

**AIR SERVICES AGREEMENT**

**BETWEEN**

**THE GOVERNMENT OF  
THE KINGDOM OF CAMBODIA**

**AND**

**THE GOVERNMENT OF  
THE LAO PEOPLE'S DEMOCRATIC  
REPUBLIC**

*Lu Jui*

**AIR SERVICES AGREEMENT  
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THE KINGDOM OF CAMBODIA  
AND  
THE GOVERNMENT OF  
THE LAO PEOPLE'S DEMOCRATIC REPUBLIC**

The Government of the Kingdom of Cambodia and the Government of the Lao People's Democratic Republic (Lao PDR), hereinafter, referred to singularly as the "Contracting Party" and collectively as the "Contracting Parties".

Being parties to the Convention on International Civil Aviation opened for signature at Chicago on the seventh day of December, 1944;

Desiring to conclude an Agreement, supplementary to the said Convention, for the purpose of establishing air services between and beyond their respective territories;

Have agreed as follows:

**ARTICLE 1  
DEFINITIONS**

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

1. The term "the Convention" means the Convention on International Civil Aviation opened for signature at Chicago on the seventh day of December, 1944 and includes any annex adopted under article 90 of that Convention and any amendment of the annexes or Convention under articles 90 and 94 thereof, so far as those annexes and amendments have become effective for or been ratified by both Contracting Parties.
2. The term "Agreement" means this Agreement, the Annex attached thereto and any Protocols or similar documents amending the present Agreement or the Annex.



3. The term "Aeronautical Authorities" means in the case of the Kingdom of Cambodia, the State Secretariat of Civil Aviation-the Office of the Council of Ministers, the Chairman of the Civil Aviation Authority and any person or body authorized to perform any functions at present exercisable by the said Chairman or similar functions and in the case of the Lao People's Democratic Republic, the Ministry of Public Works and Transport, the Director General of the Department of Civil Aviation and any person or body authorized to perform any functions at present exercisable by the said Director or similar functions.
4. The term "designated airline" means an airline which has been designated and authorized in accordance with Article 4 of this Agreement.
5. The term "air service", "international air service", "airline" and "stop for non-traffic purposes", have the meanings respectively assigned to them in Article 96 of the Convention.
6. The term "Capacity" in relation to an aircraft means the payload of the aircraft available on the route or section of a route; and in relation to a specified air service means the capacity of aircraft, used on such service, multiplied by the frequency of the flights, operated by such an aircraft over a given period and route or section of route.
7. The term "Agreed Services" and "specified routes" have the meaning respectively of scheduled international air services and of routes specified in the Annex to this Agreement.
8. The term "Tariff" means the prices to be paid for the carriage of passengers, baggage and cargo and the conditions under which those prices apply, including prices and conditions for agency and other auxiliary service, but excluding remuneration and conditions for the carriage of mail.
9. The term "User Charges" means fees or rates levied for the use of airports, navigational facilities and other related services offered by one Contracting Party to the other.
10. The term "territory" in relation to a state has the meaning assigned to it in Article 2 of the Chicago Convention.



**ARTICLE 2**  
**APPLICABILITY OF CHICAGO CONVENTION**

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

**ARTICLE 3**  
**GRANT OF RIGHTS**

1. Each Contracting Party grants to the other Contracting Party the following rights in respect of its scheduled international air services:
  - a) the right to fly across its territory without landing;
  - b) the right to make stops in its territory for non-traffic purposes.
2. Each Contracting Party grants to the other Contracting Party the rights specified in this Agreement for the purpose of establishing scheduled international air services on the routes specified in the appropriate section of the Schedules annexed to this Agreement. Such services and routes are hereafter called "the agreed services" and "the specified routes" respectively. While operating an agreed service on a specified route, the airlines designated by each Contracting Party shall enjoy in addition to the rights specified in paragraph 1 of this Article the right to make stops in the territory of the other Contracting Party at the points specified for that route in the schedules annexed to this Agreement for the purpose of taking on board and discharging passengers and cargo including mail, in combination or separately.
3. Nothing in paragraph (2) of this Article shall be deemed to confer on the designated airline(s) of one Contracting Party, the privilege of taking on board, in the territory of the other Contracting Party, passengers and cargo including mail carried for hire or reward and destined for another point in the territory of the other Contracting Party.
4. If because of armed conflict, political disturbances or developments, or special and unusual circumstances, a designated airline(s) of one contracting party is unable to operate a service on its normal routing, the other contracting party shall use its best efforts to facilitate the continued operation of such service through

appropriate temporary rearrangement of routes as is mutually decided by the Contracting Parties.

**ARTICLE 4**  
**DESIGNATION AND AUTHORIZATION**

1. Each Contracting Party shall have the right to designate in writing to the other Contracting Party one or more airlines for the purposes of operating the agreed services on the specified routes.
2. On receipt of such designation, the other Contracting Party shall, subject to the provisions of paragraphs (3) and (4) of this Article, without delay grant to the airline designated the appropriate operating authorizations.
3. The Aeronautical Authorities of one Contracting Party may require an airline designated by the other Contracting Party satisfy them that it is qualified to fulfill the conditions prescribed under the laws and regulations normally and reasonably applied to the operation of international air services by such authorities in conformity with the provisions of the Convention.
4. Each Contracting Party shall have the right to refuse to grant the operating authorization referred to in paragraph (2) of this Article, or to impose such conditions as it may deem necessary on the exercise by a designated airline(s) of the rights specified in Article (3) of this Agreement, in any case where the said has no proof that the designated airline(s) have their principal place of business in the territory of the Contracting Party designating them and that they hold current Air Operator's Certificates (AOC) issued by the said Contracting Party.
5. When an airline has been so designated and authorized it may begin at any time to operate the agreed services, provided that a tariff established in accordance with the provisions of Article (8) of this Agreement, is in force in respect of the service.

## ARTICLE 5

### REVOCATION OR SUSPENSION OF OPERATING AUTHORIZATION

1. Each Contracting Party shall have the right to revoke an operating authorization or to suspend the exercise of the rights specified in Article (3) of this Agreement by an airline designated by the other Contracting Party, or to impose such conditions as it may deem necessary on the exercise of these rights:
  - a) it has no proof that the said designated airline(s) have their principle place of business in the territory of the Contracting Party designating them and hold current Air Operator's Certificates (AOC) issued by the said Contracting Party; or
  - b) in the case of failure by that designated airline(s) to comply with laws or regulations of the Contracting Party granting these rights; or
  - c) in case the designated airline(s) otherwise fails to operate in accordance with the conditions prescribed under this Agreement.
2. Unless immediate revocation, suspension, or imposition of the conditions mentioned in paragraph (1) of this Article is essential to prevent further infringement of laws or regulations, such right shall be exercised only after consultation with the other Contracting Party.

## ARTICLE 6

### EXEMPTION FROM CUSTOMS AND OTHER DUTIES

1. Aircraft operated on international air services by the designated airline(s) of either Contracting Party, as well as their regular equipment, supplies of fuel and lubricants, and aircraft stores (including food, beverages, tobacco) on board such aircraft shall be exempted from all customs duties, inspection fees and other similar charges on arriving in the territory of the other Contracting Party, provided such equipment and supplies remain on board the aircraft up to such time as they are re-exported or are used on the part of the journey performed over that territory.
2. They shall also be exempted from the same duties, fees and charges, with the exception of charges corresponding to the services performed.



- a) aircraft stores taken on board in the territory of a Contracting Party, within limits fixed by the authorities of the said Contracting Party, and for use on board outbound aircraft engaged in an international air service of the other Contracting Party.
- b) spare parts and regular equipment introduced into the territory of either Contracting Party for the maintenance or repair of aircraft used on international air services by the designated airline(s) of the other Contracting Party;
- c) fuel and lubricants supplied in the territory of a Contracting Party to outbound aircraft of a designated airline(s) of the other Contracting Party engaged in an international air service, even when these supplies are to be used on the part of the journey performed over the territory of the Contracting Party in which they are taken on board;
- d) advertising materials and airline documentation having no commercial value used by the designated airline(s) of one Contracting Party in the territory of the other Contracting Party;
- e) the office equipment introduced in the territory of either Contracting Party in order to be used in the offices of the designated airline(s) of the other Contracting Party provided that such equipment is in the disposal of those office during three (3) years from the date of their introduction into that territory and the principle of reciprocity applies.

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

3. Passengers, baggage and cargo in direct transit across the territory of one Contracting Party and not leaving the area or the airport reserved for such purpose shall be subject to a very simplified control. Baggage and cargo in direct transit only shall be exempt from customs duties and other similar taxes.
4. The regular airborne equipment, as well as the materials and supplies retained on board the aircraft of either Contracting Party, may be unloaded in the territory of the other Contracting Party only with the approval of the customs authorities of

that territory. In such a case, they may be placed under the supervision of the said authorities up to such time as they are re-exported or otherwise disposed of in accordance with customs regulations.

## ARTICLE 7

### PRINCIPLES GOVERNING OPERATION OF AGREED SERVICES

1. Each Contracting Party shall reciprocally allow the designated airline(s) of both Contracting Parties to compete freely in providing the international air transportation governed by this Agreement.
2. Each Contracting Party shall take all appropriate action within its jurisdiction to eliminate all forms of discrimination and anti-competitive or predatory practices in the exercise of the rights and entitlements set out in this Agreement.
3. There shall be no restriction on the capacity and the number of frequencies and/or type(s) of aircraft to be operated by the designated airline(s) of both Contracting Parties in any type of service (passenger, cargo, separately or in combination). Each designated airline(s) is permitted to determine the frequency and capacity it offers on the Agreed Services.
4. Neither Contracting Party shall unilaterally limit the volume of traffic, frequencies, regularity of service or the aircraft type(s) operated by the designated airline(s) of the other Contracting Party, except as may be required for customs, technical, operational or environmental requirements under uniform conditions consistent with Article 15 of the Convention.
5. Neither Contracting Party shall impose on the designated airline(s) of the other Contracting Party, a first refusal requirement, uplift ratio, no objection fee or any other requirement with respect to capacity, frequencies or traffic which would be inconsistent with the purposes of this Agreement.
6. Provision for the carriage of passengers and cargo including mail both taken on board and discharged at points on the specified routes in the territories of States other than that designating the airline shall be made in accordance with the





general principles that capacity shall be related to:

- a) traffic requirements to and from the territory of the Contracting Party which has designated the airline;
- b) traffic requirements of the area through which the agreed service passes, after taking account of other transport services established by airlines of the States comprising the area; and
- c) the requirements of through designated airline(s) operation.

## ARTICLE 8 TARIFFS

1. The tariffs to be charged by the designated airline(s) of one Contracting Party for carriage to or from the territory of the other Contracting Party shall be established at reasonable levels, due regard being paid to all relevant factors, including cost of operation, reasonable profit, and the tariffs of other designated airline(s).
2. The tariffs referred to in paragraph (1) of this Article, shall, if possible, be agreed to by the designated airline(s) concerned of both Contracting Parties, after consultation with the other designated airline(s) operating over the whole or part of the route, and such agreement shall, wherever possible, be reached by the use of the procedures of the International Air Transport Association for the working out of tariffs.
3. The tariffs so agreed shall be submitted for the approval of the Aeronautical Authorities of both Contracting Parties at least sixty (60) days before the proposed date of their introduction. In special cases, this period may be reduced, subject to the agreement of the said authorities.
4. This approval may be given expressly. If neither of the Aeronautical Authorities has expressed disapproval within thirty (30) days from the date of submission, in accordance with paragraph (3) of this Article, these tariffs shall be considered as approved. In the event of the period for submission being reduced, as provided for in paragraph (3), the Aeronautical Authorities may agree that the period within which any disapproval must be notified shall be less than thirty (30) days.

5. If a tariff cannot be agreed in accordance with paragraph (2) of this Article, or if, during the period applicable in accordance with paragraph (4) of this Article, one Aeronautical Authority gives the other Aeronautical Authority notice of its disapproval of a tariff agreed in accordance with the provisions of paragraph (2) of this Article, the Aeronautical Authorities of the two Contracting Parties shall, after consultation with the Aeronautical Authorities of any other state whose advice they consider useful, endeavour to determine the tariff by mutual agreement.
6. If the Aeronautical Authorities cannot agree on any tariff submitted to them under paragraph (3) of this Article, or on the determination of any tariff under paragraph (5) of this Article, the dispute shall be settled in accordance with the provisions of Article 18 of this Agreement.
7. A tariff established in accordance with the provisions of this Article shall remain in force until a new tariff has been established. Nevertheless, a tariff shall not be prolonged by virtue of this paragraph for more than twelve (12) months after the date on which it would otherwise have expired.
8. Without limiting the application of general competition and consumer law in each Contracting Party, intervention by the Contracting Party shall include:
  - a) prevention of unreasonable discriminatory tariffs or practices;
  - b) protection of consumers from tariffs that are unreasonably high or unreasonably restrictive due either to the abuse of a dominant position or to concerted practices among air carriers; and
  - c) protection of designated airline(s) from tariffs that are artificially low because of direct or indirect governmental subsidy or support.

**ARTICLE 9**  
**APPROVAL OF TIME-TABLES**

The designated airline(s) shall submit for approval to the Aeronautical Authorities of the other Contracting Party the flight time-table including the type of aircraft to be used as well as the capacity. This should be submitted not later than thirty (30) days prior to the inauguration of the scheduled flights. This requirement shall also apply to later

amendments. In special cases, if necessary, the mentioned time limit may be reduced after consultation between the mentioned authorities.

## ARTICLE 10 PROVISION OF STATISTICS

The Aeronautical Authorities of a Contracting Party shall supply to the Aeronautical Authorities of the other Contracting Party at their request such periodic or other statements of statistics as may be reasonably required for the purpose of reviewing the capacity provided on the agreed services by the designated airline(s) of the Contracting Party. Such statements shall include all information required to determine the amount of traffic carried by those designated airline(s) on the agreed services and the origins and destinations of such traffic.

## ARTICLE 11 TRANSFER OF EARNINGS

1. Each Contracting Party shall grant to the designated airline(s) of the other Contracting Party, the right of free transfer of the excess receipts over expenditure earned in the territory of the respective Contracting Party. Such transfer shall be effected on the bases of official exchange rates or where there are no official exchange rates, at the prevailing foreign exchange market rates for current payment.
2. If a Contracting Party imposes restrictions on the transfer of excess receipts over expenditure by the designated airline(s) of the other Contracting Party, the latter shall have the right to impose reciprocal restrictions on the designated airline(s) of that Contracting Party.

## ARTICLE 12 AVIATION SECURITY

1. Consistent with their rights and obligations under international law, the Contracting Parties reaffirm that their obligation to each other to protect the security of civil aviation against acts of unlawful interference forms an integral part of this Agreement. Without limiting their rights and obligations under international law, the Contracting Parties shall in particular act in conformity with the provisions of the

Convention on Offences and Certain Other Acts Committed on Board Aircraft, signed at Tokyo on 14 September 1963, the Convention for the Suppression of unlawful Seizure of Aircraft, signed at the Hague on 16 December 1970, and the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, signed at Montreal on 23 September 1971 and the Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, done at Montreal on 23 February 1988, as well as with any other convention and protocol relating to the security of civil aviation which both Parties adhere to.

2. The Contracting Parties shall provide upon request all necessary assistance to each other to prevent acts of unlawful seizure of civil aircraft and other unlawful acts against the safety of such aircraft, their passengers and crew, airports and air navigation facilities, and any other threat to the security of civil aviation.
3. The Contracting Parties shall, in their mutual relations, act in conformity with the aviation security provisions established by the International Civil Aviation Organization and designated as Annexes to the Convention on International Civil Aviation to the extent that such security provisions are applicable to both Contracting Parties; they shall require that operators of aircraft of their registry or operators of aircraft who have their principal place of business or permanent residence in their territory and the operators of airports in their territory act in conformity with such aviation security provisions.
4. Each Contracting Party agrees that such operators of aircraft may be required to observe the aviation security provisions referred to in paragraph (3) above required by the other Contracting Party for entry into, departure from, or while within, the territory of that other Contracting Party.

Each Contracting Party shall ensure that adequate measures are effectively applied within its territory to protect the aircraft and to inspect passengers, crew, carry-on items, baggage, cargo, and aircraft stores prior to and during boarding or loading. Each Contracting Party shall also give positive consideration to any request from the other Contracting Party for reasonable special security measures to meet a particular threat.



5. When an incident or threat of an incident of unlawful seizure of civil aircraft or other unlawful acts against the safety of such aircraft, their passengers and crew, airports or air navigation facilities occurs, the Contracting Parties shall assist each other by facilitating communications and other appropriate measures intended to terminate rapidly and safely such an incident or threat thereof.
6. Should one Contracting Party have problems with regard to the aviation security provisions of this Article, the Aeronautical Authorities of either Contracting Party may request immediate consultations with the Aeronautical Authorities of the other Contracting Party.

**ARTICLE 13**  
**AVIATION SAFETY**

1. Each Contracting Party may request consultations at any time concerning safety standards in any area relating to aircrew, aircraft or their operation adopted by the other Contracting Party. Such consultations shall take place within thirty (30) days of that request.
2. If, following such consultations, one Contracting Party finds that the other Contracting Party does not effectively maintain and administer safety standards in any such area that are at least equal to the minimum standards established at that time pursuant to the Convention, the first Contracting Party shall notify the other Contracting Party of those findings and the steps considered necessary to conform with those minimum standards, and that other Contracting Party shall take appropriate corrective action. Failure by the other Contracting Party to take appropriate action within fifteen (15) days or such longer period as may be agreed, shall be grounds for the application of Article 5 of this Agreement.
3. Notwithstanding the obligations mentioned in Article 33 of the Convention, it is agreed that any aircraft operated by the designated airline(s) of one Contracting Party on services to or from the territory of the other Contracting Party may, while within the territory of the other Contracting Party, be made the subject of an examination by the authorized representative of the other Contracting Party, on board and around the aircraft to check both the validity of the aircraft documents and those of its crew and the apparent condition of the aircraft and its equipment



(in this Article called "ramp inspection"), provided this does not lead to unreasonable delay.

4. If any such ramp inspection or series of ramp inspections gives rise to:
  - a) serious concerns that an aircraft or the operation of an aircraft does not comply with the minimum standards established at that time pursuant to the Convention, or
  - b) serious concerns that there is a lack of effective maintenance and administration of safety standards established at that time pursuant to the Convention, the Contracting Party carrying out the inspection shall, for the purposes of Article 33 of the Convention, be free to conclude that the requirements under which the certificate or licenses in respect of that aircraft or in respect of the crew of that aircraft had been issued or rendered valid, or that the requirements under which that aircraft is operated, are not equal to or above the minimum standards established pursuant to the Convention.
5. In the event that access for the purpose of undertaking a ramp inspection of an aircraft operated by the designated airline(s) of one Contracting Party in accordance with paragraph 3 above is denied by the representative of that designated airline(s), the other Contracting Party shall be free to infer that serious concerns of the type referred to in paragraph 4 above arise and draw the conclusions referred in that paragraph.
6. Each Contracting Party reserves the right to suspend or vary the operating authorization of the designated airline(s) of the other Contracting Party immediately in the event the first Contracting Party concludes, whether as a result of a ramp inspection, consultation or otherwise, that immediate action is essential to the safety of designated airline(s) operation.
7. Any action by one Contracting Party in accordance with paragraph 2 or 6 above shall be discontinued once the basis for the taking of that action ceases to exist.



**ARTICLE 14**  
**USER CHARGES**

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

**ARTICLE 15**  
**APPLICABILITY OF NATIONAL LEGISLATION**

1. The laws and regulations of a Contracting Party as to the admission to or departure from its territory of passengers, crew or cargo of aircraft, such as regulations relating to entry, clearance, immigration, passports, customs, currency, health and quarantine shall be complied with by or on behalf of such passengers, crew or cargo upon entrance into or departure from, or while within the territory of that Contracting Party.
2. The laws and regulations of a Contracting Party relating to the admission to or departure from its territory of aircraft engaged in international air navigation, or to the operation and navigation of such aircraft of the other Contracting Party while within its territory shall be applied.
3. The appropriate authorities of a Contracting Party shall have the right without unreasonable delays, to search aircraft of the other Contracting Party on landing or departure and to inspect the certificate and other documents prescribed by the Convention.

**ARTICLE 16**  
**COMMERCIAL ACTIVITIES**

Each Contracting Party shall permit the designated airline(s) of the other Contracting Party to bring and maintain in the territory of the other Contracting Party, employees and other responsible personnel for the administration, technical and commercial operations of their air services activities in accordance with the entry, residence and employment rules and regulations of the other Contracting Party.



**ARTICLE 17**  
**RECOGNITION OF CERTIFICATES AND LICENSES**

1. Certificates of airworthiness, certificates of competency and licenses issued or rendered valid by one Contracting Party, and still in force, shall be recognized as valid by the other Contracting Party for the purpose of operating services provided for this Agreement, provided that the requirements under which such certificates or licenses were issued or rendered valid are equal to or above the minimum standards which are or may be established pursuant to the Convention. Each Contracting Party reserves the right, however, to refuse to recognize, for the purpose of flights above its own territory, certificates of competency and licenses granted to its own nationals or rendered valid for them by the other Contracting Party or by any other State.
  
2. If the privileges or conditions of the licenses or certificates referred to in paragraph (1) above, issued by the Aeronautical Authorities of one Contracting Party to any person or designated airline(s) or in respect of an aircraft operating the agreed services on the specified routes would permit a difference from the standards established under the Convention, and which difference has been filed with the International Civil Aviation Organization, the Aeronautical Authorities of the other Contracting Party may request consultations in accordance with Article 18 of this Agreement with the Aeronautical Authorities of that Contracting Party with a view to satisfying themselves that the practice in question is acceptable to them. Failure to reach a satisfactory agreement will constitute grounds for the application of Article 5 of this Agreement.

**ARTICLE 18**  
**CONSULTATION**

1. In a spirit of close co-operation, the Aeronautical Authorities of the Contracting Parties shall consult each other from time to time with a view to ensuring the implementation of and satisfactory compliance with, the provisions of this Agreement and the Annexed Schedules and shall consult when necessary to provide for modifications thereof.

*[Handwritten signature]*



2. Either Contracting Party may request consultation in writing which shall begin within a period of sixty (60) days of the date of receipt of the requests, unless both Contracting Parties agree to an extension of this period.

## ARTICLE 19

### ANNEXES

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

## ARTICLE 20

### AMENDMENTS

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

## ARTICLE 21

### SETTLEMENT OF DISPUTES

1. If any dispute arises between the Contracting Parties relating to the interpretation or application of this Agreement, the Contracting Parties shall in the first place endeavour to settle it by negotiation methods as following steps:
  - a) the first negotiation between the Designated Airline(s) of both Contracting Parties.

- b) if the Designated Airline(s) of both Contracting Parties fail to reach a settlement set forth in Paragraph (a) above, the second negotiation should be held by Aeronautical Authorities of both Contracting Parties.
  - c) any remain disputes should be resolved by diplomatic channel.
2. If the Contracting Parties fail to reach a settlement by negotiation, they may agree to refer the dispute for decision to some person or body; if they do not so agree, the dispute shall, at the request of either Contracting Party be submitted for decision to a tribunal of three (3) arbitrators, one to be nominated by each Contracting Party and the third to be appointed by the two so nominated. Each of the Contracting Parties shall nominates an arbitrator within a period of sixty (60) days from the date of receipt by either Contracting Party from the other of a notice through diplomatic channels requesting arbitration of the dispute by such a tribunal, and the third arbitrator shall be appointed within a further period of sixty (60) days. If either of the Contracting Parties fails to nominate an arbitrator within the period specified, or if the third arbitrator is not appointed within the period specified, the President of the Council of the International Civil Aviation Organization may, at the request of either Contracting Party, appoint an arbitrator or arbitrators as the case requires. In such case, the third arbitrator shall be a national of a third State and shall act as President of the arbitral tribunal.
3. Each Contracting Party shall bear the costs of the arbitrator it has nominated as well as of its representation in the arbitral proceedings. The cost of the President and any other costs shall be borne in equal parts by the Contracting Parties.
4. The Contracting Parties shall comply with any decision given under paragraph (2) of this Article.

## ARTICLE 22

### CONFORMITY WITH MULTILATERAL CONVENTIONS

If a general multilateral air transport convention or agreement, comes into force in respect of both Contracting Parties, the present Agreement and Annexes shall be deemed to be amended accordingly.

**ARTICLE 23**  
**REGISTRATION WITH THE INTERNATIONAL CIVIL AVIATION ORGANIZATION**

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

**ARTICLE 24**  
**TERMINATION**

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

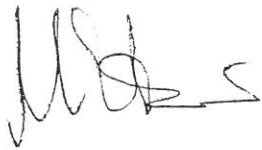
**ARTICLE 25**  
**ENTRY INTO FORCE**

This Agreement shall be approved according to the constitutional requirements in the country of each Contracting Party and shall come into force on the day of an exchange of diplomatic notes by the Contracting Parties. This agreement shall supersede the previous Air Services Agreement between both Contracting Parties which was signed on 8<sup>th</sup> January 1980.

**IN WITNESS WHEREOF**, the undersigned, being duly authorized thereto by their respective Governments, have signed the present Agreement.

Done at Phnom Penh, Cambodia this 16<sup>th</sup> day of November 2010 in duplicate, in Khmer, Lao and English languages, all texts being equally authentic. In case of divergent interpretation, the English text shall prevail.

FOR THE GOVERNMENT OF  
THE KINGDOM OF CAMBODIA



MAO HAVANNALL

FOR THE GOVERNMENT OF  
THE LAO PEOPLE'S DEMOCRATIC  
REPUBLIC



SOMMAD PHOLSENA



ROUTE SCHEDULE

1. Routes to be operated by the designated airline(s) of the Kingdom of Cambodia.

Points of Origin	Intermediate Points	Points of Designation	Beyond Points
(1)	(2)	(3)	(4)
Any international points in Cambodia	Any points	Any international points in Lao PDR	Any points

The designated airline(s) of the Kingdom of Cambodia may, on all or any flight, omit calling at any of the points in columns (2) and (4) above, provided that the agreed services on these routes begin at a point in column (1).

2. Route to be operated by the designated airline(s) of the Lao People's Democratic Republic:

Points of Origin	Intermediate Points	Points of Designation	Beyond Points
(1)	(2)	(3)	(4)
Any international points in Lao PDR	Any points	Any international points in Cambodia	Any points

The designated airline(s) of the Lao People's Democratic Republic may, on all or any flight, omit calling at any of the points in columns (2) and (4) above, provided that the agreed services on these routes begin at a point in column (1).

3. Intermediate and beyond points shall be discussed and agreed mutually between the Aeronautical Authorities of the Contracting Parties.