Saqar and shall take effect from the date of signature. It shall remain in force for ten years from the date of signature, but payments shall

/only

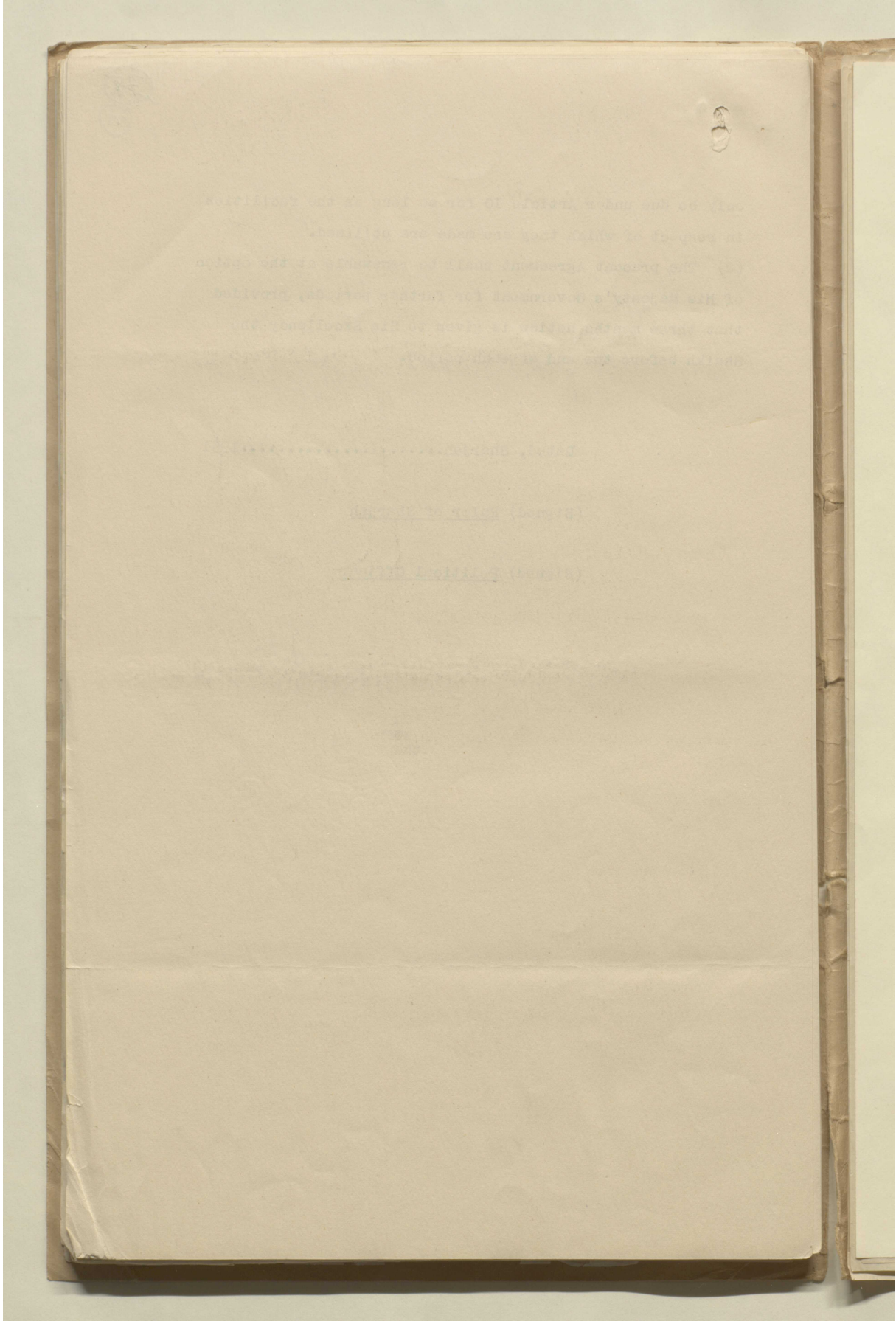
"ملف رقم ٤٣٦/٥١ . اتفاقية طيران الشارقة" [٧٨ظ] (٢٠٠١/١٥٦)



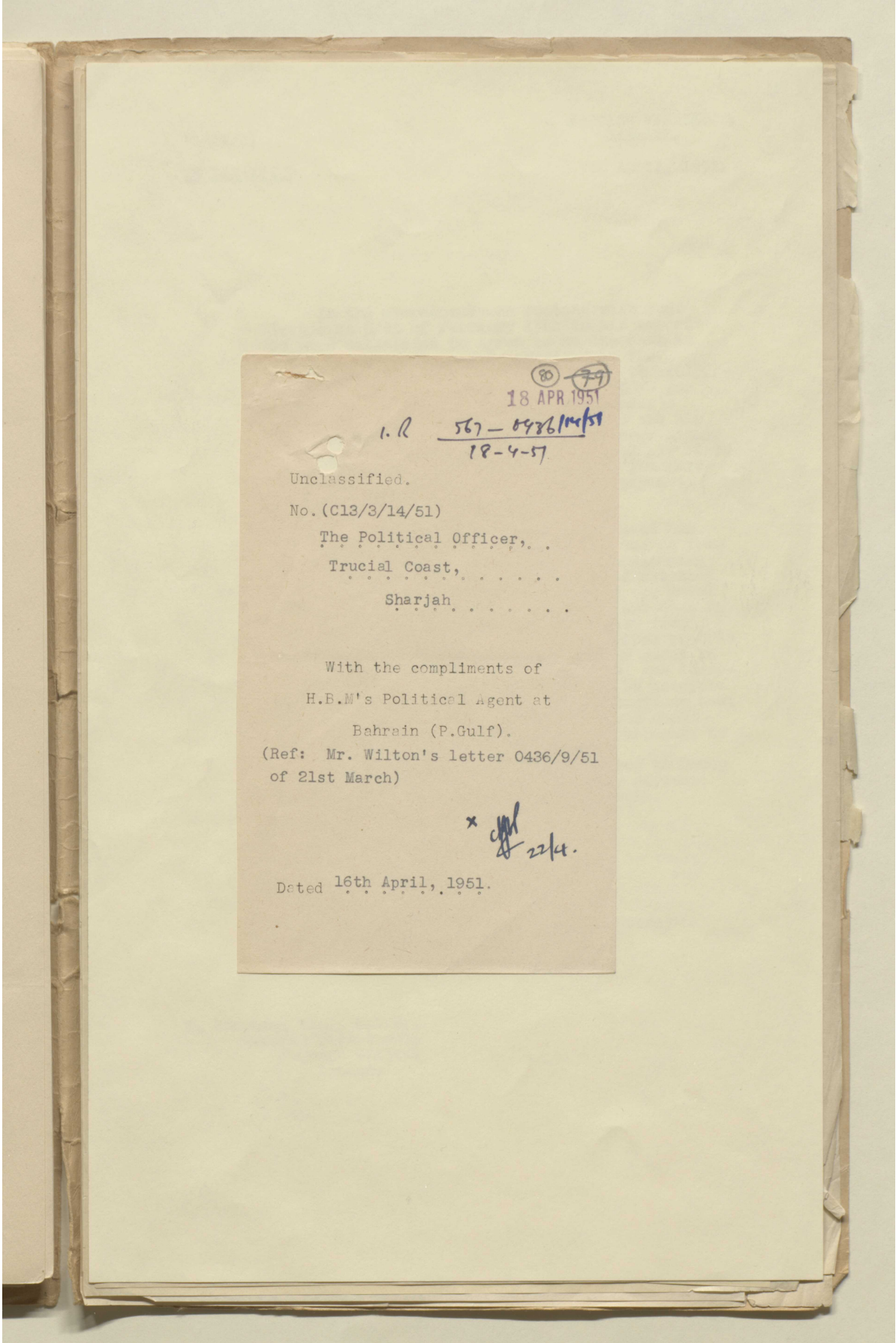
"ملف رقم ٤٣٦/٥١ . اتفاقية طيران الشارقة" [٧٩و] (٢٠٠١/١٥٧)



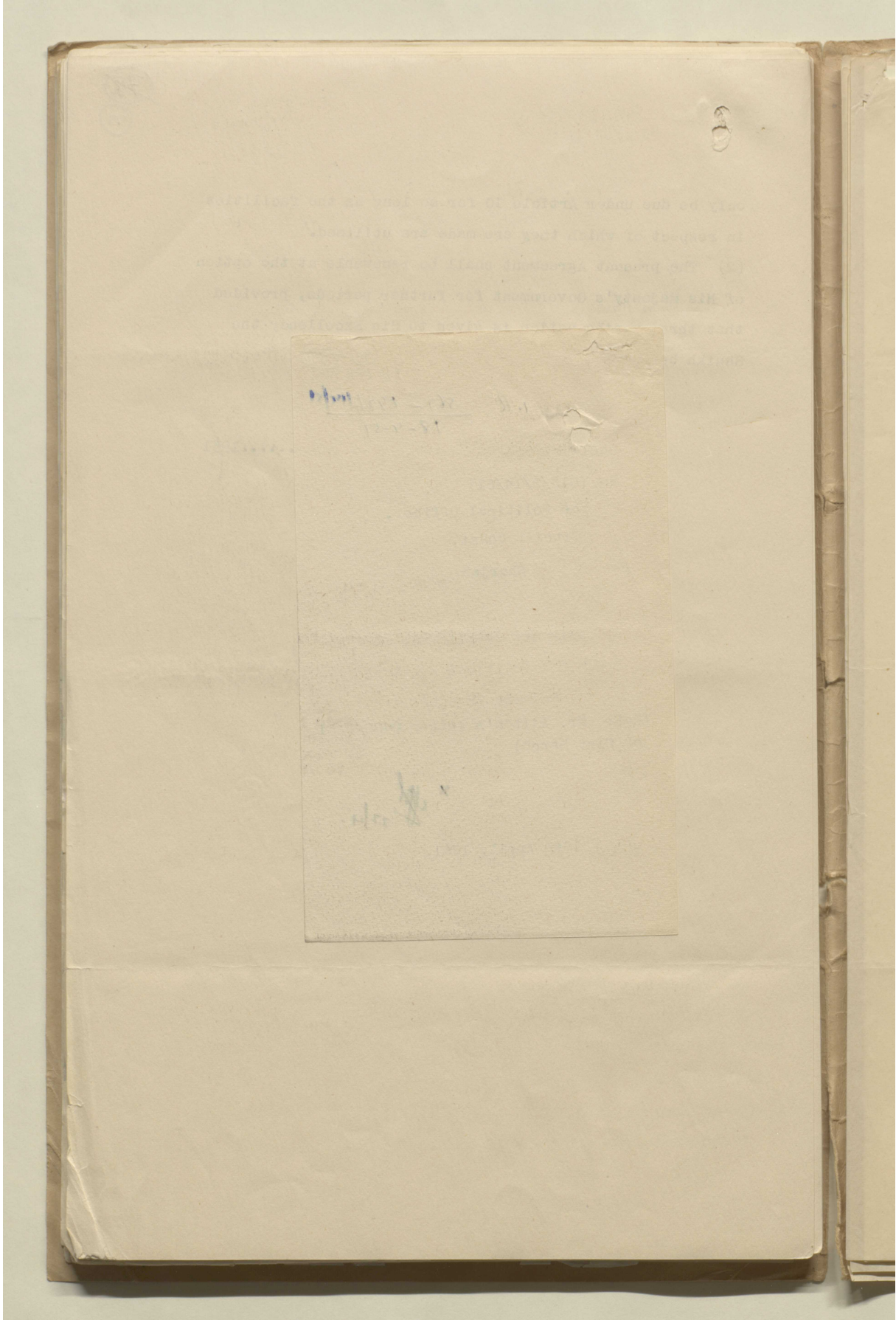
"ملف رقم ٤٣٦/٥١ ، اتفاقية طيران الشارقة" [٧٩ظ] (٢٠٠١/١٥٨)



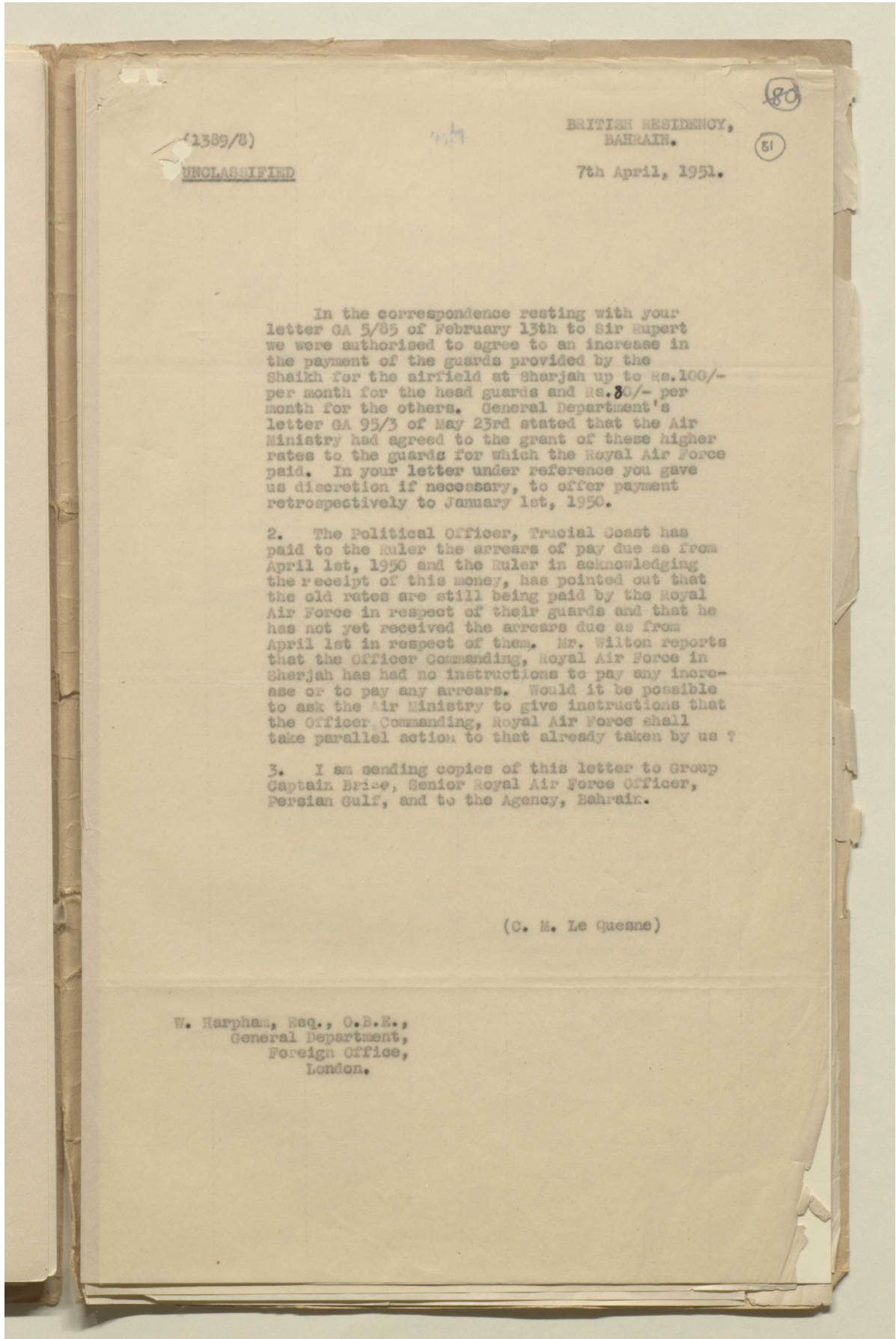
"ملف رقم ٤٣٦/٥١ . اتفاقية طيران الشارقة" [٨٠.] [٢٠٠/١٥٩]



"ملف رقم ٥١/٣٦٠٤٠٤ اتفاقية طيران الشارقة" [٨٠ظ] (١٦٠/٢٠٠)



"ملف رقم ٤٣٦/٥١ ، اتفاقية طيران المشاركة" [٨١] و [٢٠٠/١٦١]



BRITISH RESIDENCY,
BAHRAIN.

7th April, 1951.

(1389/8)

UNCLASSIFIED

In the correspondence resting with your letter GA 5/85 of February 13th to Sir Rupert we were authorized to agree to an increase in the payment of the guards provided by the Shaikh for the airfield at Sharjah up to Rs.100/- per month for the head guards and Rs.80/- per month for the others. General Department's letter GA 95/3 of May 23rd stated that the Air Ministry had agreed to the grant of these higher rates to the guards for which the Royal Air Force paid. In your letter under reference you gave us discretion if necessary, to offer payment retrospectively to January 1st, 1950.

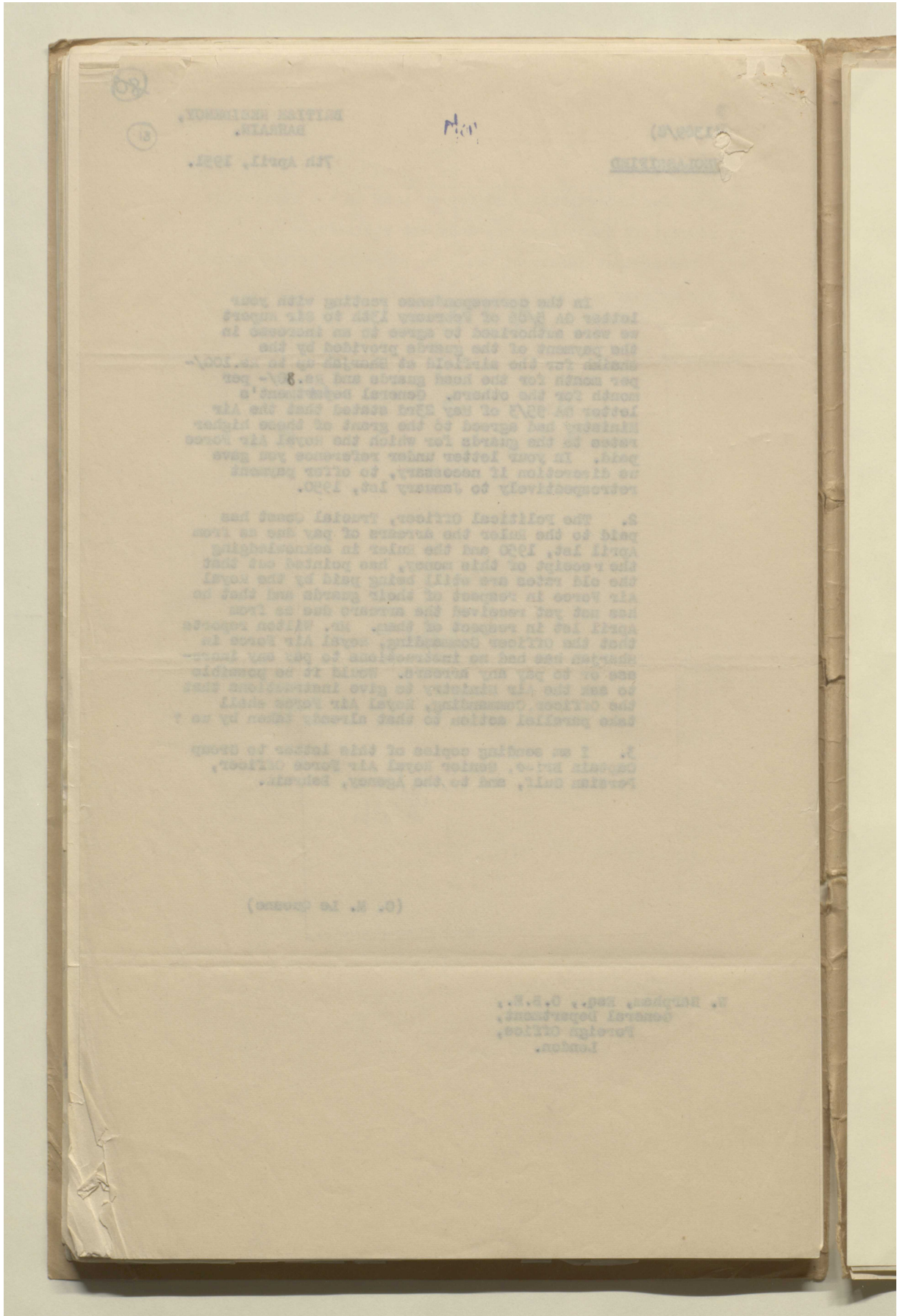
2. The Political Officer, Trucial Coast has paid to the Ruler the arrears of pay due as from April 1st, 1950 and the Ruler in acknowledging the receipt of this money, has pointed out that the old rates are still being paid by the Royal Air Force in respect of their guards and that he has not yet received the arrears due as from April 1st in respect of them. Mr. Wilton reports that the Officer Commanding, Royal Air Force in Sharjah has had no instructions to pay any increase or to pay any arrears. Would it be possible to ask the Air Ministry to give instructions that the Officer Commanding, Royal Air Force shall take parallel action to that already taken by us ?

3. I am sending copies of this letter to Group Captain Brice, Senior Royal Air Force Officer, Persian Gulf, and to the Agency, Bahrain.

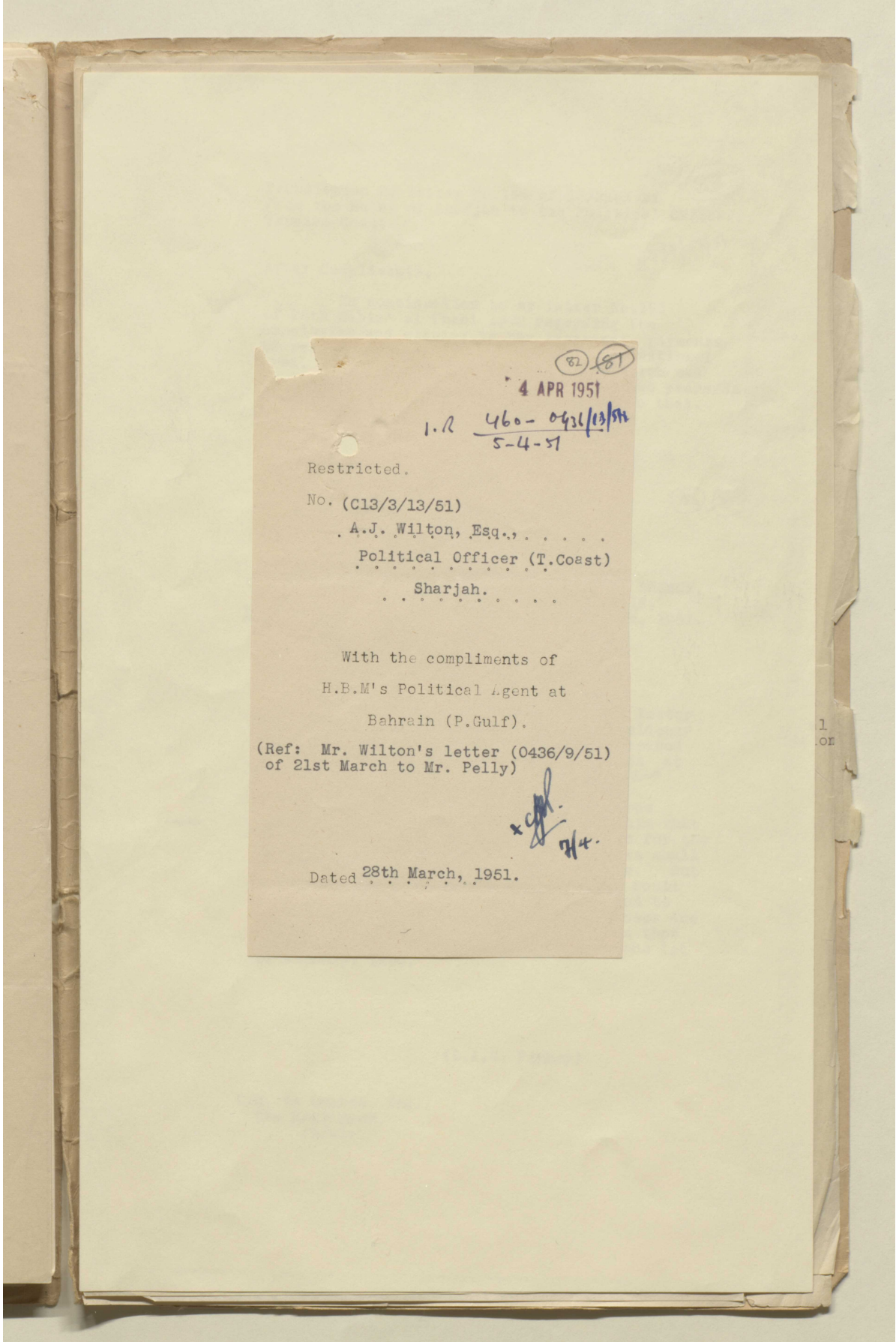
(C. M. Le Queenne)

W. Harpham, Esq., O.B.E.,
General Department,
Foreign Office,
London.

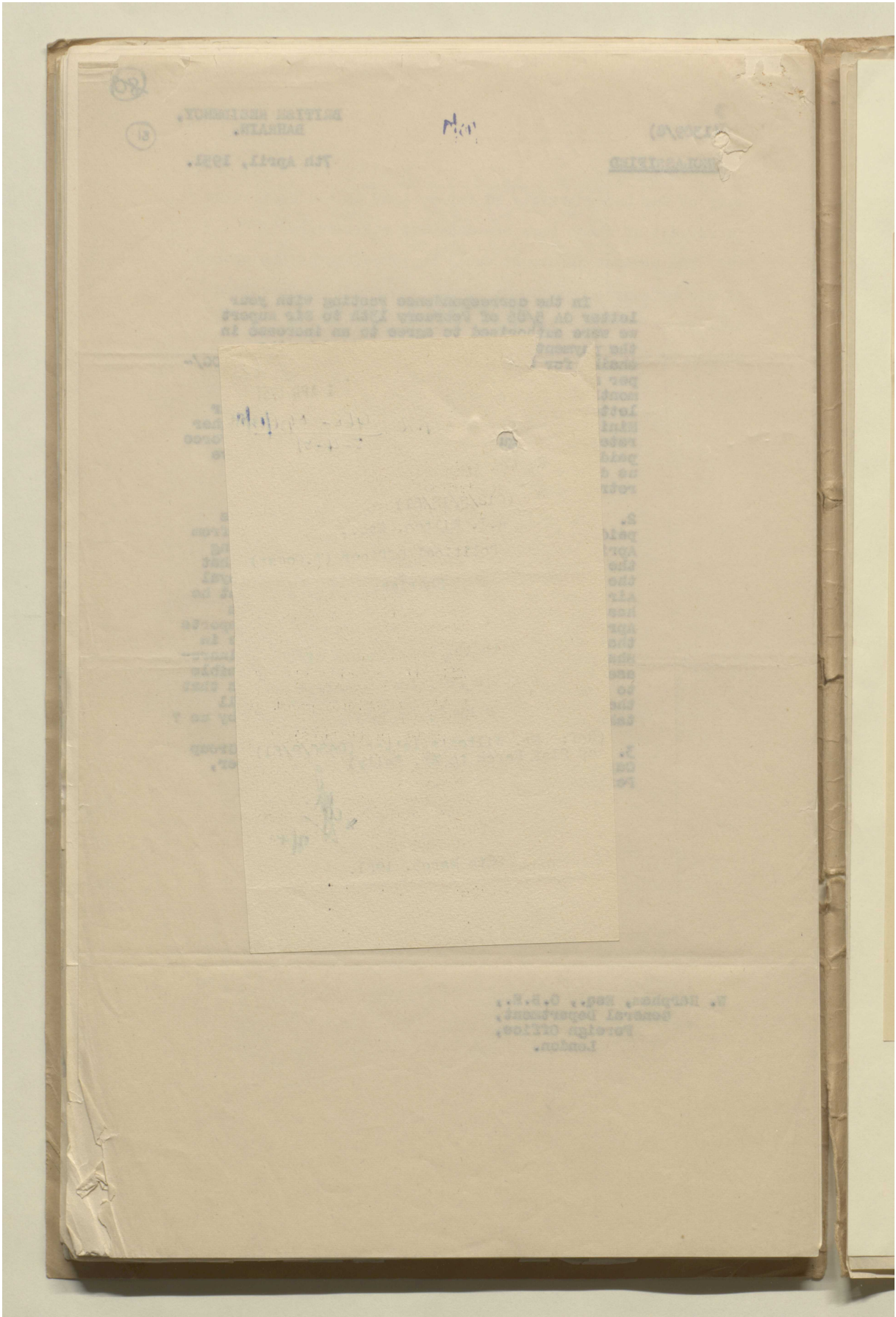
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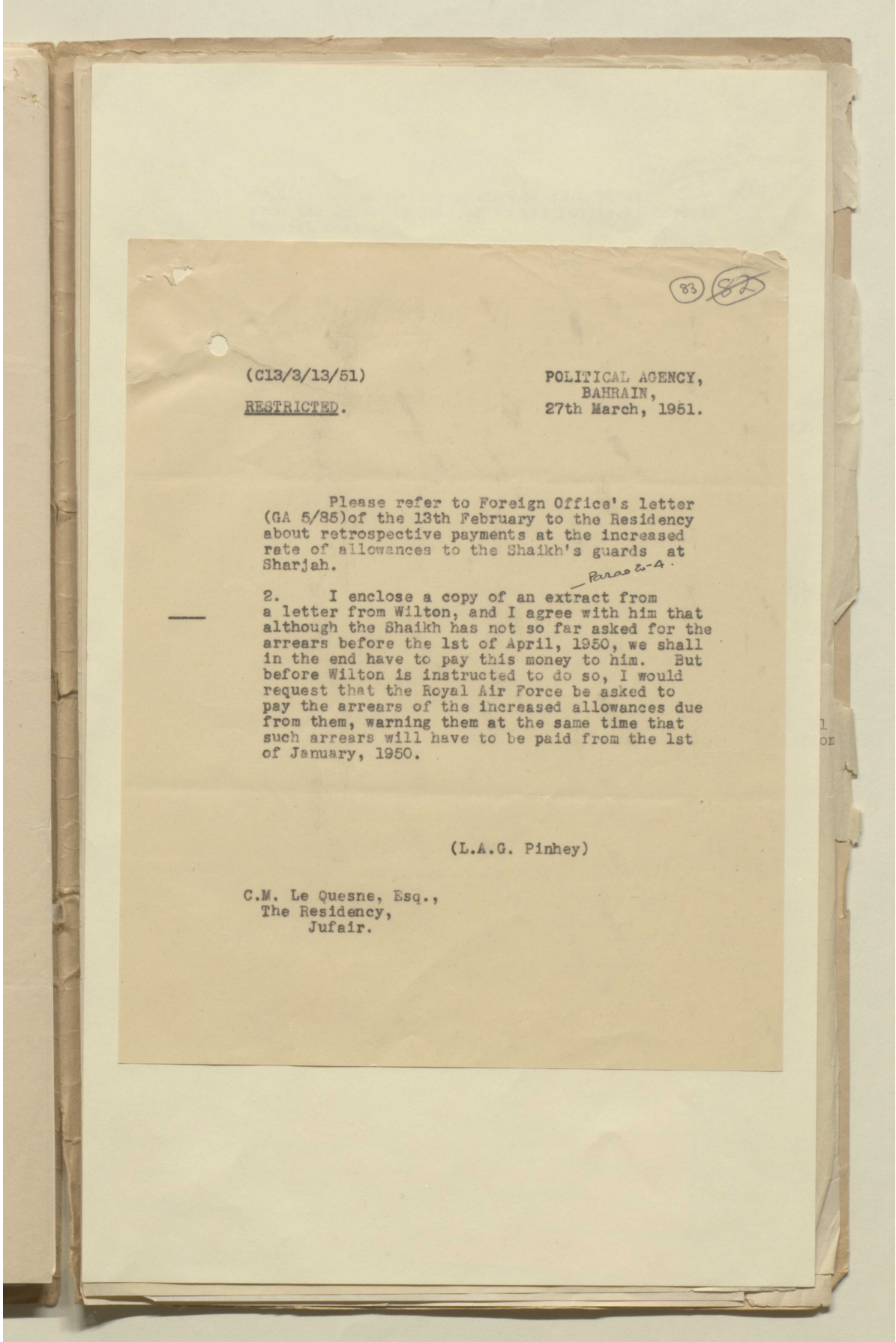
"ملف رقم ٤٣٦/٥١ . اتفاقية طيران الشارقة" [٨٢و] (٢٠٠٠/١٦٦٣)



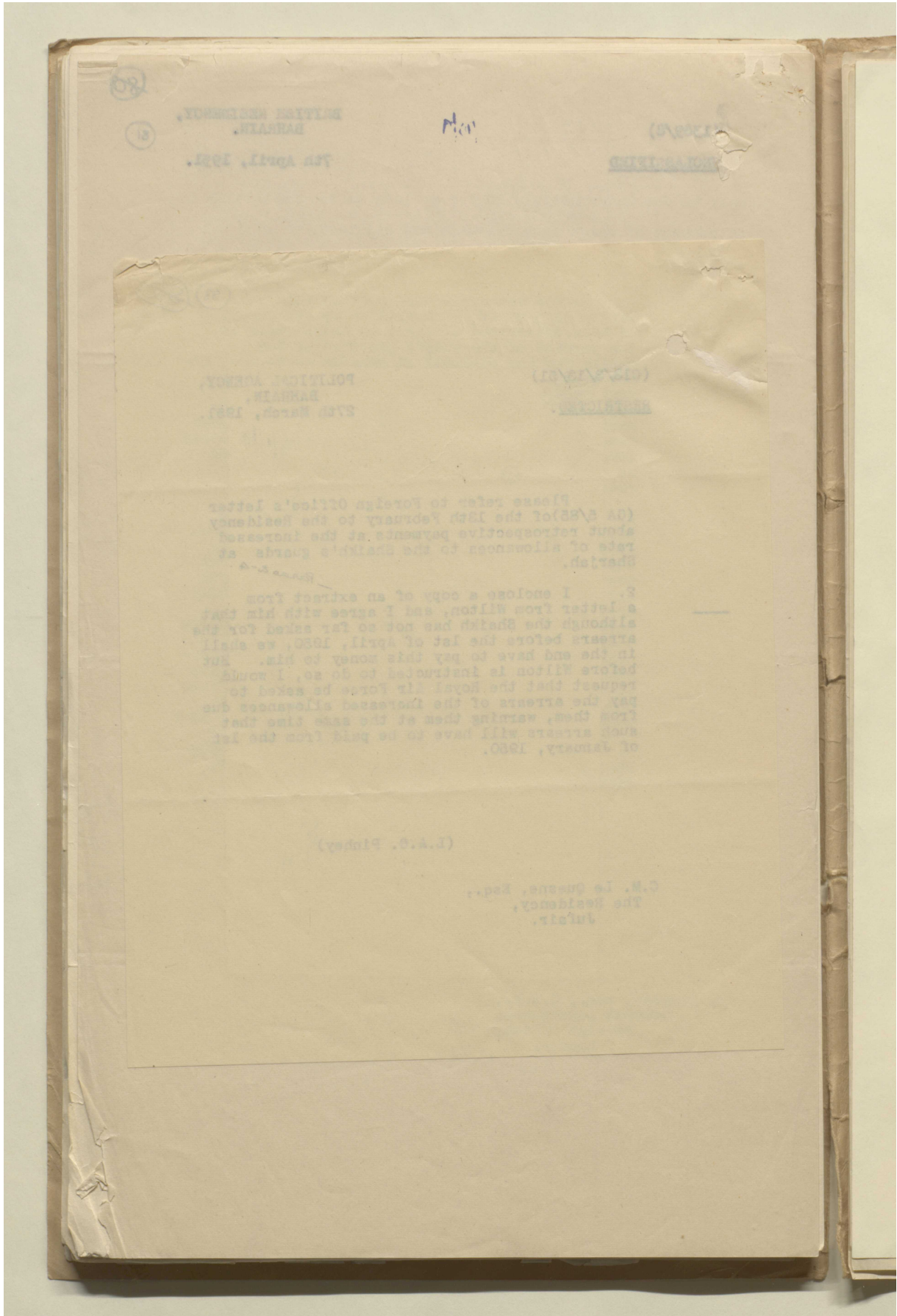
"ملف رقم ٥١/٣٦٠٤٠٤ اتفاقية طيران الشارقة" [٨٢ ظ] (٢٠٠٠/١٦٤)



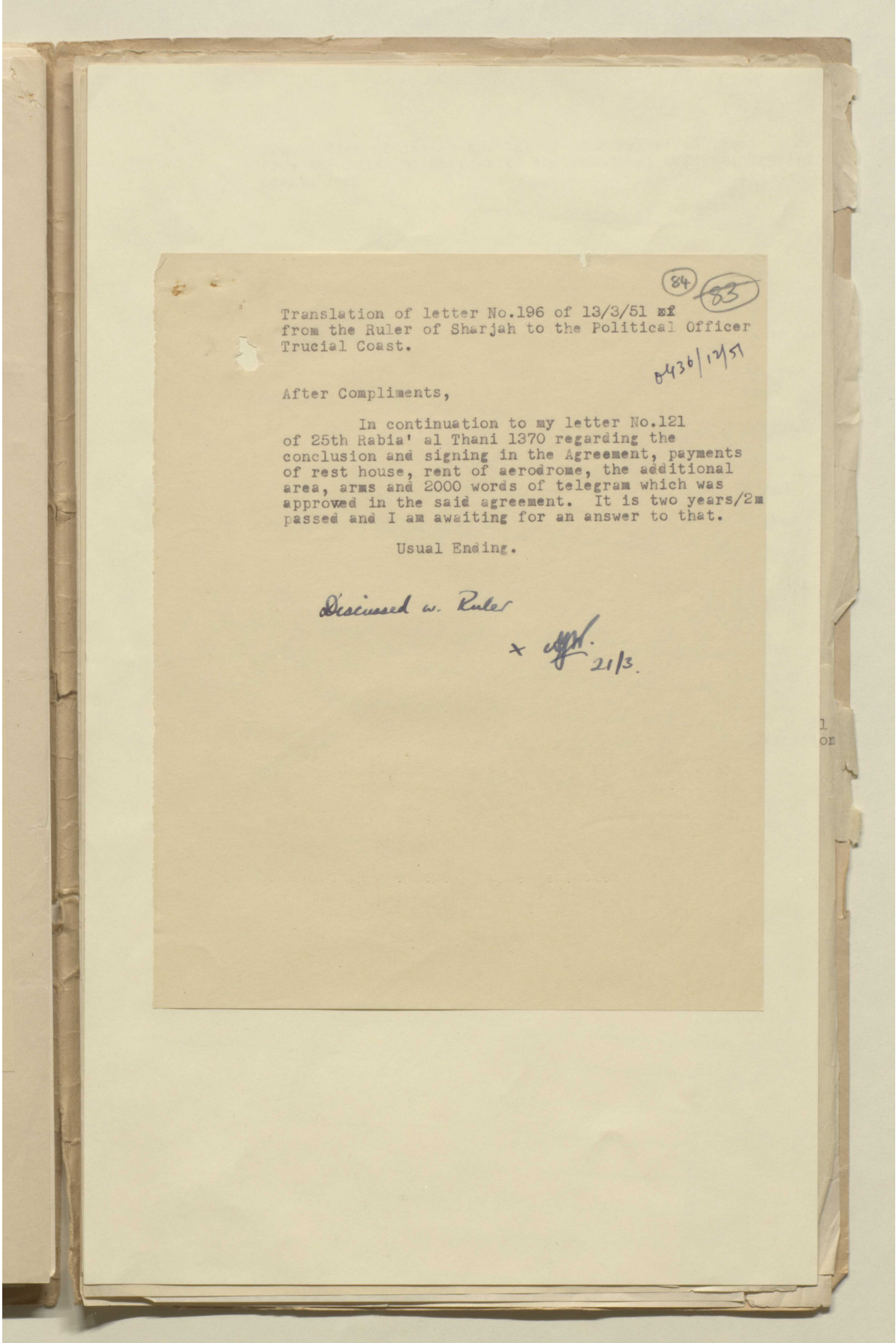
"ملف رقم ٤٣٦/٥١ . اتفاقية طيران الشارقة" [٨٣ و] (٢٠٠/١٦٥)



"ملف رقم ٤٣٦/٥١ . اتفاقية طيران الشارقة" [٨٣ظ] (٢٠٠١/١٦٦)



"ملف رقم ٥١/٣٦٠٤ . اتفاقية طيران الشارقة" [٨٤و] (١٦٧/٢٠٠٠)



Translation of letter No.196 of 13/3/51 ⁸⁴ ⁸³ from the Ruler of Sharjah to the Political Officer Trucial Coast.

After Compliments,

In continuation to my letter No.121 of 25th Rabia' al Thani 1370 regarding the conclusion and signing in the Agreement, payments of rest house, rent of aerodrome, the additional area, arms and 2000 words of telegram which was approved in the said agreement. It is two years/2m passed and I am awaiting for an answer to that.

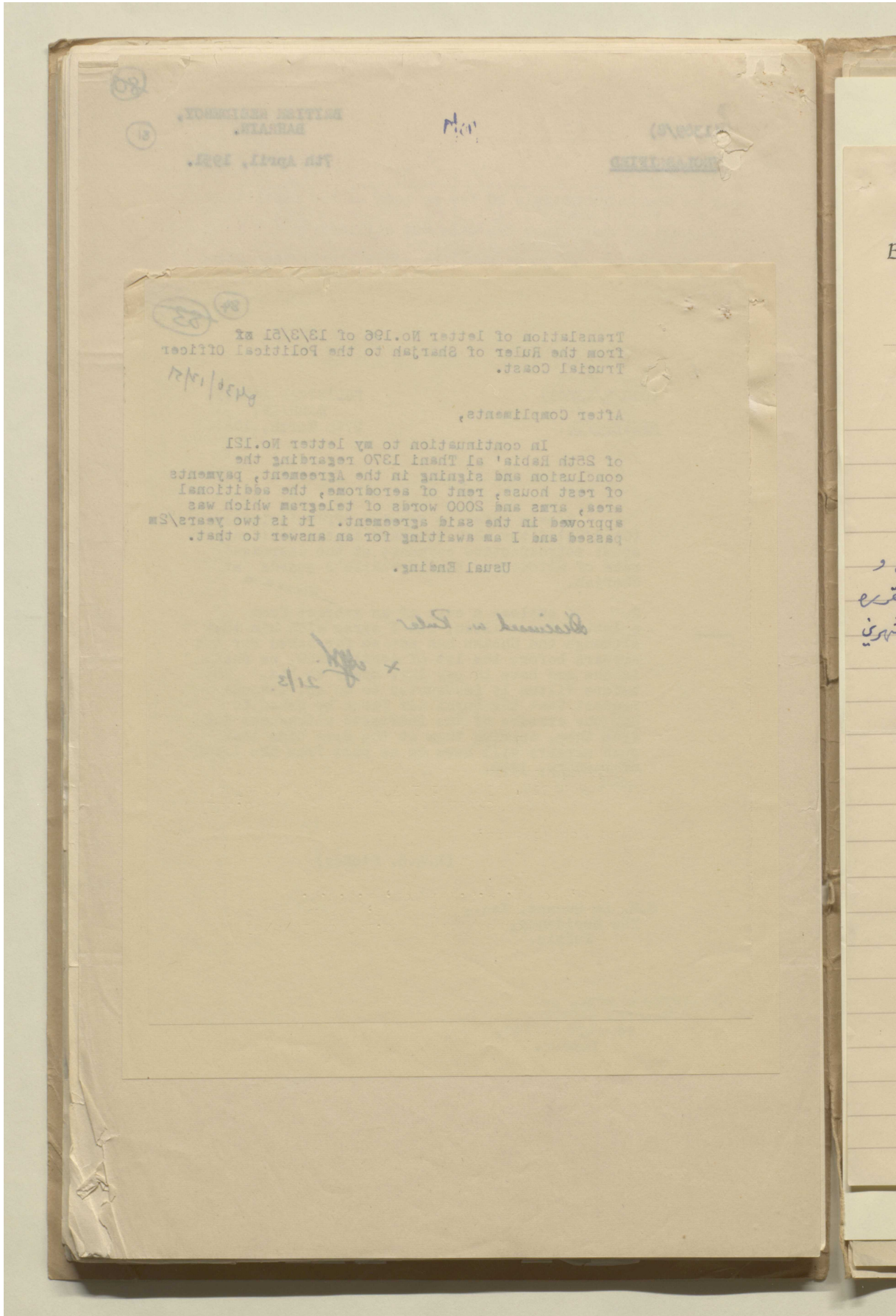
Usual Ending.

Discussed w. Ruler

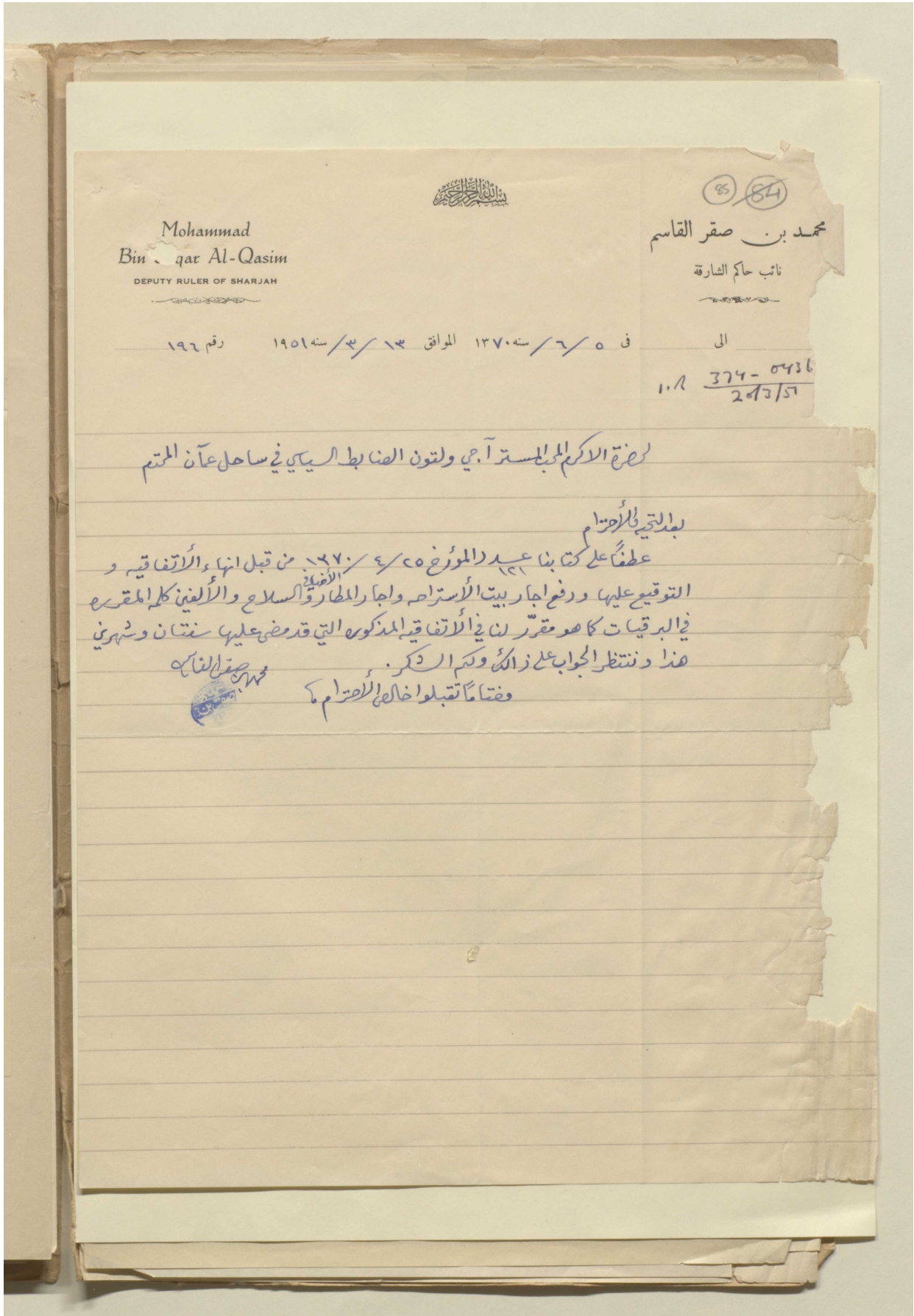
x 21/3.

1
or

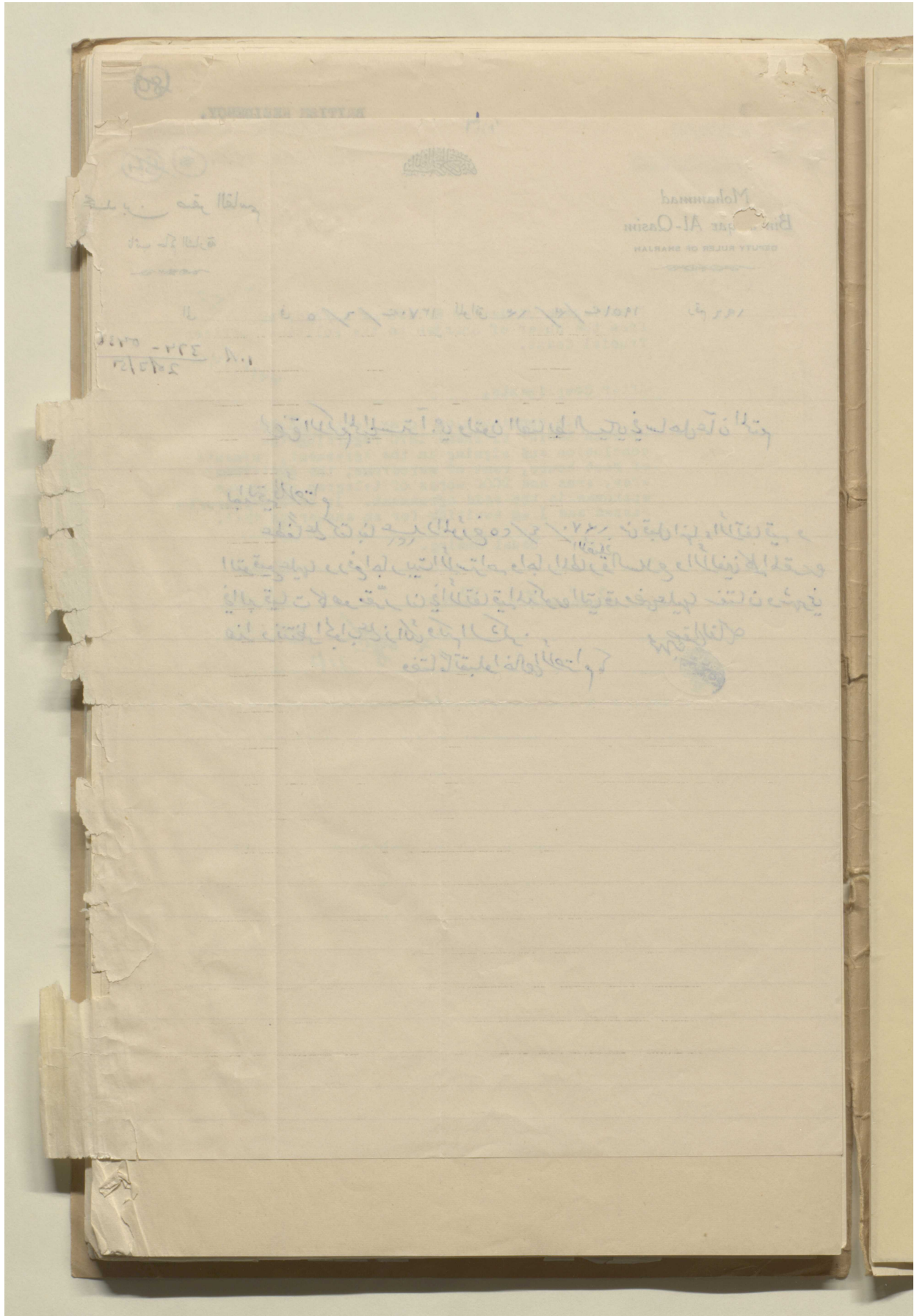
"ملف رقم ٤٣٦/٥١ . اتفاقية طيران الشارقة" [٨٤ظ] (٢٠٠٠/١٦٨)



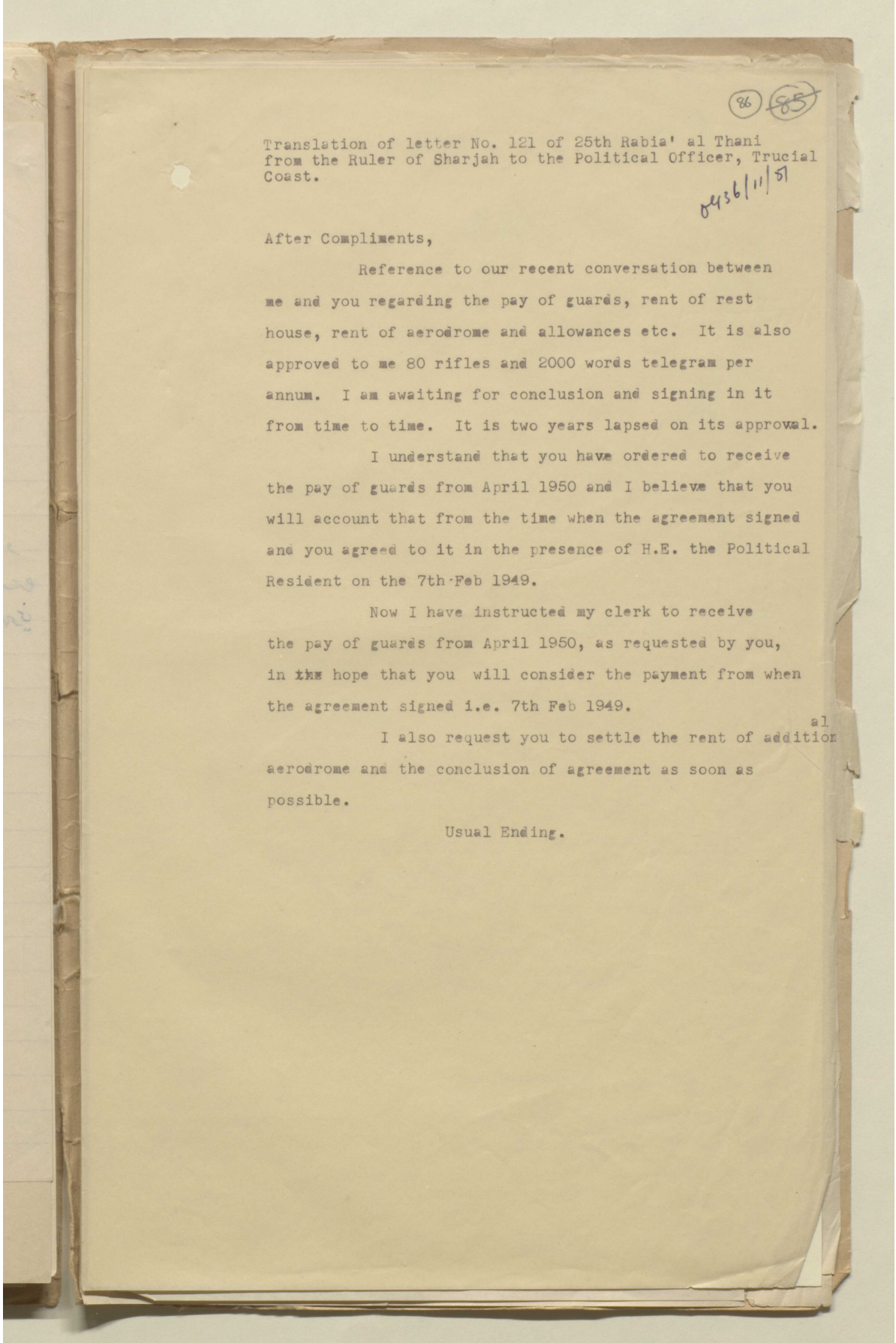
"ملف رقم ٥١/٣٦٠٤، اتفاقية طيران الشارقة" [٨٥ و] (١٦٩/٢٠٠)



"ملف رقم ٤٣٦/٥١ . اتفاقية طيران الشارقة" [٨٥ظ] (٢٠٠٠/١٧٠)



"ملف رقم ٥١/٣٦٠٤ . اتفاقية طيران الشارقة" [٨٦و] (١٧١/٢٠٠)



Translation of letter No. 121 of 25th Rabia' al Thani
from the Ruler of Sharjah to the Political Officer, Trucial
Coast.

After Compliments,

Reference to our recent conversation between
me and you regarding the pay of guards, rent of rest
house, rent of aerodrome and allowances etc. It is also
approved to me 80 rifles and 2000 words telegram per
annum. I am awaiting for conclusion and signing in it
from time to time. It is two years lapsed on its approval.

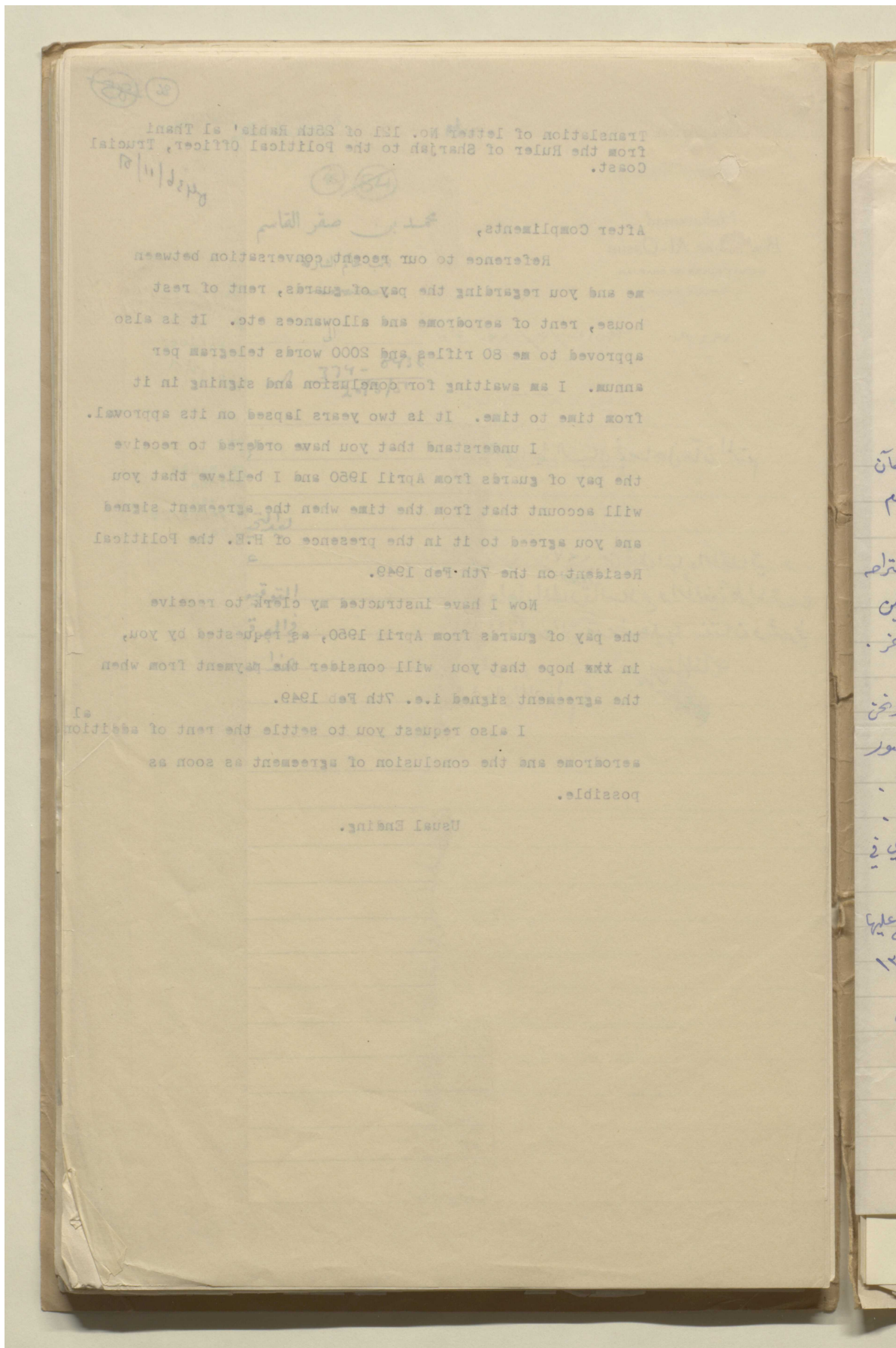
I understand that you have ordered to receive
the pay of guards from April 1950 and I believe that you
will account that from the time when the agreement signed
and you agreed to it in the presence of H.E. the Political
Resident on the 7th Feb 1949.

Now I have instructed my clerk to receive
the pay of guards from April 1950, as requested by you,
in the hope that you will consider the payment from when
the agreement signed i.e. 7th Feb 1949.

I also request you to settle the rent of addition^{al}
aerodrome and the conclusion of agreement as soon as
possible.

Usual Ending.

"ملف رقم ٤٣٦/٥١ اتفاقية طيران الشارقة" [٨٦ظ] (٢٠٠١/١٧٢)



بِسْمِ اللَّهِ الرَّحْمَنِ الرَّحِيمِ

٤٦

١٠٨ 373-0426
2017/5

عدد سنة ١٢٧٠
١٢١

وقالوا
حكما أشد قبل
منظارين من القبول

حضرة الأكرم المحب المستر ايج دي ميشيل الضابط الرئيسي في ساحل عمان
المهتم

بعد التحية والإحترام

عطفًا على المحادثات الجارية بيننا وبينكم من قبل اجورات الحراس واجاربيت للاستراحة
واجار المطار والمخصصات وما يتبع ذلك مما هو مقرر لنا وهو شامتا بين بنديقه والفين
كله سنويًا في البرقيات . اننا ننتظر انهاء الاتفاقية والتوقيع عليها من حين لأخر .
بما انه قد مضى على عقدنا سنتان .

وقد فرحتنا انتم أمرتم ان نستلم اجورات الحراس من شهر ابريل ١٩٥٠ . ونحن
معتقدين على انكم تجرون ذلك لنا من حين ما أبرمت الاتفاقية ووافقتم عليها بحضور
قائمة رئيس الخليج الفارسي وذلك في ٨ ربيع الآخر ١٣٦٨ الموافق ٧ فبراير ١٩٤٩ .
فالآن نرول أعذر رغبتكم قد امرنا باستلام اجور الحراس من شهر ابريل ١٩٥٠ .
مؤملين من حضرتكم مراجعة ذلك وان يكون التسليم من حين ما أبرمت الاتفاقية أي في
٧ فبراير ١٩٤٩

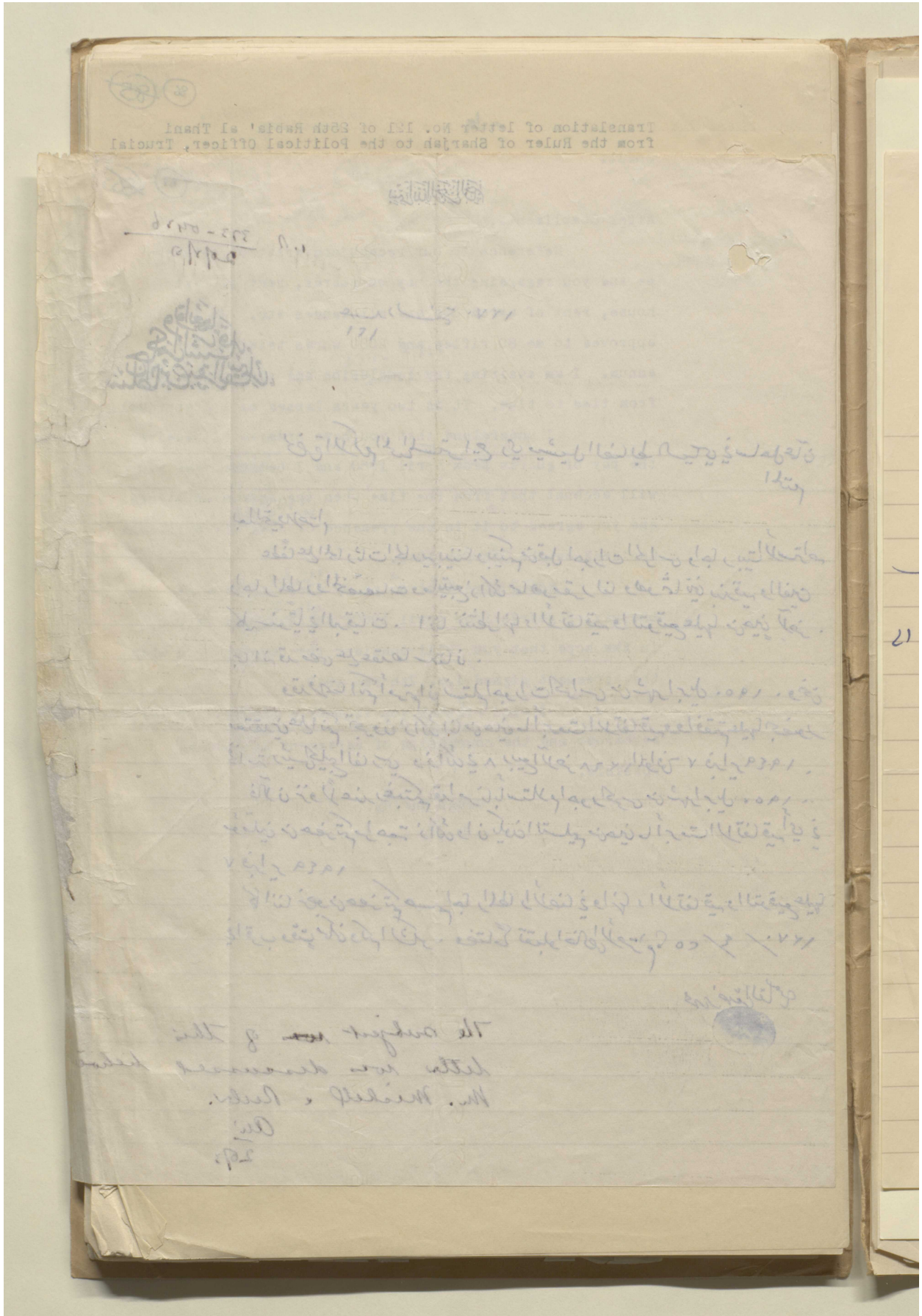
كما اننا نرجو من حضرتكم حسم اجار المطار والأضاني وانها ، الاتفاقية والتوقيع عليها
في اقرب وقت ممكن وكتم الشكر . وضامًا تقبلوا احكام الأحرار .
١٢٧٠ / ٤٥٥

محمد بن القاسم

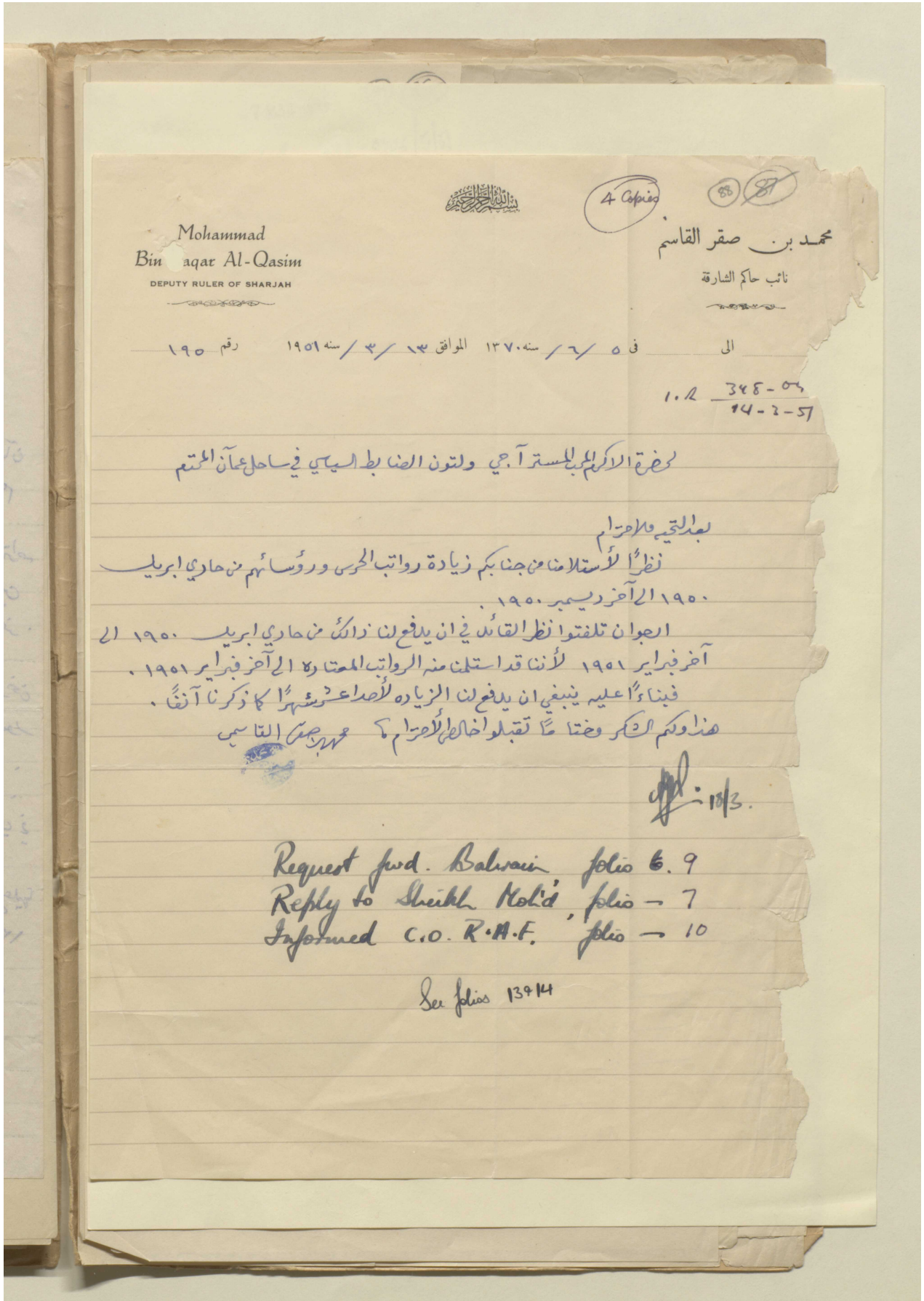
The subject ~~was~~ of this
letter was discussed between
Mr. Michell & Reub.

Ali
26/3

"ملف رقم ٤٣٦/٥١ . اتفاقية طيران الشارقة" [٨٧ظ] (٢٠٠٠/١٧٤)



"ملف رقم ٤٣٦/٥١، اتفاقية طيران الشارقة" [٨٨ و] (٢٠٠٠/١٧٥)



Mohammad
Bin Aqar Al-Qasim
DEPUTY RULER OF SHARJAH

الشيخ محمد بن عيسى

4 Copies

محمد بن صقر القاسم

نائب حاكم الشارقة

في ٥ / ٢ / سنة ١٣٧٠ الموافق ١٣ / ٣ / سنة ١٩٥١ رقم ١٩٥

١٠٢ ٣٤٥-٥٦
١٤-٢-٥٧

بمذمة الاكبر المجلد المستر آجي ولتون الضابط السياسي في ساحل عمان المقيم

بعد التقييم والاعتراف
نظراً لاستلامنا من جنابكم زيادة رواتب المحرمين ورؤسائهم من حاري ابريل
١٩٥٠ الى آخر ديسمبر ١٩٥٠.

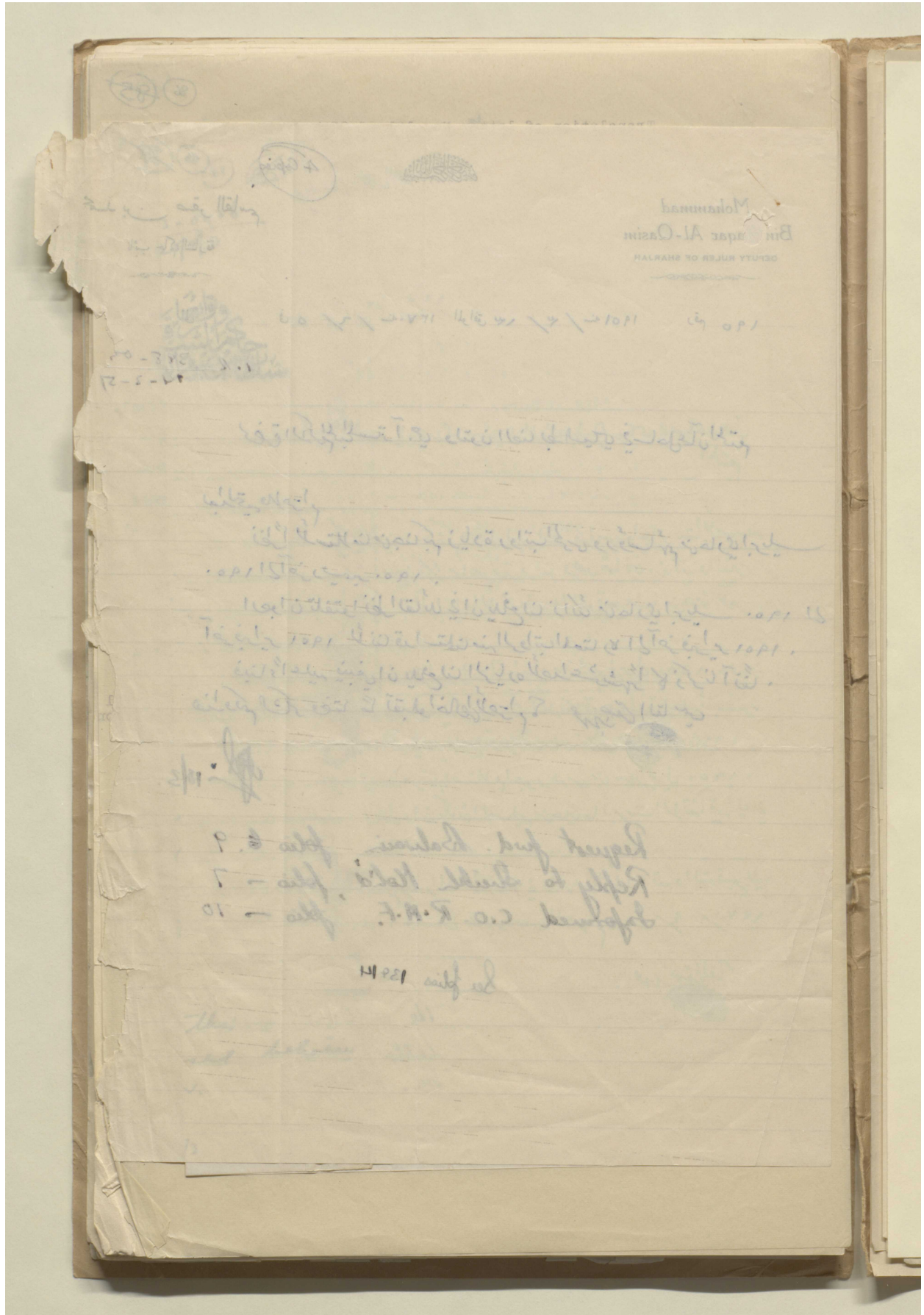
ارجوان تليفتموا نظر القائد في ان يدفع لنا ذلك من حاري ابريل ١٩٥٠ الى
آخر فبراير ١٩٥١ لأننا قد استلمنا منه الرواتب المعتاد الا الى آخر فبراير ١٩٥١.
فبناءً على ذلك ينبغي ان يدفع لنا الزيادة لأصداء عشر شهر كما ذكرنا آنفاً.
هذا وكم انكر وضماناً تقبلوا خالصاً للاعتراف. محمد بن القاسم

١٣/٣

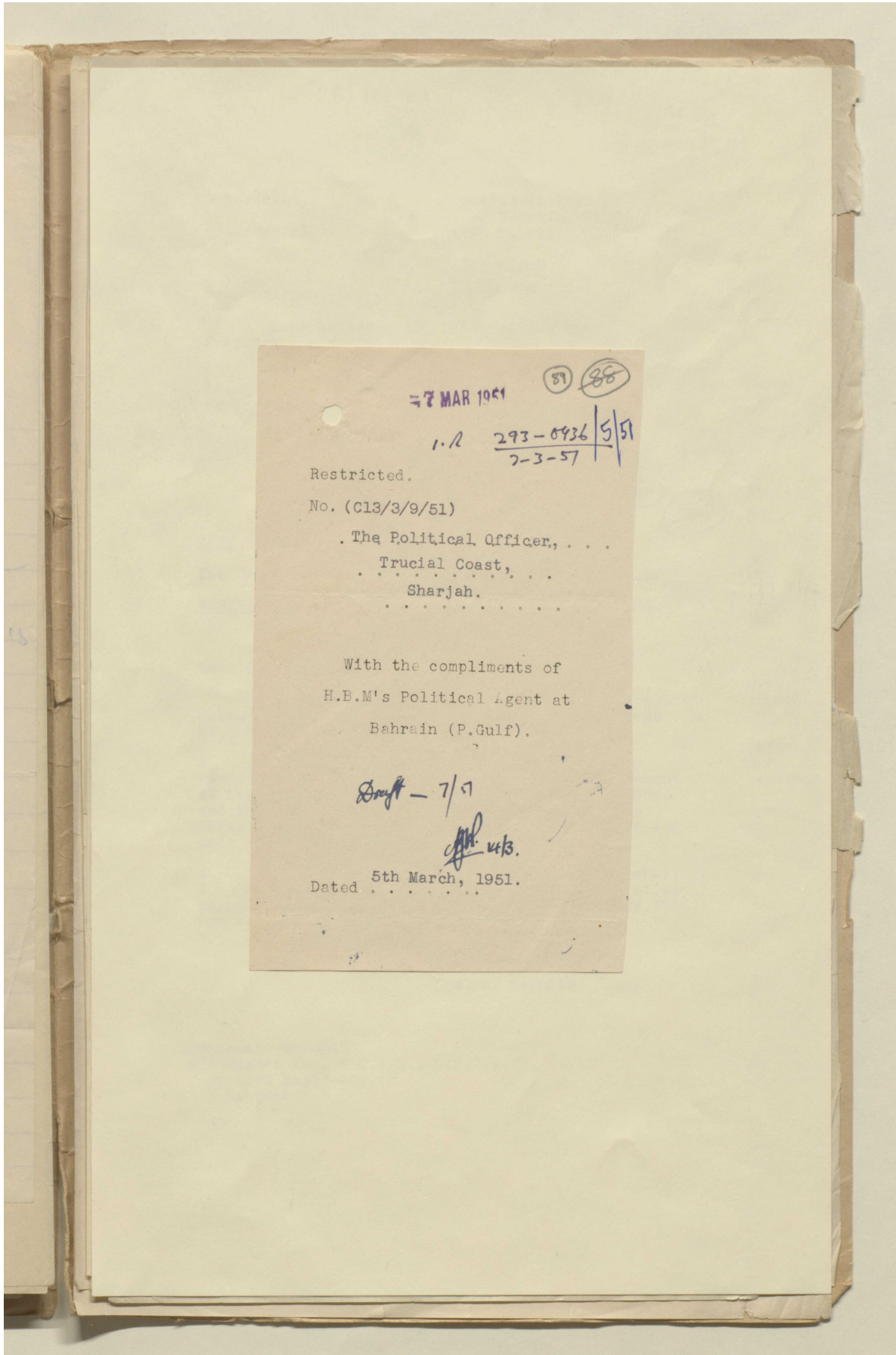
Request fwd. Bahrain folio 6.9
Reply to Sheikh Nohid folio - 7
Informed C.O. R.M.F. folio - 10

See folios 13 & 14

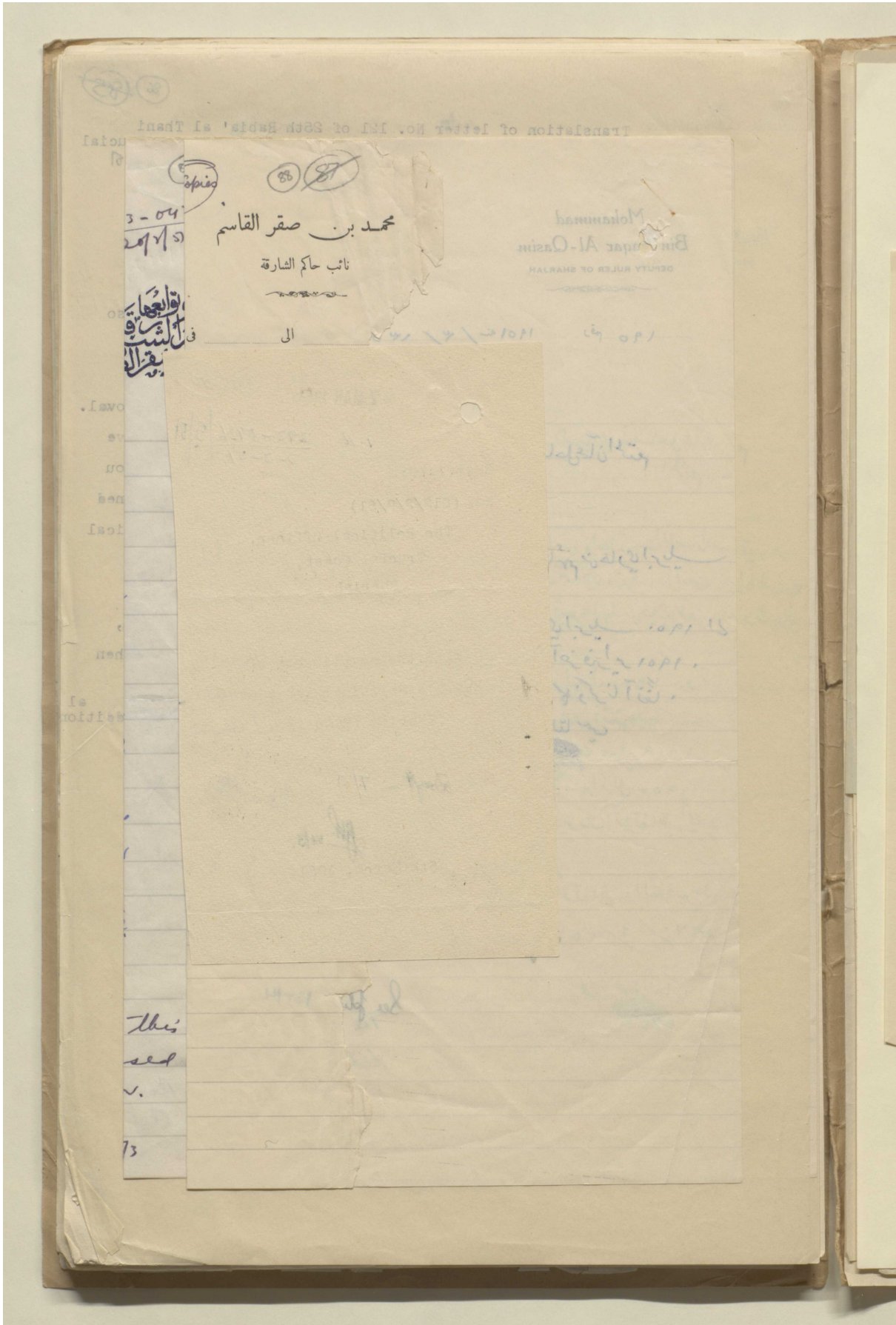
"ملف رقم ٤٣٦/٥١ . اتفاقية طيران الشارقة" [٨٨ظ] (٢٠٠٠/١٧٦)



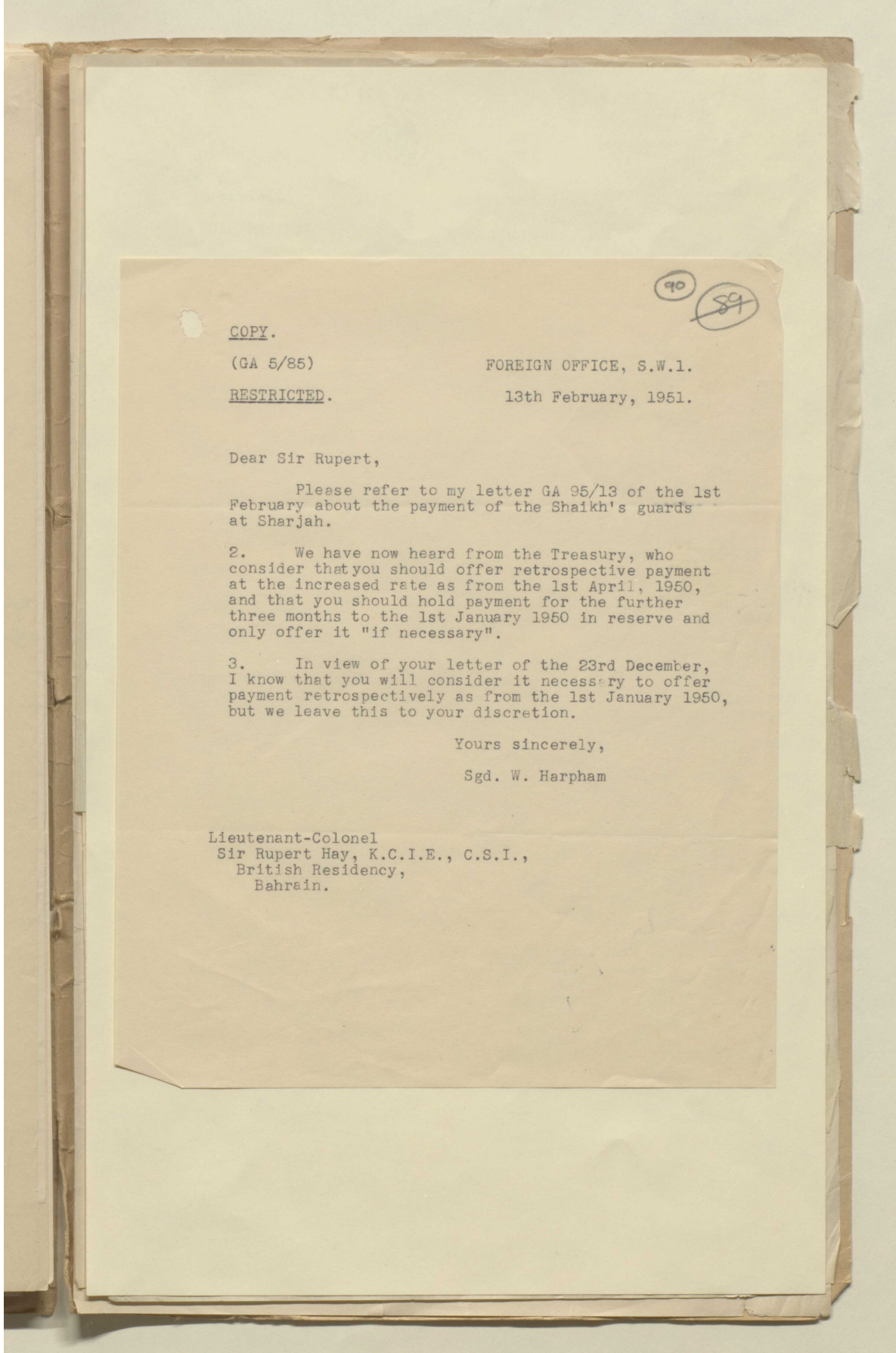
"ملف رقم ٤٣٦/٥١ . اتفاقية طيران الشارقة" [٨٩و] (٢٠٠/١٧٧)



"ملف رقم ٥١/٣٦٠٤ ، اتفاقية طيران الشارقة" [٨٩ظ] (١٧٨/٢٠٠٠)



"ملف رقم ٤٣٦/٥١ اتفاقية طيران الشارقة" [٩٠] [٢٠٠/١٧٩]



COPY.

(GA 5/85)

RESTRICTED.

FOREIGN OFFICE, S.W.1.

13th February, 1951.

Dear Sir Rupert,

Please refer to my letter GA 95/13 of the 1st February about the payment of the Shaikh's guards at Sharjah.

2. We have now heard from the Treasury, who consider that you should offer retrospective payment at the increased rate as from the 1st April, 1950, and that you should hold payment for the further three months to the 1st January 1950 in reserve and only offer it "if necessary".

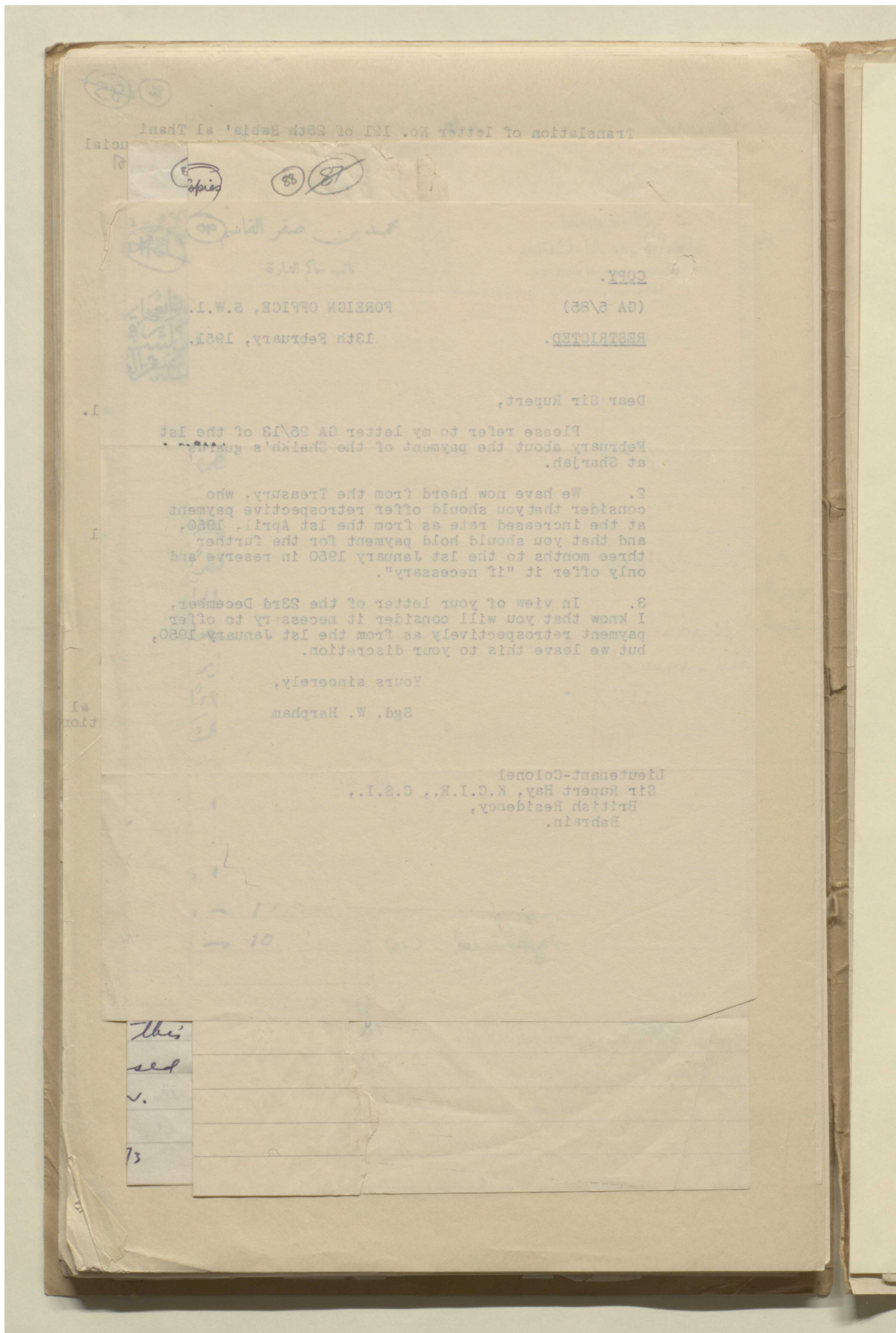
3. In view of your letter of the 23rd December, I know that you will consider it necessary to offer payment retrospectively as from the 1st January 1950, but we leave this to your discretion.

Yours sincerely,

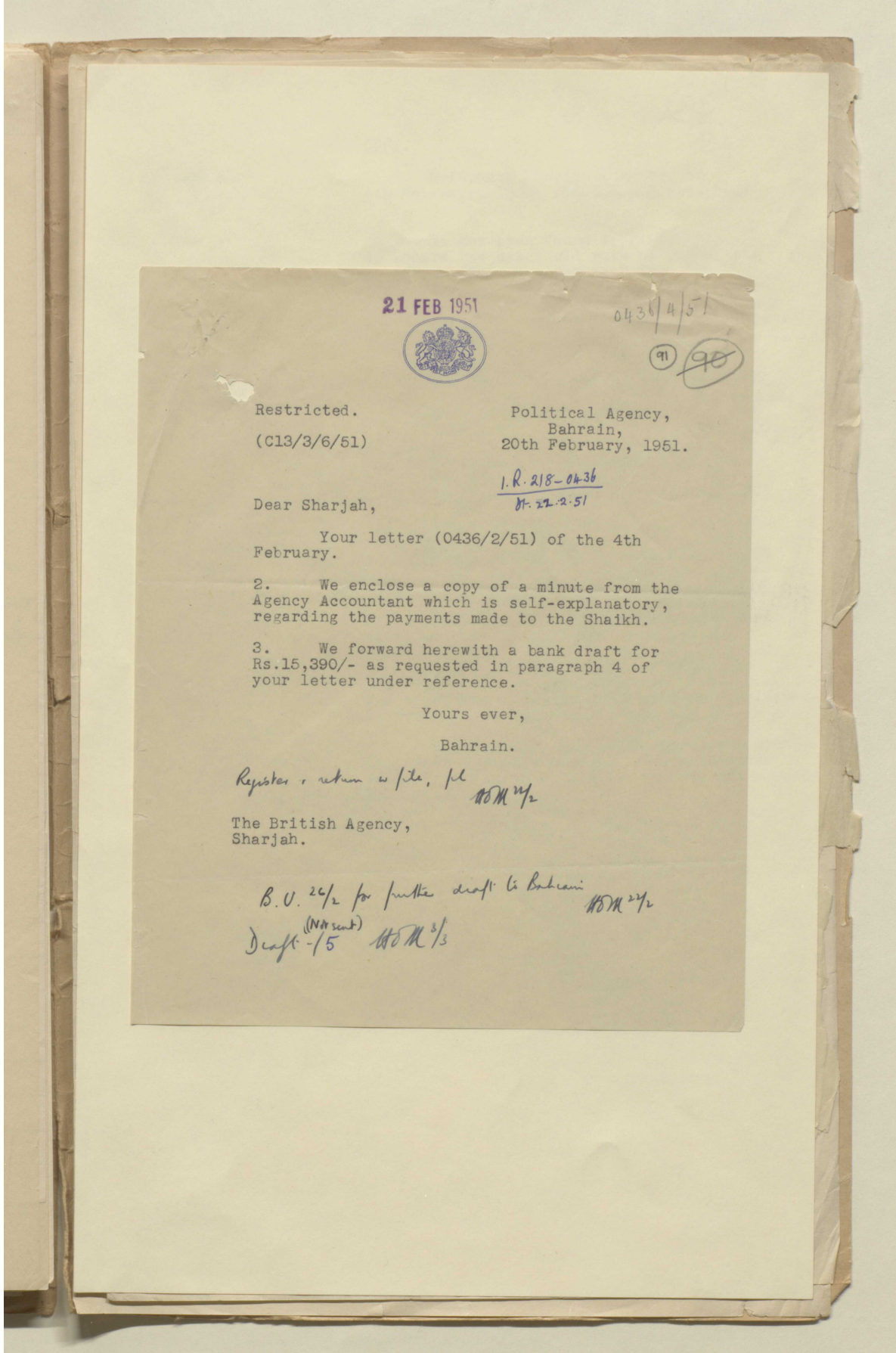
Sgd. W. Harpham

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

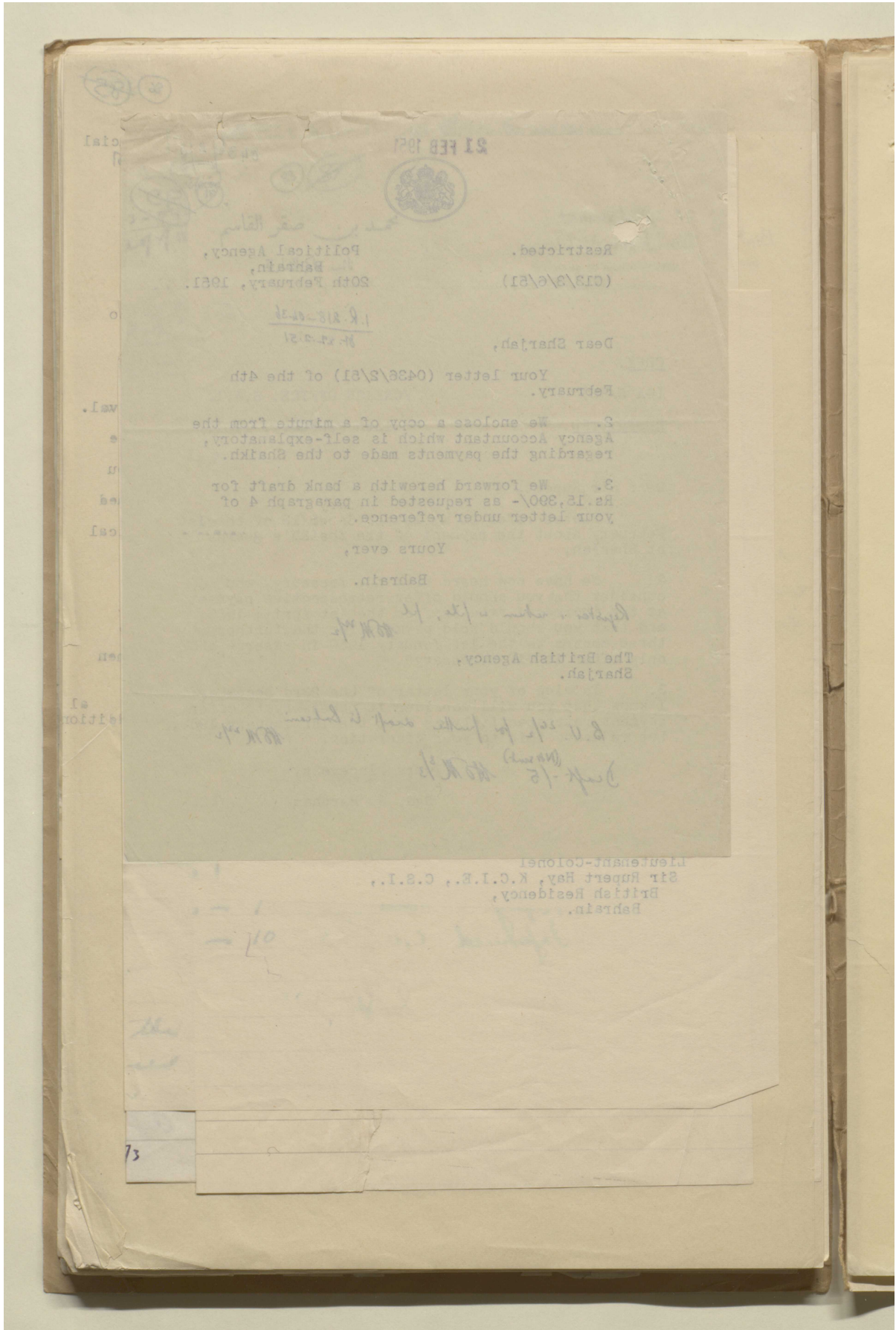
"ملف رقم ٤٣٦/٥١ اتفاقية طيران المشاركة" [٩٠ ظ] (٢٠٠٠/١٨٠)



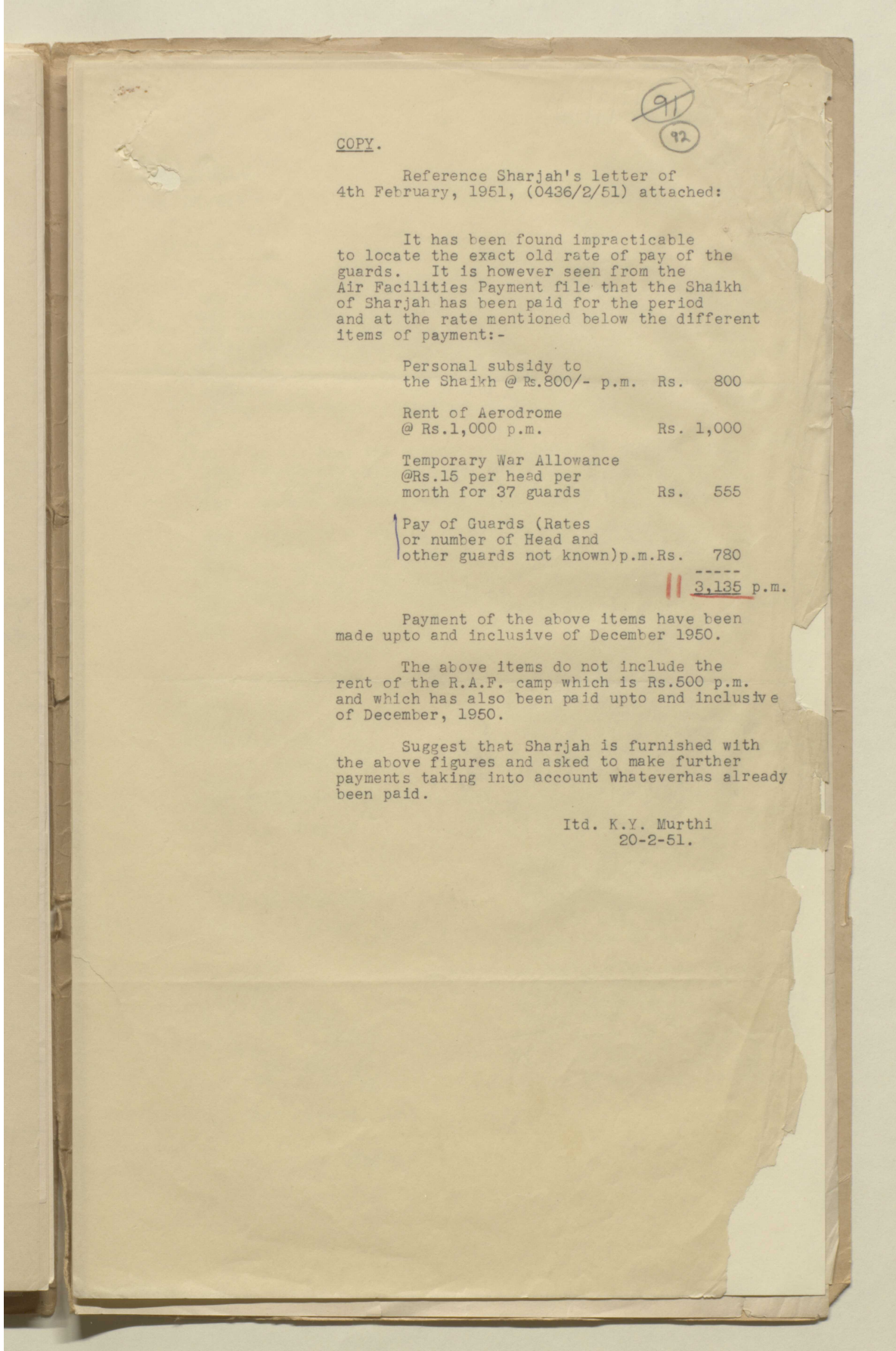
"ملف رقم ٤٣٦/٥١ . اتفاقية طيران الشارقة" [٩١] [٢٠٠/١٨١]



"ملف رقم ٤٣٦/٥١ . اتفاقية طيران المشاركة" [٩١ ظ] (٢٠٠١/١٨٢)



"ملف رقم ٤٣٦/٥١ . اتفاقية طيران الشارقة" [٩٢ و] (٢٠٠١/١٨٣)



COPY.

Reference Sharjah's letter of
4th February, 1951, (0436/2/51) attached:

It has been found impracticable
to locate the exact old rate of pay of the
guards. It is however seen from the
Air Facilities Payment file that the Shaikh
of Sharjah has been paid for the period
and at the rate mentioned below the different
items of payment:-

Personal subsidy to
the Shaikh @ Rs.800/- p.m. Rs. 800

Rent of Aerodrome
@ Rs.1,000 p.m. Rs. 1,000

Temporary War Allowance
@Rs.15 per head per
month for 37 guards Rs. 555

Pay of Guards (Rates
or number of Head and
other guards not known)p.m.Rs. 780

|| 3,135 p.m.

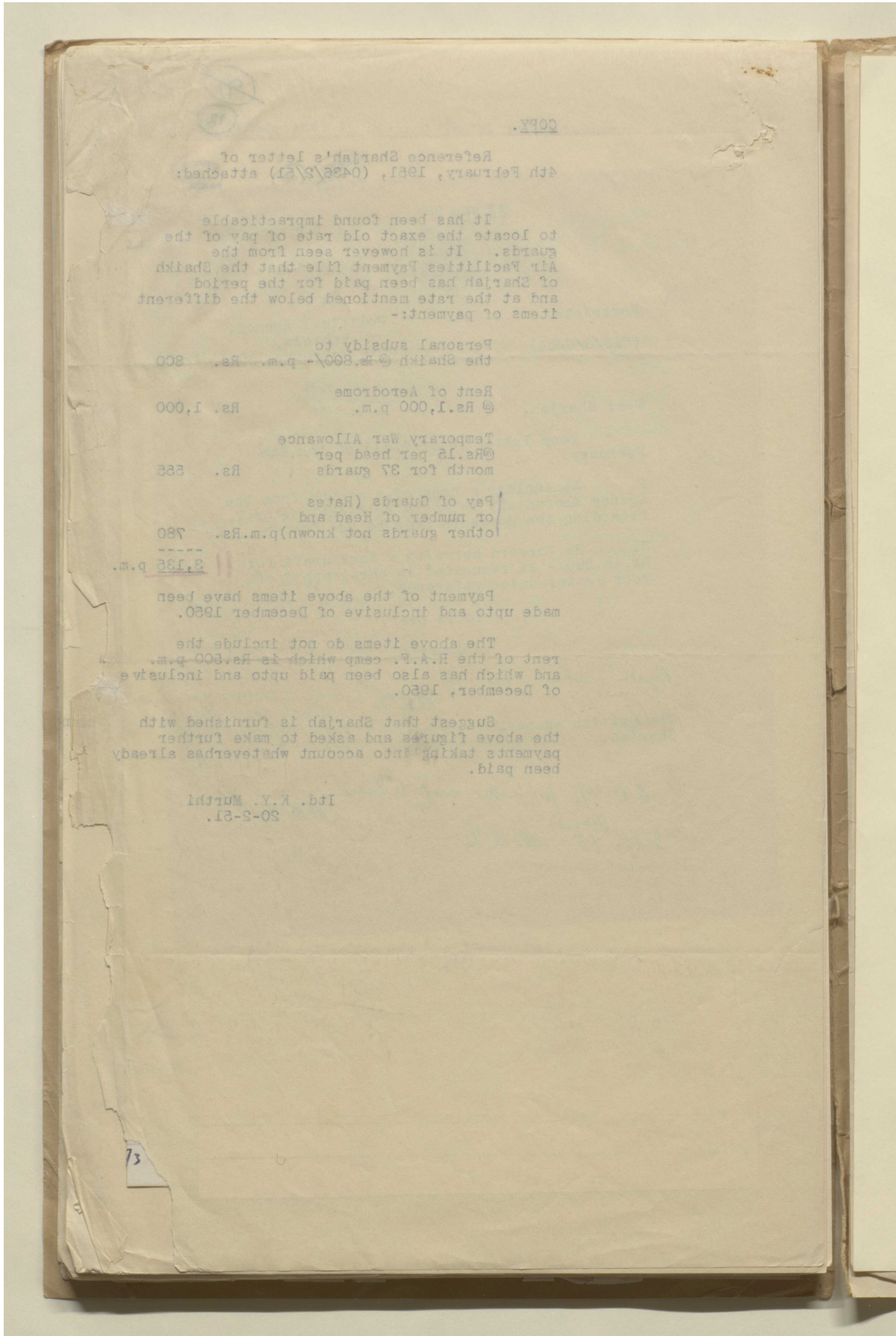
Payment of the above items have been
made upto and inclusive of December 1950.

The above items do not include the
rent of the R.A.F. camp which is Rs.500 p.m.
and which has also been paid upto and inclusive
of December, 1950.

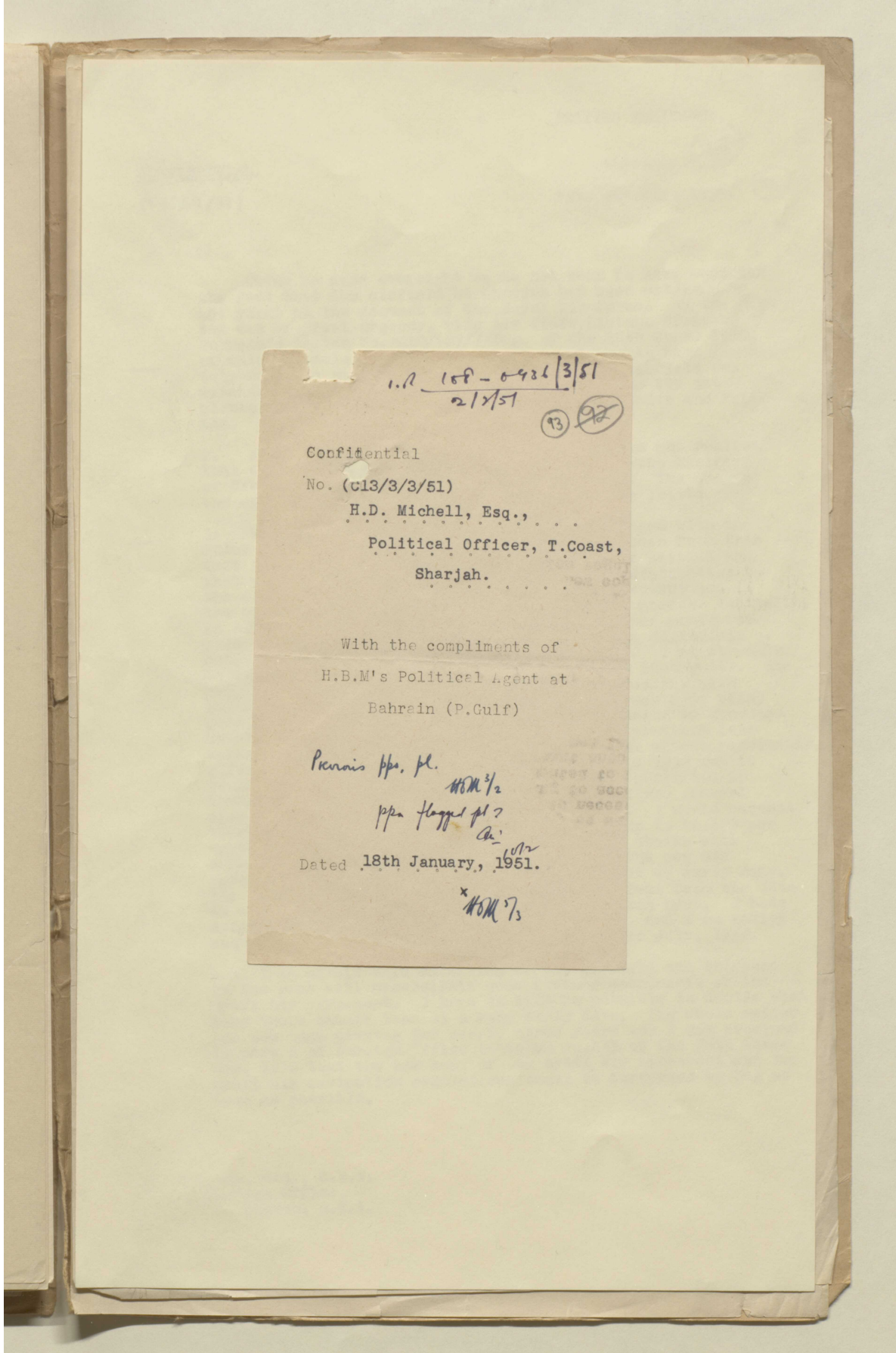
Suggest that Sharjah is furnished with
the above figures and asked to make further
payments taking into account whatever has already
been paid.

Itd. K.Y. Murthi
20-2-51.

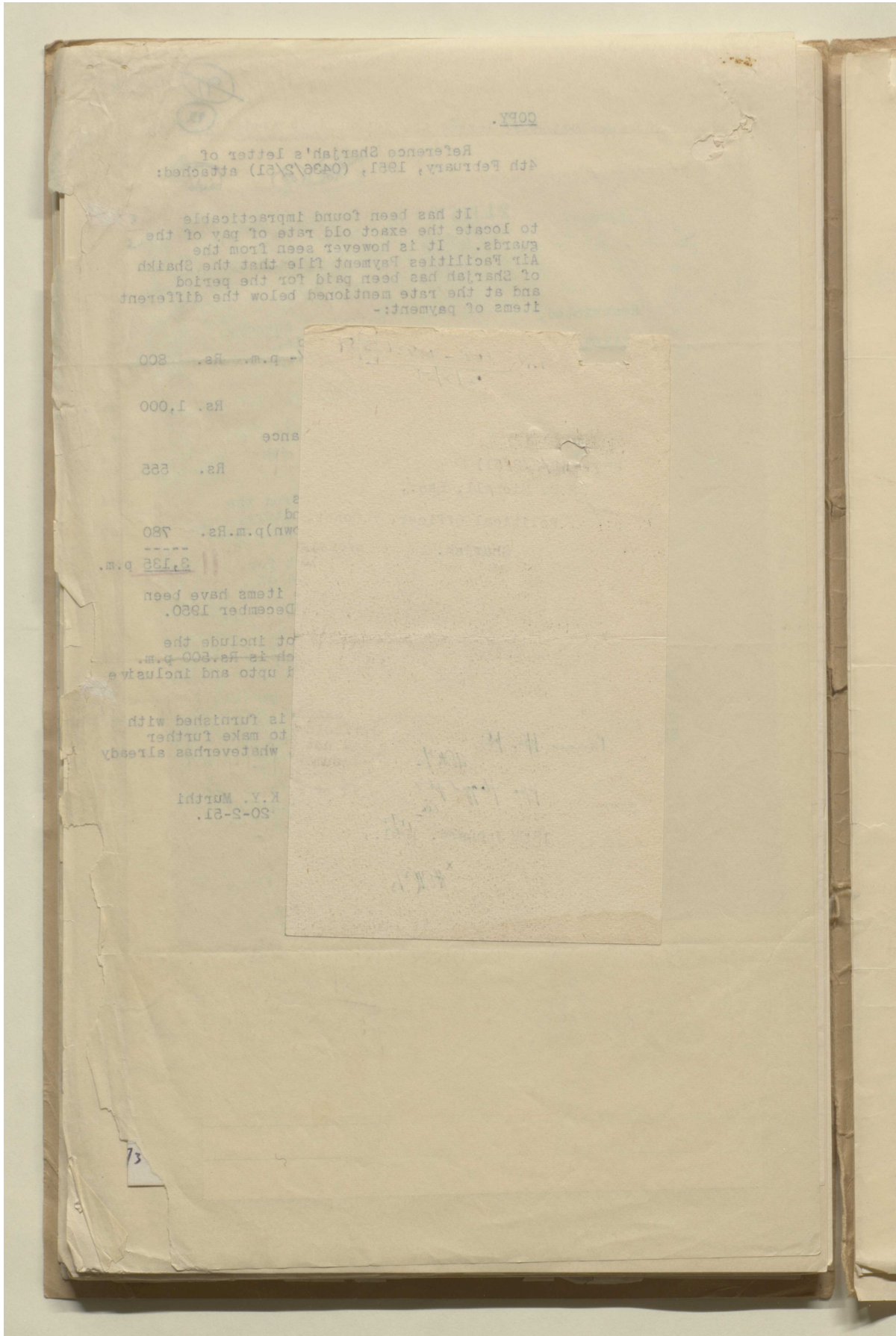
"ملف رقم ٤٣٦/٥١ . اتفاقية طيران المشاركة" [٢٩٢] (٤/١٨٨/٢٠٠٠)



"ملف رقم ٤٣٦/٥١ . اتفاقية طيران الشارقة" [٩٣] [٢٠٠/١٨٥]



"ملف رقم ٤٣٦/٥١ اتفاقية طيران الشارقة" [٩٣] [٢٠٠١/١٨٦]



"ملف رقم ٥١/٣٦٠٤٠ اتفاقية طيران المشاركة" [١٩٤٠] [١٨٧/٢٠٠٠]

BRITISH RESIDENCY,

CONFIDENTIAL.

BAHRAIN. 93

(1389/1/51)

15th January, 1951. 94

Owing to some oversight we do not seem to have reported the fact that the airfield at Sharjah has been extended by 451 yards at the request of the Royal Air Force. As the matter was of great urgency, vide Air Staff Liaison Officer, Bahrain's letter No. ASLO/107/7/Org. of the 28th June, 1950, of which I enclose a copy, the work was taken in hand immediately with the approval of the Shaikh and the airfield was extended to the required length in time to take the jet planes which were being flown at the time to India and Pakistan.

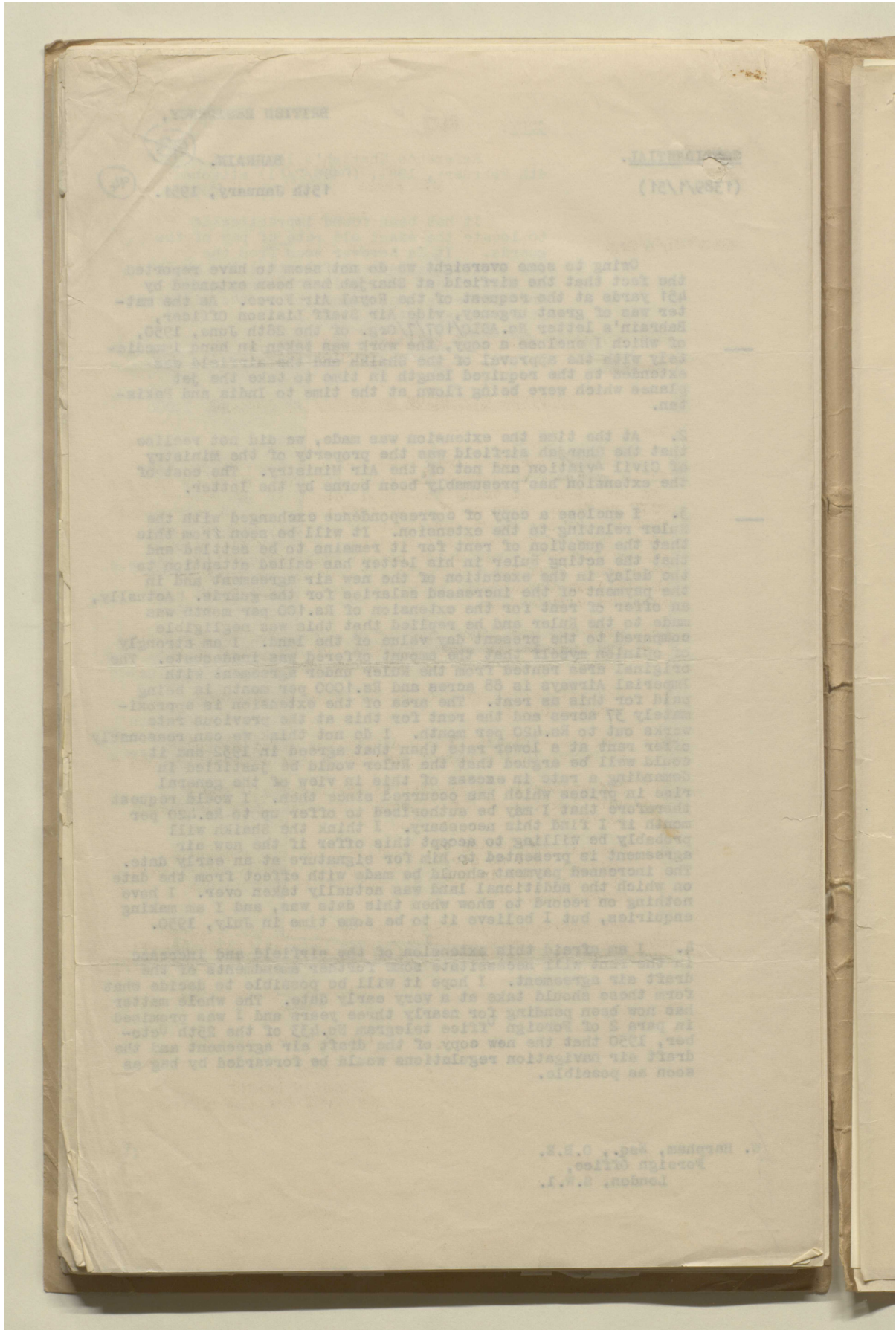
2. At the time the extension was made, we did not realise that the Sharjah airfield was the property of the Ministry of Civil Aviation and not of the Air Ministry. The cost of the extension has presumably been borne by the latter.

3. I enclose a copy of correspondence exchanged with the Ruler relating to the extension. It will be seen from this that the question of rent for it remains to be settled and that the acting Ruler in his letter has called attention to the delay in the execution of the new air agreement and in the payment of the increased salaries for the guards. Actually, an offer of rent for the extension of Rs.100 per month was made to the Ruler and he replied that this was negligible compared to the present day value of the land. I am strongly of opinion myself that the amount offered was inadequate. The original area rented from the Ruler under agreement with Imperial Airways is 88 acres and Rs.1000 per month is being paid for this as rent. The area of the extension is approximately 37 acres and the rent for this at the previous rate works out to Rs.420 per month. I do not think we can reasonably offer rent at a lower rate than that agreed in 1932 and it could well be argued that the Ruler would be justified in demanding a rate in excess of this in view of the general rise in prices which has occurred since then. I would request therefore that I may be authorised to offer up to Rs.420 per month if I find this necessary. I think the Shaikh will probably be willing to accept this offer if the new air agreement is presented to him for signature at an early date. The increased payment should be made with effect from the date on which the additional land was actually taken over. I have nothing on record to show when this date was, and I am making enquiries, but I believe it to be some time in July, 1950.

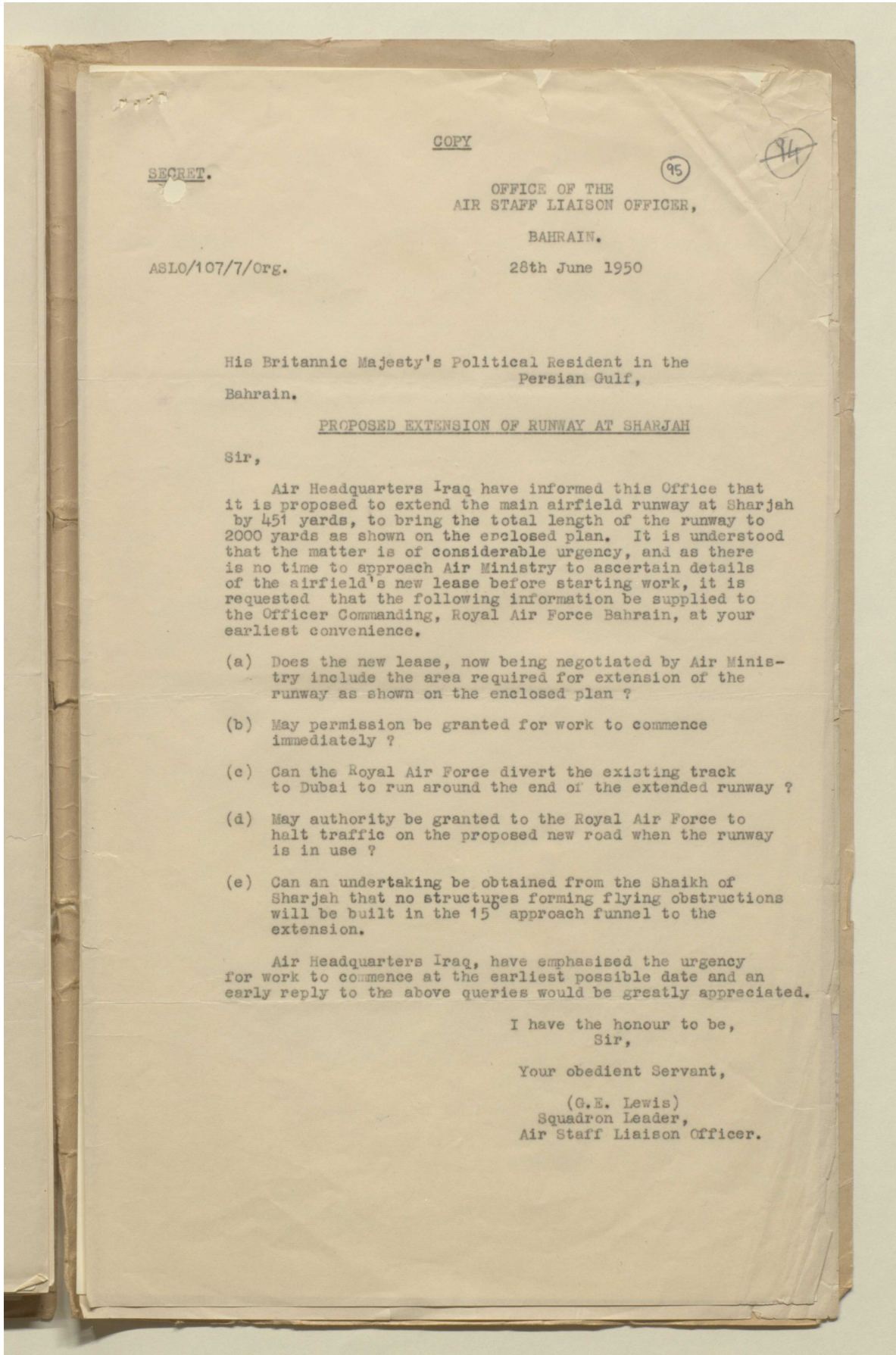
4. I am afraid this extension of the airfield and increase in the rent will necessitate some further amendments of the draft air agreement. I hope it will be possible to decide what form these should take at a very early date. The whole matter has now been pending for nearly three years and I was promised in para 2 of Foreign Office telegram No.433 of the 25th October, 1950 that the new copy of the draft air agreement and the draft air navigation regulations would be forwarded by bag as soon as possible.

W. Harpham, Esq., O.B.E.
Foreign Office,
London, S.W.1.

"ملف رقم ٤٣٦/٥١ . اتفاقية طيران المشاركة" [٤٩ ظ] (١٨٨٠/٢٠٠)



"ملف رقم ٤٣٦/٥١ . اتفاقية طيران الشارقة" [٩٥] [٢٠٠/١٨٩]



COPY

SECRET.

OFFICE OF THE
AIR STAFF LIAISON OFFICER,
BAHRAIN.

ASLO/107/7/Org.

28th June 1950

His Britannic Majesty's Political Resident in the
Persian Gulf,
Bahrain.

PROPOSED EXTENSION OF RUNWAY AT SHARJAH

Sir,

Air Headquarters Iraq have informed this Office that it is proposed to extend the main airfield runway at Sharjah by 451 yards, to bring the total length of the runway to 2000 yards as shown on the enclosed plan. It is understood that the matter is of considerable urgency, and as there is no time to approach Air Ministry to ascertain details of the airfield's new lease before starting work, it is requested that the following information be supplied to the Officer Commanding, Royal Air Force Bahrain, at your earliest convenience.

- (a) Does the new lease, now being negotiated by Air Ministry include the area required for extension of the runway as shown on the enclosed plan ?
- (b) May permission be granted for work to commence immediately ?
- (c) Can the Royal Air Force divert the existing track to Dubai to run around the end of the extended runway ?
- (d) May authority be granted to the Royal Air Force to halt traffic on the proposed new road when the runway is in use ?
- (e) Can an undertaking be obtained from the Shaikh of Sharjah that no structures forming flying obstructions will be built in the 15° approach funnel to the extension.

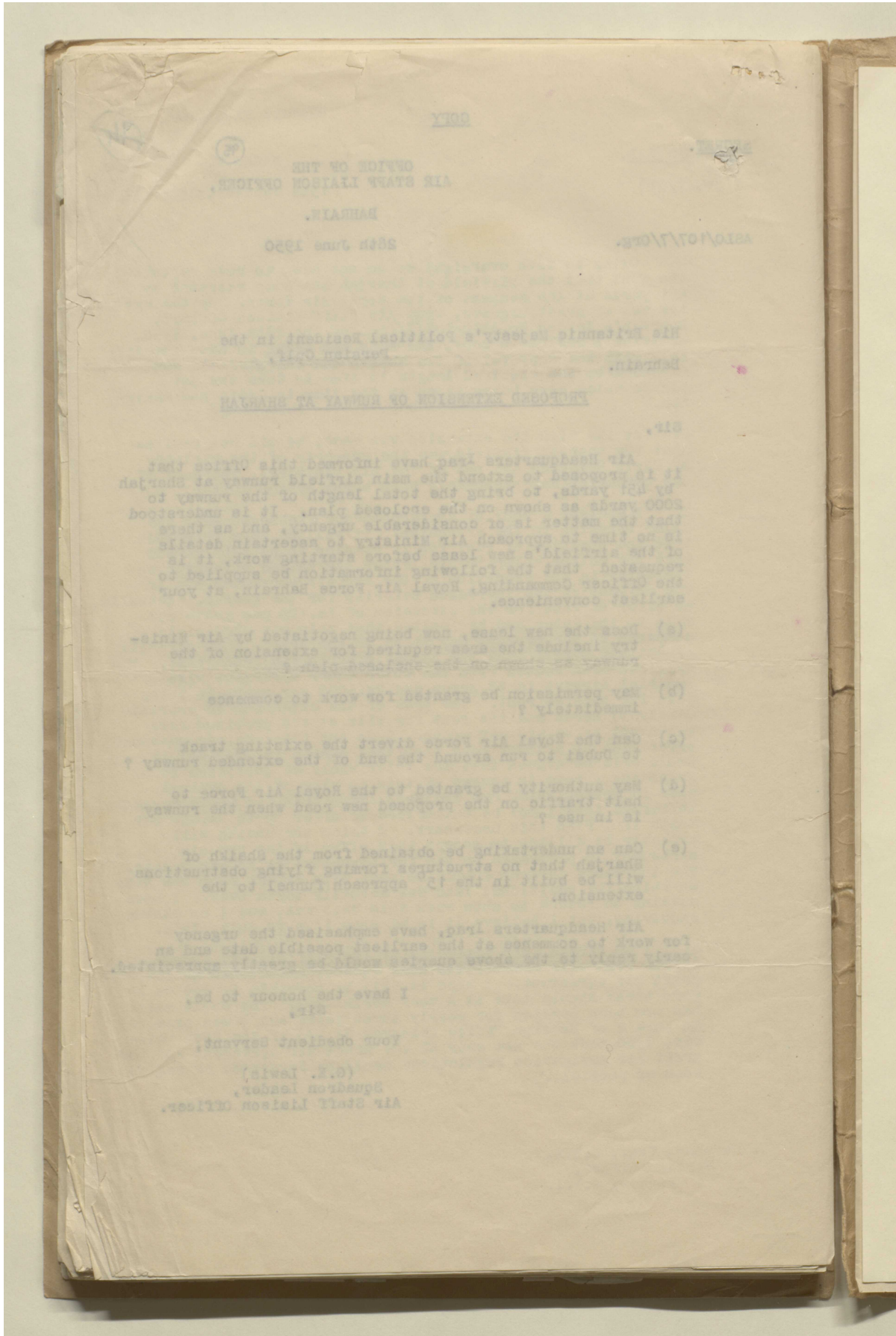
Air Headquarters Iraq, have emphasised the urgency for work to commence at the earliest possible date and an early reply to the above queries would be greatly appreciated.

I have the honour to be,
Sir,

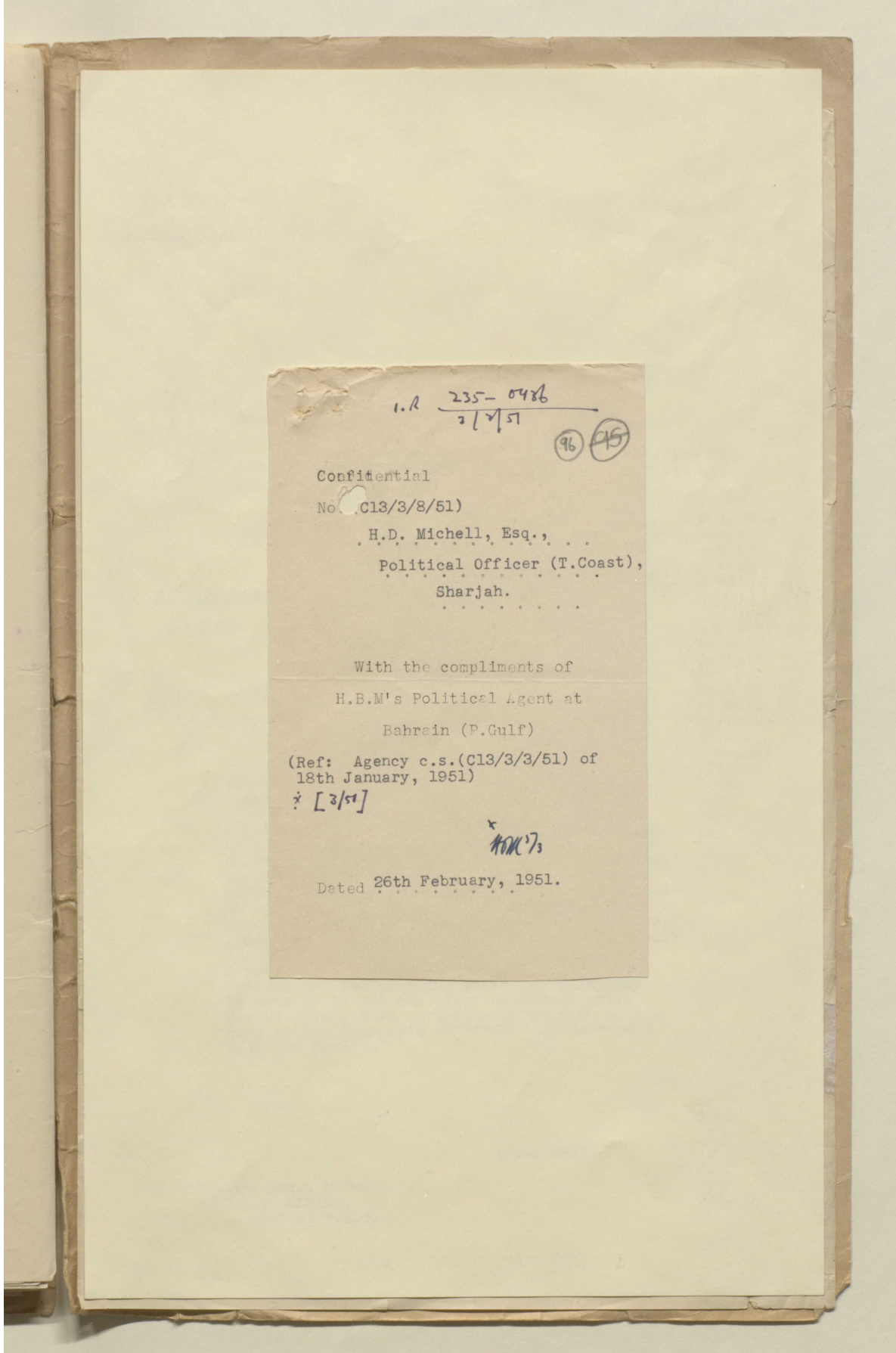
Your obedient Servant,

(G.E. Lewis)
Squadron Leader,
Air Staff Liaison Officer.

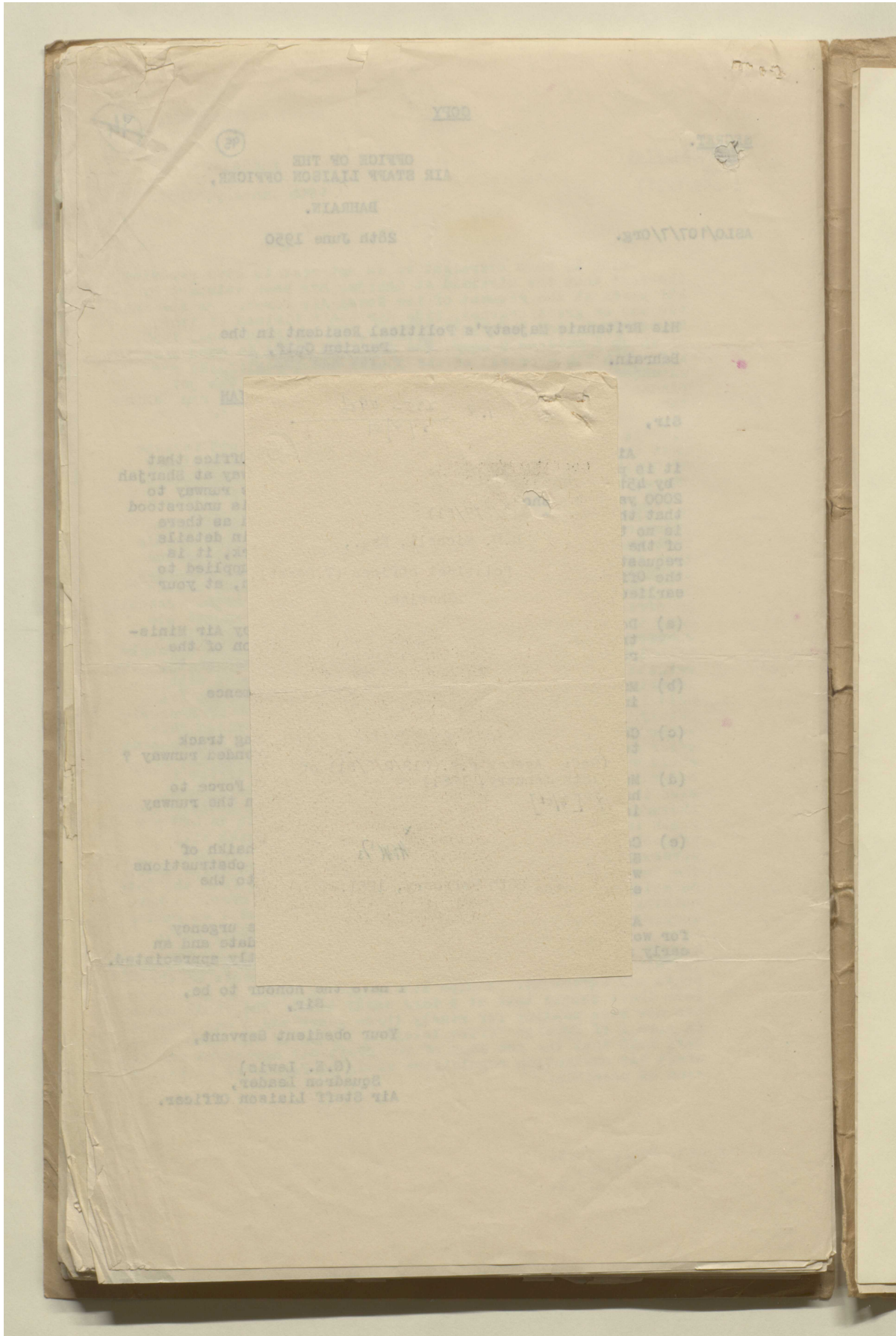
"ملف رقم ٤٣٦/٥١ . اتفاقية طيران المشاركة" [٩٥ ظ] (٢٠٠٠/١٩٠)



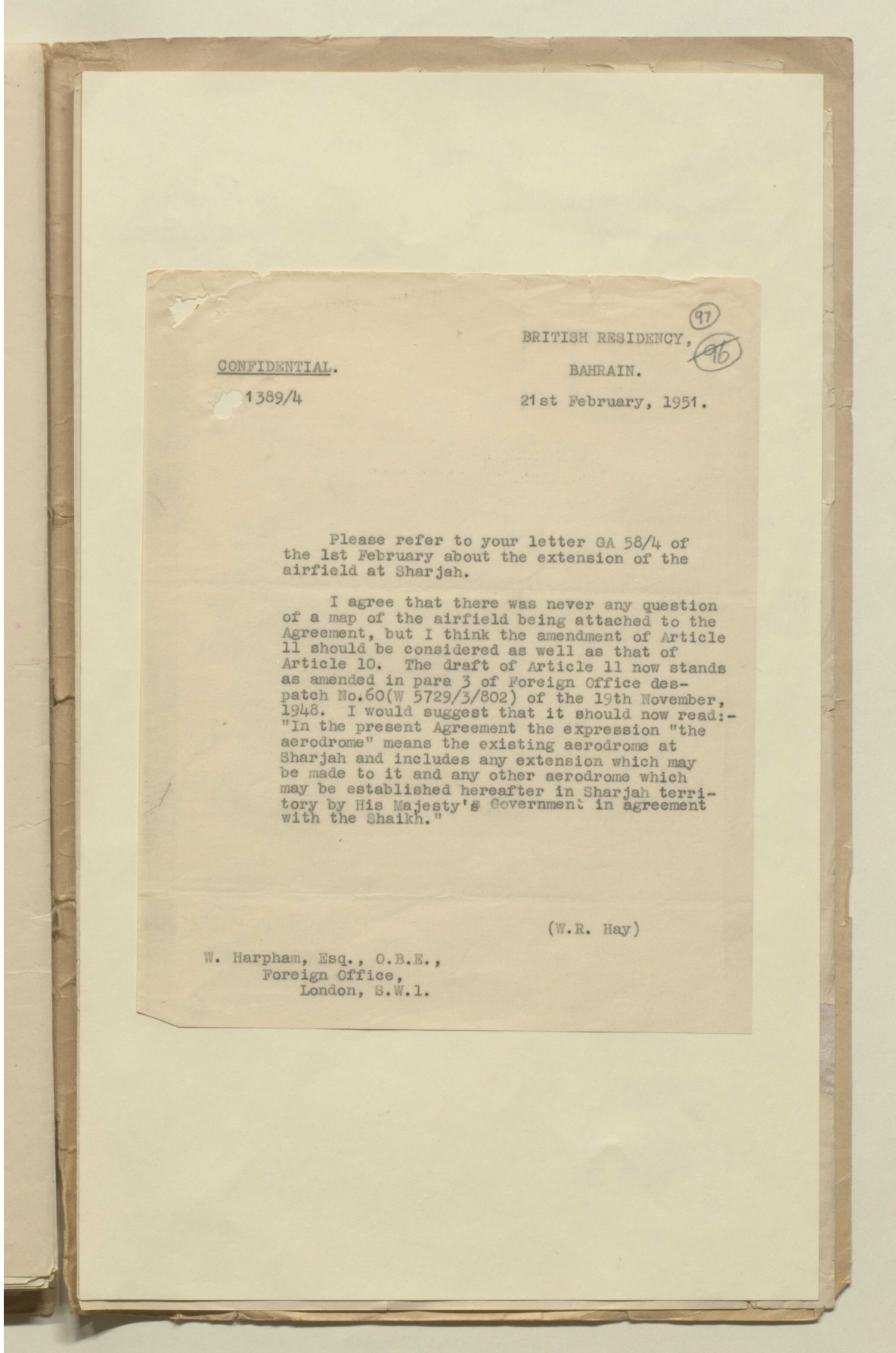
"ملف رقم ٥١/٣٦٠٤ ، اتفاقية طيران الشارقة" [١٩٦٠] [١٩٩١/٢٠٠٠]



"ملف رقم ٤٣٦/٥١ . اتفاقية طيران المشاركة" [٩٦ظ] (٢٠٠٠/١٩٢)



"ملف رقم ٥١/٤٣٦ . اتفاقية طيران الشارقة" [١٩٧٠] (١٩٩٣/٢٠٠)



BRITISH RESIDENCY,
BAHRAIN.

21st February, 1951.

CONFIDENTIAL.

1389/4

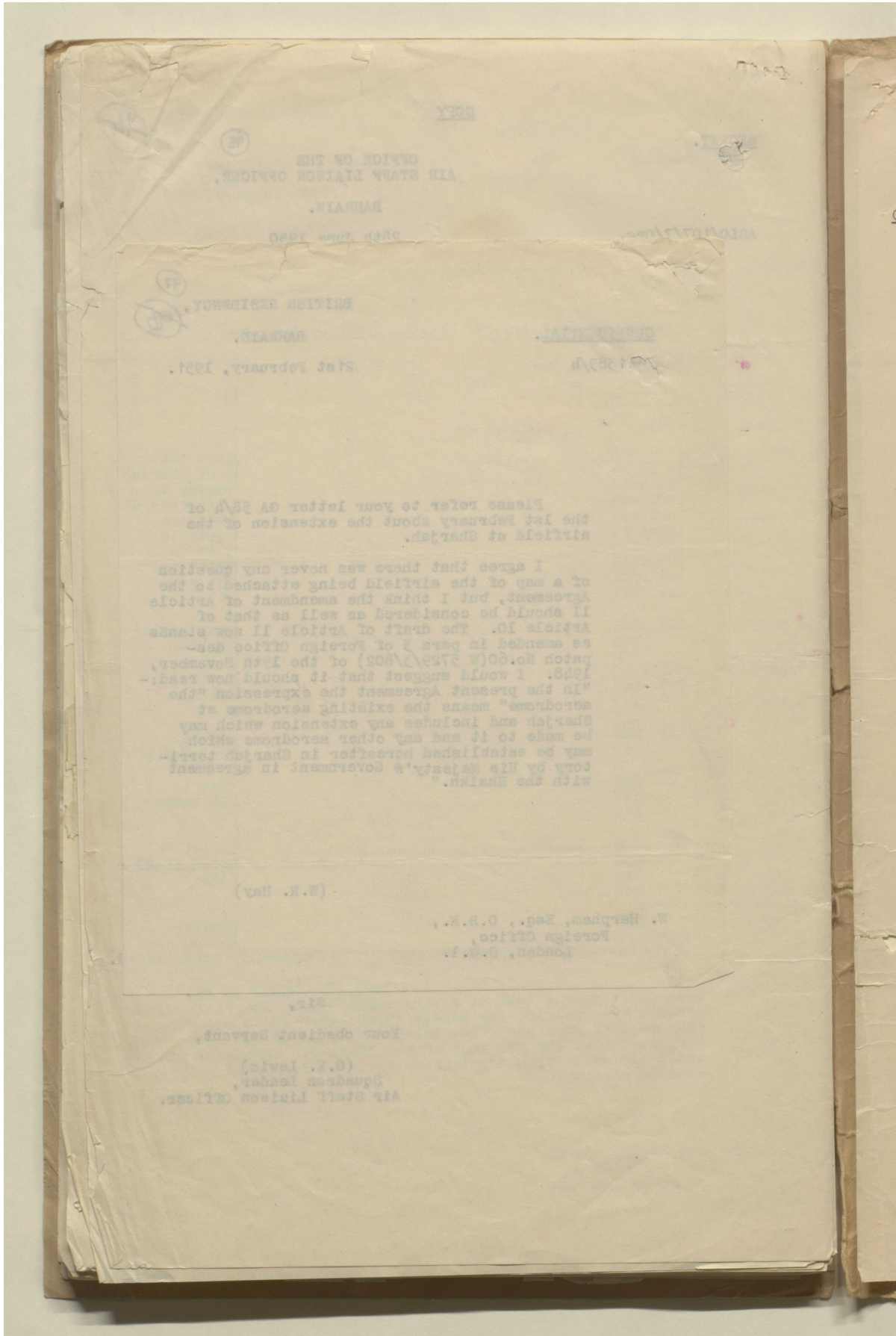
Please refer to your letter GA 58/4 of the 1st February about the extension of the airfield at Sharjah.

I agree that there was never any question of a map of the airfield being attached to the Agreement, but I think the amendment of Article 11 should be considered as well as that of Article 10. The draft of Article 11 now stands as amended in para 3 of Foreign Office despatch No.60(W 5729/3/802) of the 19th November, 1948. I would suggest that it should now read:-
"In the present Agreement the expression "the aerodrome" means the existing aerodrome at Sharjah and includes any extension which may be made to it and any other aerodrome which may be established hereafter in Sharjah territory by His Majesty's Government in agreement with the Shaikh."

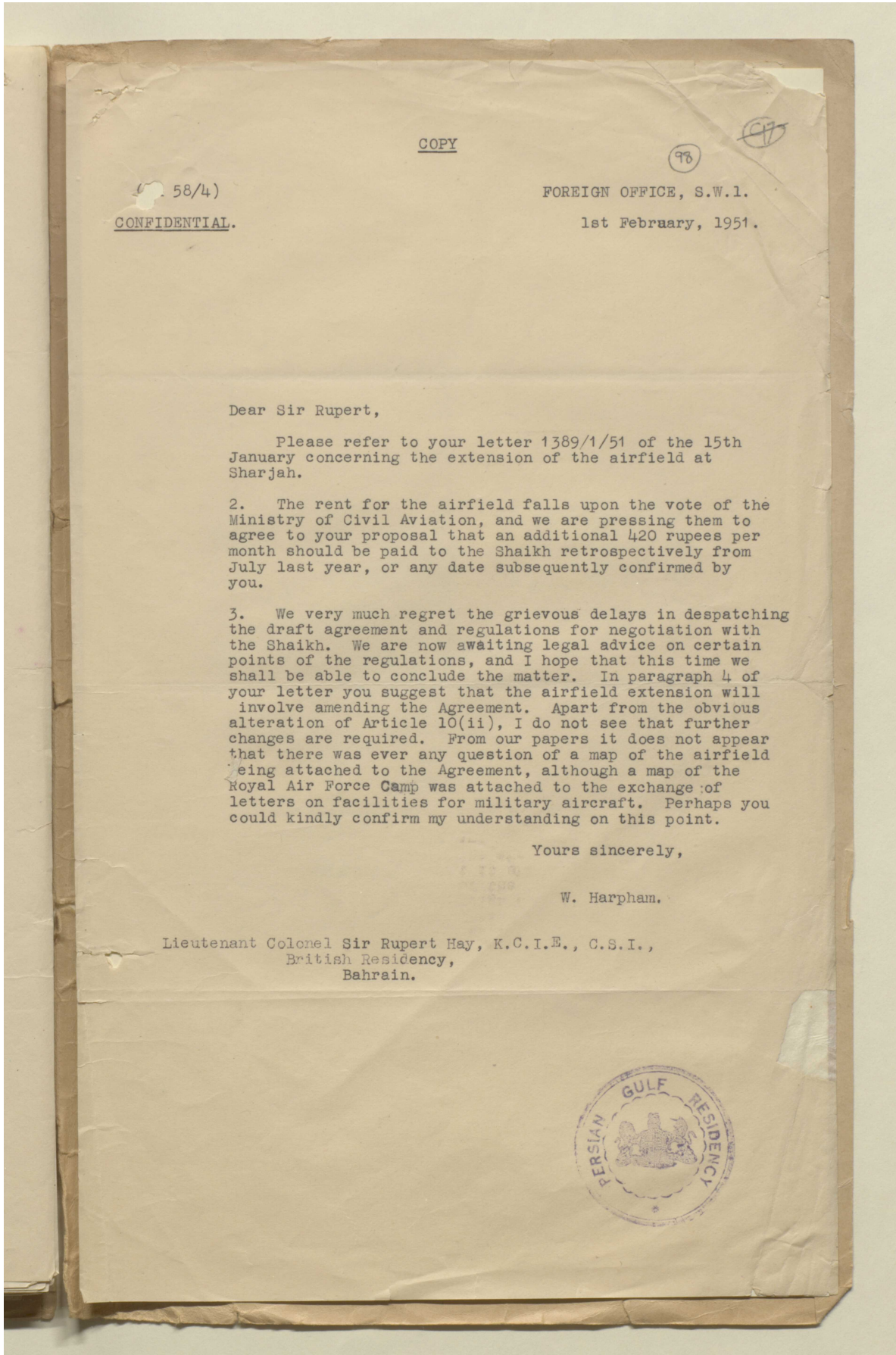
(W.R. Hay)

W. Harpham, Esq., O.B.E.,
Foreign Office,
London, S.W.1.

"ملف رقم ٤٣٦/٥١ . اتفاقية طيران المشاركة" [٩٧ظ] (٢٠٠٠/١٩٤)



"ملف رقم ٤٣٦/٥١ . اتفاقية طيران الشارقة" [٩٨ و] (٢٠٠٠/١٩٥)



COPY

٩٦

58/4)

FOREIGN OFFICE, S.W.1.

CONFIDENTIAL.

1st February, 1951.

Dear Sir Rupert,

Please refer to your letter 1389/1/51 of the 15th January concerning the extension of the airfield at Sharjah.

2. The rent for the airfield falls upon the vote of the Ministry of Civil Aviation, and we are pressing them to agree to your proposal that an additional 420 rupees per month should be paid to the Shaikh retrospectively from July last year, or any date subsequently confirmed by you.

3. We very much regret the grievous delays in despatching the draft agreement and regulations for negotiation with the Shaikh. We are now awaiting legal advice on certain points of the regulations, and I hope that this time we shall be able to conclude the matter. In paragraph 4 of your letter you suggest that the airfield extension will involve amending the Agreement. Apart from the obvious alteration of Article 10(ii), I do not see that further changes are required. From our papers it does not appear that there was ever any question of a map of the airfield being attached to the Agreement, although a map of the Royal Air Force Camp was attached to the exchange of letters on facilities for military aircraft. Perhaps you could kindly confirm my understanding on this point.

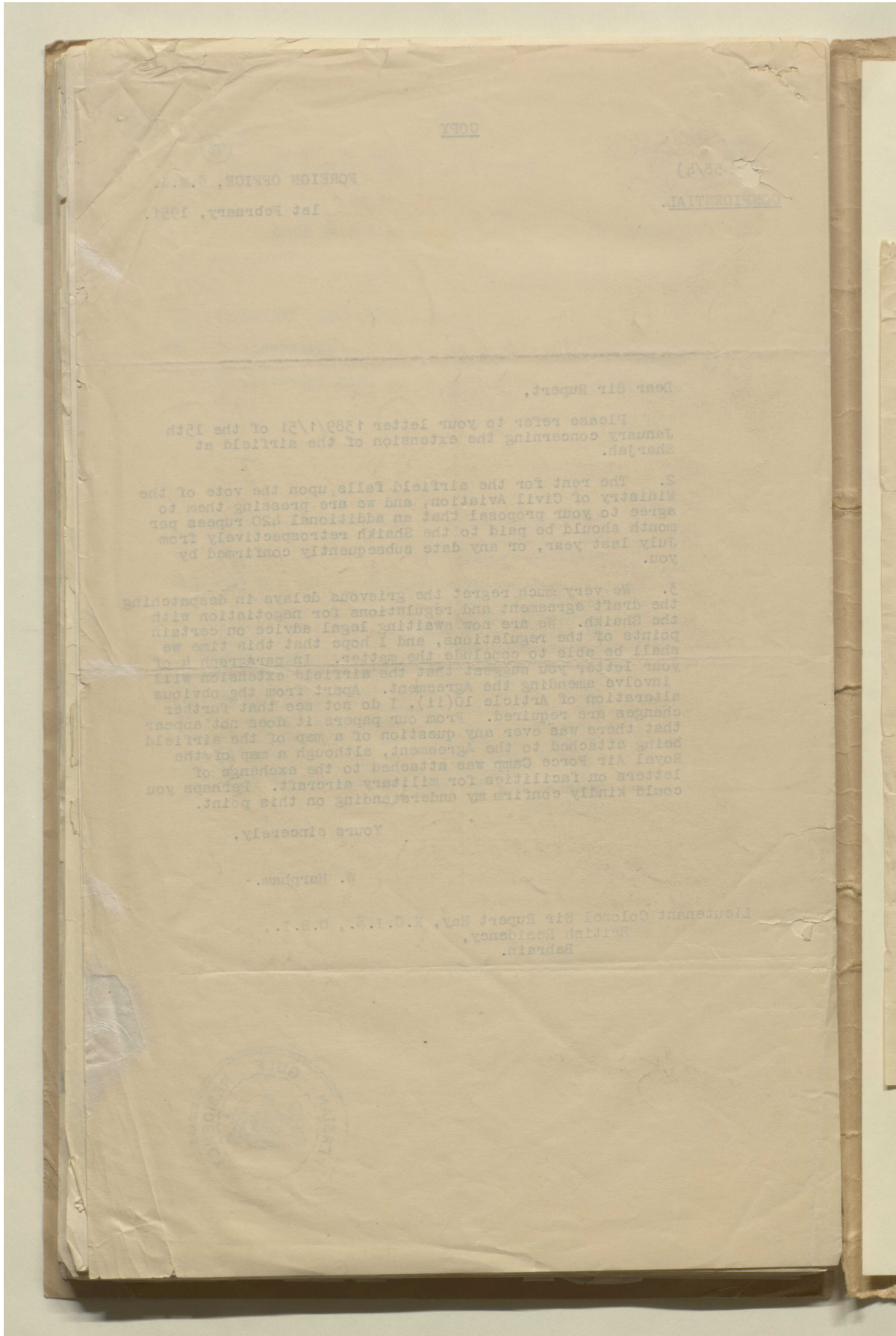
Yours sincerely,

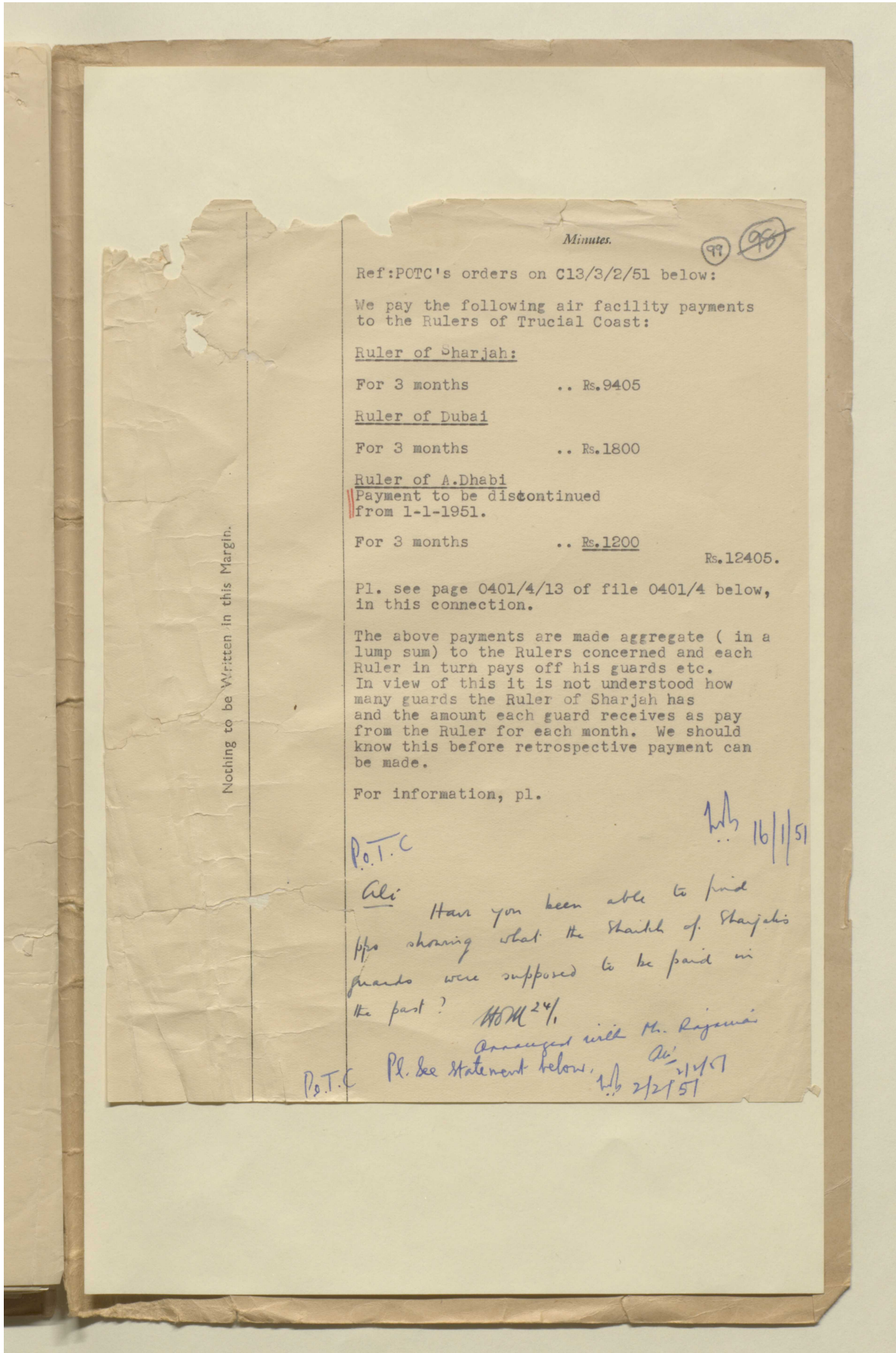
W. Harpham.

Lieutenant Colonel Sir Rupert Hay, K.C.I.B., C.S.I.,
British Residency,
Bahrain.

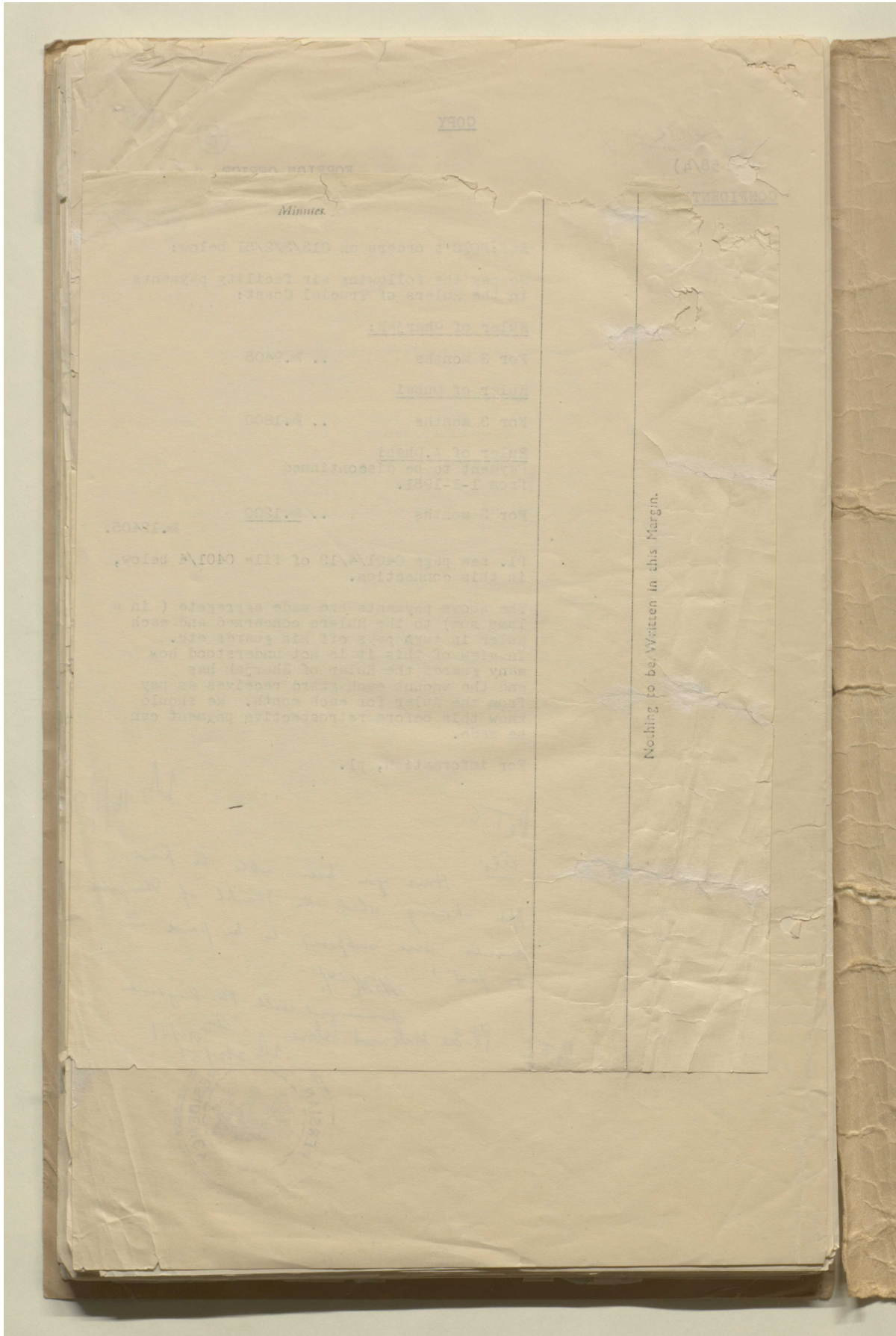


"ملف رقم ٥١/٣٦٠٤٠٤ اتفاقية طيران المشاركة" [٩٨ ظ] (١٩٦٠/٢٠٠)

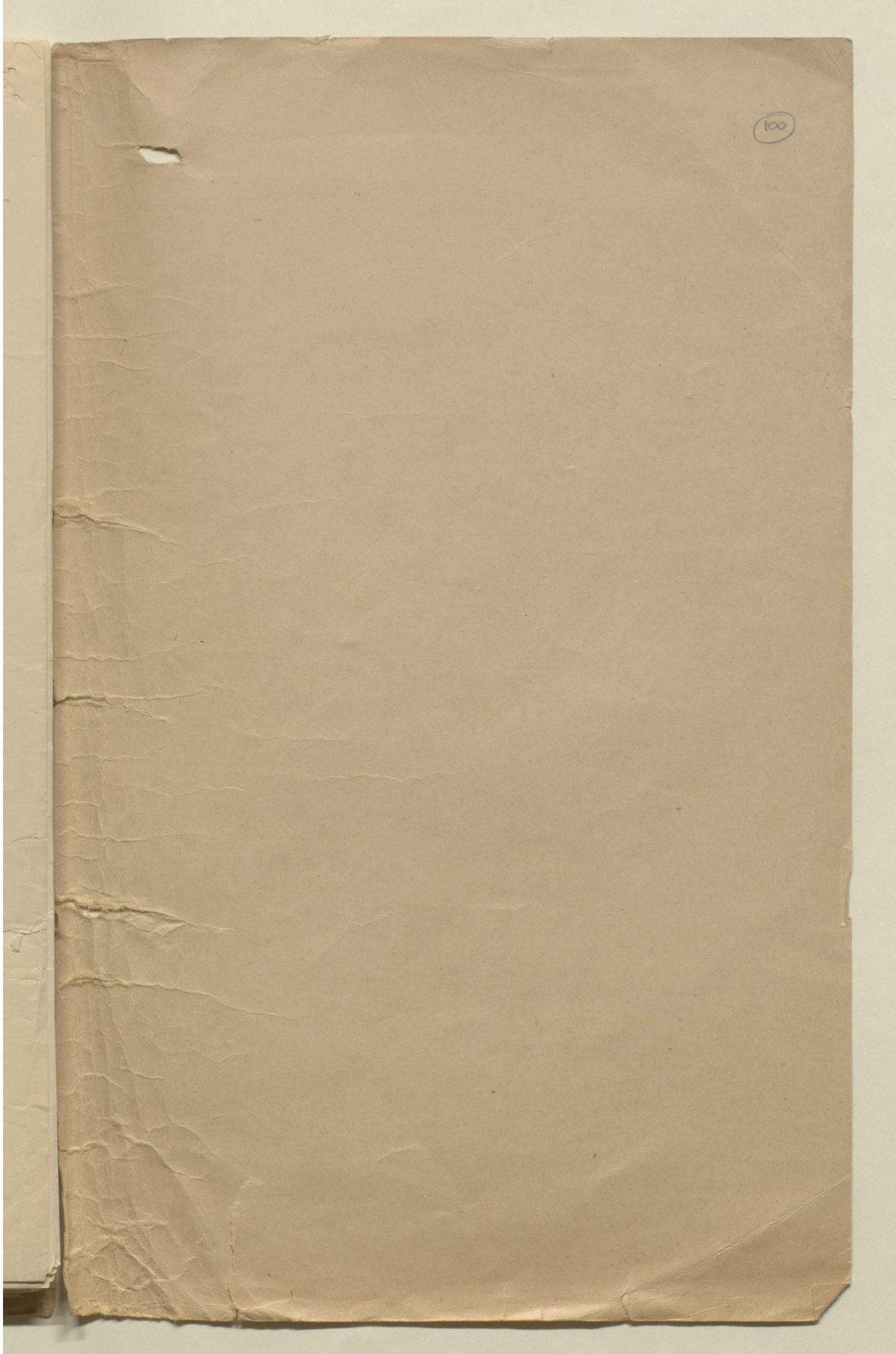




"ملف رقم ٤٣٦/٥١ ، اتفاقية طيران المشاركة" [٩٩ظ] (٢٠٠١/١٩٨)



"ملف رقم ٥١/٤٣٦، اتفاقية طيران الشارقة" [خلفي-داخلي] (١٩٩٠/٢٠٠)



"ملف رقم ٥١/٣٦٠٤ اتفاقية طيران الشارقة" [خلفي] (٢٠٠٠/٢٠٠٠)

