

**AGREEMENT
BETWEEN THE GOVERNMENT OF THE PEOPLE'S REPUBLIC OF CHINA
AND THE GOVERNMENT OF THE REPUBLIC OF SERBIA
ON AIR TRANSPORT**

The Government of the People's Republic of China and the Government of the Republic of Serbia (hereinafter referred to as the "Contracting Parties");

Being parties to the Convention on International Civil Aviation, opened for signature at Chicago, on the 7th day of December, 1944;

Desiring to conclude an Agreement for the purpose of establishing and operating scheduled air services between their respective territories and beyond;

Have agreed as follows:

**Article 1
DEFINITIONS**

For the purpose of this Agreement, the following terms shall have the following meanings:

- (a) "**Aeronautical Authorities**" means, in the case of the People's Republic of China, the Civil Aviation Administration of China (CAAC), and, in the case of the Republic of Serbia, Civil Aviation Directorate of the Republic of Serbia and any person or body authorized to perform the functions exercised by the said authorities;
- (b) "**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 or any amendments thereto adopted under Article 90 of that Convention insofar as such amendments are effective for those Contracting Parties; and any amendment of the Convention under Article 94 thereof insofar as those amendments have become effective for both Contracting Parties;
- (c) "**the Agreement**" means this Agreement, the Annex attached hereto and any amendment to this Agreement or the Annex made in accordance with Article 16 of this Agreement;
- (d) "**designated airline**" means an airline which has been designated and authorized in accordance with the provisions of Article 3 of this Agreement;
- (e) "**agreed services**" means the international scheduled air services on the routes specified in the Annex to this Agreement for the carriage of passengers, baggage, cargo and mail, separately or in combination;
- (f) "**capacity**" means, in relation to an aircraft, the payload of that aircraft available on the route or section of a route, and the term "**capacity**", in relation to a specified air

service, means the capacity of the aircraft used on such service, multiplied by the frequency operated by such aircraft over a given period and on a route or section of a route;

(g) “**territory**” in relation to a State means the land areas and territorial waters adjacent thereto and the airspace above them under the sovereignty of that State;

(h) “**air service**”, “**international air service**”, “**airline**” and “**stop for non-traffic purposes**” shall have the meanings respectively assigned to them in Article 96 of the Convention;

(i) “**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 services performed by the carrier in connection with air transportation but excluding remuneration and conditions for the carriage of mail;

(j) “**user charges**” means the charges levied from the airlines, in accordance with Article 11 of this Agreement, for the use of an airport, its facilities, technical and other installations and services, as well as the charges for the use of air navigation facilities, aviation security and safety property, communication facilities and services.

(k) “**aircraft**” means civil aircraft;

(l) “**route schedule**” means the Route Schedule in the Annex to this Agreement or as amended in accordance with the provisions of Article 16 of this Agreement.

(m) “**specified route**” means the route specified in the Route Schedule.

Article 2 GRANT OF RIGHTS

1. Each Contracting Party grants to the other Contracting Party the rights for the operation of scheduled international air services by the designated airline of the other Contracting Party, as follows:

(a) the right to fly without landing across the territory of the other Contracting Party along the air route(s) prescribed by the Aeronautical Authorities of the other Contracting Party;

(b) the right to make stops for non-traffic purposes in the territory of the other Contracting Party, subject to the approval of the Aeronautical Authorities of the other Contracting Party;

(c) the right to make stops in the territory of the other Contracting Party at points specified in the Annex to this Agreement for the purpose of taking on board and discharging passengers, cargo and mail, separately or in combinations, in international traffic which originates or terminates in the territory of the first Contracting Party.

2. Nothing in paragraph 2 shall be deemed to confer on the designated airline(s) of one Party the privilege of taking on board, in the territory of the other Party, passengers, cargo and mail for remuneration and destined for another point in the territory of the other Contracting Party.

3. If because of armed conflict, political disturbances or developments or special and unusual circumstances a designated airline 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 3 DESIGNATION AND AUTHORISATION OF AIRLINES

1. The Contracting Parties shall inform each other, by virtue of a written notification, of the designation of one or more airlines for the purpose of operating the agreed services on the specified routes, and of the withdrawal or alteration of such designation.

2. On receipt of such designation, the Aeronautical Authorities of the other Contracting Party shall, subject to the provisions of paragraphs 3 and 4 of this Article, without unreasonable delay grant to the designated airline the appropriate operating authorizations.

3. The Aeronautical Authorities of one Contracting Party, before granting the operating authorization, may require the airline designated by the other Contracting Party to prove that it fulfils the conditions prescribed under the laws and regulations normally and reasonably applied to the operation of international air services by such authorities, in accordance with the Convention.

4. The Aeronautical Authorities of either 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 they may deem necessary on the exercise by the designated airline of the rights specified in Article 2 of this Agreement, in any case when there is a lack of assurance that substantial ownership and effective control of the airline are vested in the Contracting Party designating the airline or in its nationals.

5. An airline, designated and authorized according to the provisions of this Article, may begin to operate the agreed services, provided that it complies with the provisions of this Agreement.

Article 4 REVOCATION, SUSPENSION OF OPERATING AUTHORISATION OR IMPOSITION OF CONDITION

1. The Aeronautical Authorities of one Contracting Party may revoke an operating authorization, or suspend the exercise of the rights specified in Article 2 of this Agreement by an airline designated by the other Contracting Party, or impose such

conditions as they may deem necessary on the exercise of these rights, if:

- a) the airline cannot prove that it fulfils the conditions prescribed by the laws and regulations applied to the operation of international air services by the Aeronautical Authorities in conformity with the Convention;
 - b) they are not convinced that substantial ownership and effective control of that airline are vested in the Contracting Party designating the airline or in its nationals;
 - c) the airline fails to comply with the laws and regulations of the Contracting Party granting these rights;
 - d) the airline otherwise fails to operate the agreed services in accordance with the conditions prescribed under this Agreement.
2. Unless immediate revocation, suspension or imposition of conditions mentioned in paragraph 1 of this Article is essential to prevent further infringements of national laws and regulations, such right shall be exercised only after consultation with the other Contracting Party, in conformity with Article 15 of this Agreement.

Article 5

APPLICATION OF LAWS AND REGULATIONS

1. The laws, regulations and procedures of one Contracting Party relating to the admission to, sojourn in, or departure from its territory of aircraft engaged in agreed services, or to the operation and navigation of such aircraft shall be applied to the aircraft of the designated airline of the other Contracting Party.
2. The laws and regulations of one Contracting Party governing entry into, sojourn in, and departure from its territory of passengers, crew, baggage, cargo or mail, such as formalities regarding entry, clearance, emigration and immigration, customs, passports, regulations on currency and quarantine shall apply to passengers, crew, baggage, cargo or mail carried by the aircraft of the designated airline of the other Contracting Party while entering into, staying in and departing from the said territory.
3. Passengers, baggage and cargo in direct transit across the territory of one Contracting Party, and not leaving the area of the airport reserved for such purposes shall be subject to a simplified control, except in the situations comprising the security measures, anti-violence measures, aviation piracy and the monitored drugs smuggling.

Article 6

RECOGNITION OF CERTIFICATES AND LICENSES

1. Certificates of airworthiness, certificates of competency and licenses issued or rendered valid by one Contracting Party, which have not expired, shall be recognized as valid by the other Contracting Party, provided that the requirements under which such certificates or licenses were issued or rendered valid are equal to or above the minimum standards established from time to time pursuant to the Convention.

2. Each Contracting Party reserves the right to refuse to recognize, for the purpose of flights over its own territory, certificates of competency and licenses granted to or rendered valid for its own nationals by the other Contracting Party or by any other State.

Article 7 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 the generality of 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, signed at Montreal on 24 February 1988 and any other international agreements governing aviation security binding upon both Contracting Parties.

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 to the extent that such security provisions are applicable to the 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 international airports in their territory act in conformity with such aviation security provisions.

4. Each Contracting Party agrees that aircraft operators may be required to observe the aviation security provisions referred to in paragraph 3 of this Article, which are required by the other Contracting Party for entry into, stay in or departure from the territory of that other Contracting Party.

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

6. When an incident or threat of an incident, 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 incident or threat thereof.

Article 8 AVIATION SAFETY

1. Each Contracting Party may request consultations at any time concerning the safety standards in any area relating to aeronautical facilities, aircrews, 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 the other Contracting Party shall take the appropriate corrective action. Failure by the other Contracting Party to take appropriate action within an agreed time period, shall be grounds for the application of Article 4 of this Agreement.

3. Notwithstanding the obligations mentioned in Article 33 of the Convention, it is agreed that any aircraft operated by the airline of one 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 authorised representatives 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 in the operation of the aircraft.

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 Aeronautical Authorities of one 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 airline(s) of one Contracting Party in accordance with the provisions of paragraph 3 of this Article is denied by the representative of that airline(s), the other Contracting Party shall be free to infer that serious concerns of the type referred to in paragraph 4 of this Article arise and draw the conclusions referred to in that paragraph.

6. The Aeronautical Authorities of one Contracting Party reserve the right to suspend or vary the operating authorization of the designated airline of the other Contracting Party immediately in the event the first Contracting Party concludes, whether as a result of a ramp inspection, a series of ramp inspections, a denial of access for ramp inspection, consultation or otherwise, that immediate action is essential to the safety of an airline operation.

7. Any action by one Contracting Party in accordance with paragraphs 2 or 6 of this Article shall be discontinued once the grounds for the taking of that action cease to exist.

Article 9

REPRESENTATIVE OFFICES AND TRANSFER OF EARNINGS

1. — The designated airline of one Contracting Party may establish and maintain in the territory of the other Contracting Party the representative offices comprising managerial, sales, technical, operational and other specialist staff for the provision of air services, in accordance with the national laws and regulations of that other Contracting Party.

2. The designated airline of one Contracting Party shall have the right to sale its own transportation using its own transportation documents in the territory of the other Contracting Party, in accordance with laws and regulations of that other Contracting Party. Sale may be executed directly in the representative offices of the designated airlines or through its authorized agents.

3. The designated airline of one Contracting Party shall have the right to, on demand, and after settling the tax obligations in accordance with the tax laws and regulations of the other Contracting Party, freely transfer the excess of receipts over expenditure earned in the territory of that other Contracting Party selling the transportation services. Transfer shall be permitted at the rate of exchange applicable to current transactions which is in effect on the date of remittance and shall not be subject to any charges except those usual charges made by banks for carrying out such conversion and remittance.

4. If one Contracting Party introduces restrictions on remittance of receipts in excess over expenditure disbursed by the designated airline of the other Contracting Party, the other Contracting Party shall have right to impose the same restrictions on the designated airline of the first Contracting Party.

Article 10

CUSTOMS AND OTHER DUTIES AND TAXES

1. Aircraft operated on the agreed services by the designated airline of either Contracting Party, as well as their regular equipment, spare parts (including engines),

fuels, oil (including hydraulic fluids and lubricants) and aircraft stores (including food, beverages and tobacco) on board such aircraft shall be exempt on the basis of reciprocity from all customs duties and taxes, inspection fees and other similar fees and charges on arriving in the territory of the other Contracting Party, provided that such equipment and supplies remain on board the aircraft until they leave the territory of that other Contracting Party.

2. There shall also be exempt on the basis of reciprocity from all customs duties, taxes, inspection fees and other similar fees and charges, with the exception of charges corresponding to the services performed:

a) regular equipment, spare parts (including engines), fuels, oil (including hydraulic fluids, lubricants) and aircraft stores (including food, beverages and tobacco) carried into the territory of the other Contracting Party and intended for use on aircraft operated on the agreed services by the designated airline, even when such equipment and items are to be used on part of the journey performed over the territory of the other Contracting Party;

b) spare parts (including engines) introduced into the territory of either Contracting Party for the maintenance or repair of aircraft used on agreed services by the designated airline of the other Contracting Party.

3. The equipment and items referred to in paragraph 2 of this Article shall be subject to the customs supervision or control, in accordance with the national laws and regulations of the other Contracting Party.

4. The equipment and items referred to in paragraphs 1 and 2 retained on board aircraft operated by a designated airline 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 Contracting Party and they may be placed under the supervision of the said authorities until they leave the territory of that Contracting Party or are (Serbian proposal: placed under some customs approved procedures)(Chinese proposal: otherwise disposed of)in accordance with customs regulations of the other Contracting Party.

5. The exemption provided for in paragraphs 1 and 2 of this Article shall also be available where a designated airline of one Contracting Party has contracted with other airline(s), which similarly enjoy(s) such exemptions in the territory of the other Contracting Party, for the loan or transfer in the territory of the other Contracting Party of the equipment and items specified in paragraphs 1 and 2 of this Article.

6. The necessary documents introduced by the designated airline of either Contracting Party into the territory of the other Contracting Party, including air tickets, airwaybills as well as advertising material shall also be exempt on the basis of reciprocity from all customs duties, taxes inspection fees and other similar fees and charges.

7. Baggage, cargo and mail in direct transit shall be exempt from all customs duties, taxes, inspection fees and other similar fees and charges on the basis of reciprocity with the exception of the charges corresponding to the services provided.

Article 11
USER CHARGES

1. Neither Contracting Party shall impose or permit to be imposed on the designated airline of the other Contracting Party user charges higher than those imposed on any airline of other States operating similar international air services.
2. Each Contracting Party shall encourage consultation on user charges between their competent charging authorities and airlines using the services and facilities provided by those charging authorities. Reasonable notice of any proposals for changes in user charges should be given to such users to enable them to express their views before changes are made. Each Contracting Party shall further encourage its competent authorities and such users to exchange appropriate information concerning user charges.

Article 12
PRINCIPLES GOVERNING THE OPERATION OF THE AGREED SERVICES
AND THE APPROVAL OF TIME-TABLES

1. The designated airlines of the Contracting Parties shall have fair and equal opportunities to operate the agreed services.
2. While operating the agreed services the designated airlines of each Contracting Party shall take into account the interests of the designated airlines of the other Contracting Party so as not to affect unduly the services which the latter provides on the whole or part of the same routes.
3. The agreed services operated by the designated airlines of the Contracting Parties shall bear a close relationship with the requirements of the public for transportation on the specified routes. Each designated airline shall have as its primary objective, at a reasonable load factor, the provision of capacity adequate to carry the current and reasonably anticipated requirements for the carriage of passengers, cargo and mail between the territories of the Contracting Parties.
4. Provision for carriage of passengers, cargo and mail which are taken on board and are discharged at points on the specified routes in the territory of the other Contracting Party and at points in the territory of third State shall be made in accordance with the general principles that capacity shall be related to the requirement of:
 - 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 the transport services established by airlines of the States comprising the area;
 - c) the requirements of through airline operations.
5. The flight schedules in the operation of the agreed services shall be submitted by the designated airlines of one Contracting Party for approval to the Aeronautical Authorities of the other Contracting Party at least sixty (60) days before the introduction of the

agreed services on the specified route. Such timetable shall comprise the data on the type of services, aircraft, frequency and validity period. Any subsequent modification of timetables shall be submitted for consideration at least thirty (30) days prior to operation.

6. For supplementary flights which the designated airline of one Contracting Party wishes to operate on the agreed services outside the approved timetable, that airline must request prior permission from the Aeronautical Authorities of the other Contracting Party. Such requests shall usually be submitted at least five (5) working days prior to the operation of such flights.

Article 13 TARIFFS

1. The tariffs of designated airlines on agreed service applicable between the territories of the two Contracting Parties shall be established at reasonable levels, due regard being paid to all relevant factors including the cost of operation, the interest of users, reasonable profit, characteristics of service (such as speed and standard of accommodation) and when it is deemed suitable, the tariffs of other airlines operating over whole or part of the specified routes.

2. The Aeronautical Authorities of either Contracting Party may require tariffs to be filed for approval in their proper form. The tariffs shall be submitted at least sixty (60) days before the proposed effective date, unless those Aeronautical Authorities permit the filing to be made on a shortest notice.

3. If the Aeronautical Authorities of either Contracting Party require any tariff to be filed, it shall become effective only after their approval. In the event that the period of submission is reduced, as provided for in paragraph 3 above, the period within which any disapproval must be notified shall be less than thirty (30) days.

4. If the Aeronautical Authorities do not agree on any tariffs submitted to them under the provisions of this Article, the dispute may be settled in accordance with the provisions of Article 18 of this Agreement.

5. Where the Aeronautical Authorities of one or either of the Contracting Parties proposed to intervene in a tariff that has been filed, the primary objectives of such intervention shall be:

- a) prevention of unreasonably discriminatory tariffs;
- b) protection of consumers from prices that are unreasonably high or restrictive tariffs because of the abuse of a dominant position;
- c) protection of airlines from prices to the extent that they are artificially low because of direct or indirect government subsidy;
- d) protection of airlines from prices that are low, where evidence exist as to an intent of eliminating competition.

6. The tariffs established in accordance with the provisions of this Article shall remain

in force until the new tariffs has been established.

Article 14
STATISTICS

The Aeronautical Authorities of one Contracting Party shall provide to the Aeronautical Authorities of the other Contracting Party, upon request, the periodical reports or other similar information concerning the operated agreed services.

Article 15
CONSULTATIONS

1. Either Contracting Party, or its Aeronautical Authorities, may at any time request consultations with the other Contracting Party, or its Aeronautical Authorities.
2. The consultations requested by one of the Contracting Parties, or its Aeronautical Authorities, shall begin within a period of sixty (60) days from the date of receipt of a written request, unless otherwise agreed.

Article 16
AMENDMENTS

1. If either Contracting Party considers as appropriate to amend any provision of this Agreement, it may request consultations with the other Contracting Party relating to the proposed amendments. Such consultations may be conducted in form of direct talks or correspondence and shall begin within a period of ninety (90) days from the date of receipt of a written request, unless otherwise agreed.
2. The consultation referred to in paragraph 1 of this Article may also be held between the Aeronautical Authorities of the Contracting Parties.
3. Any amendment to the Agreement shall come into effect when the Contracting Parties have notified each other by an exchange of diplomatic notes, that they have fulfilled their internal legal procedures in accordance with their legislations.
4. Any amendment to the Annex may be agreed directly between the Aeronautical Authorities of the Contracting Parties and shall enter into force from the date of the agreement between the Aeronautical Authorities of the Contracting Parties.

Article 17
SETTLEMENT OF DISPUTES

1. If any dispute arises between the Contracting Parties relating to the interpretation or application of this Agreement, the Aeronautical Authorities of the Contracting Parties shall in the first place endeavor to settle it by negotiations.
2. If the Aeronautical Authorities of the Contracting Parties fail to reach a settlement of the said dispute, the Contracting Parties shall settle such dispute through diplomatic

channels.

Article 18
TERMINATION OF THE AGREEMENT

1. Either Contracting Party may, at any time, give a written notice, through diplomatic channels, to the other Contracting Party of its intention to terminate this Agreement. Such notice shall be simultaneously communicated to the International Civil Aviation Organization. In such a case, the Agreement shall terminate twelve (12) months after the date of receipt of the notice by the other Contracting Party unless the notice of termination is withdrawn by agreement between the Contracting Parties before the expiry of this period.

2. In the absence of acknowledgement of receipt by the other Contracting Party, the notice shall be deemed to have been received fourteen (14) days after the International Civil Aviation Organization will have received communication thereof.

Article 19
COMPATIBILITY WITH MULTILATERAL CONVENTIONS

If a multilateral agreement concerning air transport enters into force in respect of both Contracting Parties, they shall consult to determine whether this Agreement should be revised to take into account that multilateral agreement.

Article 20
REGISTRATION

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

**Article 21
ENTRY INTO FORCE**

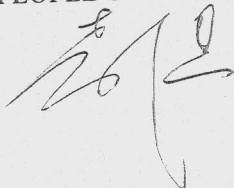
This Agreement shall enter into force on the date of receipt of the last written notification, through diplomatic channels, by either Contracting Party to the other Contracting Party that it has fulfilled the internal legal procedures prescribed by its legislation for entering into force of this Agreement.

From the date of entering into force of this Agreement, the Agreement between the Government of the People's Republic of China and the Government of the Socialist Federal Republic of Yugoslavia Relating to Civil Air Transport signed at Belgrade on 14 April 1972 shall terminate.

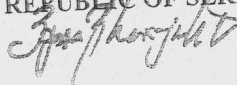
IN WITNESS WHEREOF, the undersigned, duly authorized by their respective Governments, have signed this Agreement.

DONE in duplicate at Belgrade on this 17th day of December 2014, in Chinese, Serbian and English languages, all texts being equally authentic. In case of divergence of interpretation, the English text shall prevail.

FOR THE GOVERNMENT OF
THE PEOPLE'S REPUBLIC OF CHINA



FOR THE GOVERNMENT OF
THE REPUBLIC OF SERBIA



ANNEX
ROUTE SCHEDULE

A) The designated airline of the People's Republic of China may operate scheduled international air services in both directions on the following routes:

<u>POINTS OF ORIGIN</u>	<u>INTERMEDIATE POINTS</u>	<u>POINTS OF DESTINATION</u>	<u>POINTS BEYOND</u>
Points in the People's Republic of China	Two points to be freely selected	Three points in Serbia to be freely selected	Two points to be freely selected

B) The designated airline of the Republic of Serbia may operate scheduled international air services in both directions on the following routes:

<u>POINTS OF ORIGIN</u>	<u>INTERMEDIATE POINTS</u>	<u>POINTS OF DESTINATION</u>	<u>POINTS BEYOND</u>
Points in the Republic of Serbia	Two points to be freely selected	Three points in China to be freely selected	Two points to be freely selected

Notes:

1. Fifth freedom traffic rights may be agreed upon between the Aeronautical Authorities of the Contracting Parties.
2. The designated airline of each Contracting Party may operate via any intermediate points and to points beyond without exercising fifth freedom traffic rights.
3. The designated airline may optionally omit stops at any point or points, provided that all services originate and terminate in the territory of the Contracting Party which designated the said airline.
4. Points specified in the above Route Schedule shall not include Hong Kong SAR, Macau SAR or points in Taiwan Province of China.