

AIR SERVICES AGREEMENT

BETWEEN

THE GOVERNMENT OF THE PEOPLE'S REPUBLIC OF CHINA

AND

THE GOVERNMENT OF THE HASHEMITE KINGDOM OF JORDAN

The Government of the People's Republic of China and the Government of the Hashemite Kingdom of Jordan (hereinafter referred to as the Contracting Parties),

Desiring to facilitate friendly contacts between their two peoples and develop mutual relations between the two countries in the field of civil aviation;

Desiring to promote their mutual relations in the field of civil aviation and thus to facilitate the expansion of international air services opportunities between them,

Being aware and committed to provide and to maintain the highest degree of safety and security in international air services and reaffirming their grave concern about acts or threats against the security of aircraft, which jeopardize the safety of persons or property, adversely affect the operation of air services, and undermine public confidence in the safety of civil aviation and

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

Have agreed as follows:

Article 1
DEFINITIONS

1. For the purpose of this Agreement, unless the context otherwise requires:
 - a) The term “Convention” means the Convention on International Civil Aviation opened for signature at Chicago on the seventh day of December, 1944 and includes any Annexes adopted under Article 90 of that Convention and any amendment of the Annexes or the Convention under Article 90 and 94 thereof so far as those Annexes and amendments have been adopted by both Contracting Parties;
 - b) The term “Agreement” means this Agreement, its Annexes, and any amendments to this Agreement and / or its Annex made in accordance with Article 18 (Consultations and Amendments) of this Agreement;
 - c) The term “Aeronautical Authorities” means, in case of the Government of the People’s Republic of China, the Civil Aviation Administration of China, and / or any other authority or person legally empowered to perform the functions presently exercised by the said authorities; and in the case of the Government of the Hashemite Kingdom of Jordan, Civil Aviation Regulatory Commission;
 - d) The term “Agreed Services” means the international scheduled air services which can be operated, according to the provisions of this Agreement, on the specified routes,
 - e) The term “Designated Airlines” means Airlines which have been designated and authorized in accordance with Article 3 (Designation and Authorization) of this Agreement;
 - f) The term “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;
 - g) The term “Air Service”, “international Air Service”, “Airline” and “Stop for non- Traffic purposes” have the meanings specified in Article 96 of the Convention;

- h) The term “Capacity” means:
 - (i) in relation to an aircraft, the payload of that aircraft available on a route or section of a route;
 - (ii) in relation to the Agreed Services, the Capacity of the aircraft used on such service, multiplied by the frequency operated by such aircraft over a given period on a route or a section of a route;
 - i) The term “Tariff” means the prices to be paid for the carriage of passengers, baggage and cargo and the conditions under which these prices apply, including prices and conditions for agency and other auxiliary services, but excluding remuneration and conditions for carriage of mail;
 - j) The term “Traffic” means transportation of passengers, baggage, cargo and mail;
 - k) The term “User Charges” means a charge made to Airlines by the competent authorities or permitted by those authorities to be made for the provision of airport property or facilities or of air navigation facilities, or related services and facilities, for aircraft, their crews, passengers and cargo.
2. The Annex to this Agreement and any amendments thereto form an integral part of the Agreement.

Article 2
GRANT OF RIGHTS

1. Each Contracting Party grants to the other Contracting Party the rights specified in this Agreement to enable the Designated Airline(s) of the other Contracting Party to establish and operate scheduled international air services on the routes specified in the Annex to this Agreement. The Airlines designated by each Contracting Party shall enjoy the following rights:
 - a) 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) to make stops for non-traffic purpose at point(s) on the specified route in the said Territory of the other Contracting Party, subject to the approval of the Aeronautical Authorities of the other Contracting Party; and
 - c) while operating an agreed services on a specified route, to make stops in the Territories of the Contracting Parties at the points on the specified routes in the Annex to this Agreement for the purpose of putting down and taking up international traffic in passengers, baggage, cargo and mail, originating in or designated for the first Contracting Party.

2. Nothing in paragraph 1 of this Article shall be deemed to confer on the Designated Airlines of one Contracting Party the privilege of taking up, in the Territory of the other Contracting Party, Traffic carried for remuneration or hire and destined for another point in the Territory of that other Contracting Party.

3. If due to armed conflict, natural disasters, or political disturbances, a Designated Airline of one Contracting Party is unable to operate agreed services on its normal routes, the other Contracting Party shall use its best efforts to facilitate the continued operation of such service through temporary rearrangement of routes.

Article 3
DESIGNATION AND AUTHORIZATION

1. Each Contracting Party shall have the right to designate in writing through diplomatic channels to the other Contracting Party one or more Airlines to operate the Agreed Services on the specified routes in accordance with this Agreement and to withdraw or alter such designations.

2. On receipt of such designation and upon receipt of application from the Designated Airline, in the form and manner prescribed for operating authorization, each Contracting Party shall grant the appropriate operating authorization with minimum procedural delay, provided that:

- a) the substantial ownership and effective control of the Designated Airlines shall remain vested in the Contracting Party designating the Airline or in its nationals;
- b) The Aeronautical Authorities of the other Contracting Party may require the airline designated by the first Contracting Party to satisfy them that it is qualified to meet the conditions and the obligations prescribed under the laws and regulations normally and reasonably applied to the operation of international air services by such Authorities;
- c) the Contracting Party designating the Airline is in compliance with the provisions set forth in Article 16 and Article 17;and

3. On receipt of the operating authorization of paragraph 2, a Designated Airline may begin to operate the Agreed Services for which it is so Designated, provided that the Airline complies with the applicable provisions of this Agreement.

Article 4

REVOCAION AND SUSPENSION OF OPERATING AUTHORIZATIONS

1. Each Contracting Party shall have the right to revoke an operating authorization or to suspend the exercise of the rights specified in Article 2 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) in any case where it is not satisfied that substantial ownership and effective control of that Designated Airline are vested in the Contracting Party designating the Airline or in its national, or
- b) in any case of failure by that Designated Airline to comply with the laws and regulations referred to in Article 5 (Application of Laws and Regulations) of the Contracting Party granting these rights, or
- c) in any case the Designated Airline otherwise fails to operate in accordance with the conditions prescribed under this Agreement.

2. Unless immediate revocation, suspension of rights or imposition of the conditions mentioned in paragraph 1 of this Article is essential to prevent further infringements of laws and regulations by the said Designated Airlines, such rights shall be exercised only after consultation between the Aeronautical Authorities of the Contracting Parties.

Article 5
APPLICATION OF LAWS AND REGULATIONS

1. The laws and regulations of one Contracting Party relating to the admission into, stay in, or departure from its Territory of aircraft engaged in international air transport, or to the operation and navigation of such aircraft while within its Territory, shall be applied to the aircrafts of both Contracting Parties without distinction as to nationality, and shall be complied with by the Designated Airlines of the other Contracting Party upon entering or departure from or operating and navigating while within the said Territory of that Contracting Party.

2. The laws and regulations of one Contracting Party relating to admission to, stay in or departure from its territory of passengers, crew, baggage, cargo or mail, such as laws and regulations relating to entry, clearance, immigration, passports, customs and quarantine, shall be applicable to the passengers, crew, baggage, cargo or mail carried by the aircraft of the Designated Airline(s) of the other Contracting Party while entering, staying in and departing from the territory of the first Contracting Party.

3. Other relevant laws and regulations relating to aircraft and provisions in respect of civil aviation of one Contracting Party shall be applicable to the Designated Airline(s) of the other Contracting Party while operating the agreed services in the Territory of the first Contracting Party.

Article 6
RECOGNITION OF CERTIFICATES AND LICENCES

1. Certificates of airworthiness, certificates of competency and licenses issued or rendered valid by one Contracting Party shall, during the period of their validity, 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 which shall be established pursuant to the Convention.

2. Each Contracting Party reserve the right, however, to refuse to recognize as valid, for the purpose of flights above 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
EXEMPTION FROM CUSTOMS AND OTHER DUTIES AND TAXES

1. When an aircraft operated on the agreed services by the Designated Airline(s) of one Contracting Party arrives in the Territory of the other Contracting Party, the said aircraft and its regular equipment, spare parts (including engines), fuels, oil (including hydraulic fluids, 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, taxes, inspection fees and other similar fees and charges, provided such equipment and items remain on board the aircraft up to such time as they are re-exported.

2. The following equipment and items 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 provided:

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(s), 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 the other Contracting Party for the maintenance or repair of aircraft operated on the agreed services by the Designated Airline(s).

3. The equipment and items referred to in paragraphs 1 and 2 of this Article may be unloaded in the Territory of the other Contracting Party with the approval of the Customs authorities of the other Contracting Party. Such equipment and items shall be kept under the supervision or control of the Customs authorities of the other Contracting Party up to such time as they are re-exported, or otherwise disposed of in accordance with the customs regulations of the other Contracting Party.

4. 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.

5. Printed ticket stock, air waybills and publicity materials introduced by the Designated Airline(s) of one Contracting Party into the Territory of the other Contracting Party, shall be exempt on the basis of reciprocity from all customs duties, taxes, inspection fees and other similar fees and charges.

6. Office supplies, vehicles for office use, vehicles for special use at airport, bus-type vehicles (excluding cars) for carriage of crew members and their baggage, as well as computer reservation system and communication equipment including their spare parts of the representation of the Designated Airline(s) of either Contracting Party shall, when introduced into the said Territory of the other Contracting Party, be exempt from customs duties and other duties on importation on the basis of reciprocity provided these supplies are intended for the airline's own use and do not exceed reasonable limit.

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.

8. The revenues and profit realized by the Designated Airline(s) of each Contracting Party within the territory of the other Contracting Party in connection with operation of the agreed services shall be exempt from all taxes.

9. The property of the Designated Airline(s) of each Contracting Party within the Territory of the other Contracting Party shall exempt from all taxes on the basis of reciprocity.

10. Wages, salaries and other similar remuneration received by the employees of the representation of the Designated Airline(s) of either Contracting Party, who are nationals of the first Contracting Party, shall be exempt from all taxes on the basis of reciprocity by the other Contracting Party.

Article 8
DIRECT TRANSIT

Passengers, baggage, cargo and mail in direct transit across the Territory of one Contracting Party and not leaving the area of the airport reserved for such purpose shall be subject to no more than a simplified control except in respect of measures relating to civil aviation security and narcotics control.

Article 9
USER CHARGES

1. Neither Contracting Party shall impose or permit to be imposed on the Designated Airline(s) of the other Contracting Party User Charges higher than those imposed on their own Airlines operating similar international air services.

2. Each Contracting Party shall encourage consultations on User Charges between its competent charging authorities and Airlines using the services and facilities provide by those charging authorities, where practicable, through those Airlines representative organizations. Reasonable notice of any proposals for changes in User Charges may be given to such users to enable them to express their views before changes are made.

Article 10
COMMERCIAL ACTIVITIES

1. The Designated Airlines of each Contracting Party shall be allowed, on the basis of reciprocity, to set up and maintain in the Territory of the other Contracting Party, their representation at the point(s) on the specified routes within the Territory of the other Contracting Party, as well as their commercial, operational and technical staff as required in connection with the operation of the Agreed Services.

2. The request for staff may, at the option of the Designated Airlines of each Contracting Party, be satisfied either by their own personnel or by using the services of any other organization, company or Airlines operating in the Territory of the other Contracting Party, and authorized to perform such services in the Territory of that Contracting Party.

3. The representatives and staff shall be subject to the laws and regulations in force of the other Contracting Party, and, consistent with such laws and regulations:
 - a) Each Contracting Party shall, on the basis of reciprocity and with minimum delay, grant the necessary employment authorizations, visitor visas or other similar documents to the representatives and staff referred to in paragraph 1 of this Article; and

 - b) Both Contracting Parties shall facilitate and expedite the requirement of employment authorizations for personnel performing certain temporary duties.

Article 11
FINANCIAL PROVISIONS

1. Each Designated Airline shall have the right to sell and issue its own transportation documents in the Territory of the other Contracting Party directly and, at its discretion, through its agents. Such Airlines shall have the right to sell such transportation, and any person shall be free to purchase such transportation in local currency or any convertible currency, in accordance with the laws and regulations of the other Contracting Party.

2. The Designated Airline(s) of each Contracting Party shall have, on the reciprocal basis, the right to remit its revenue received in the Territory of the other Contracting Party to the territory of the first Contracting Party.

3. The conversion and remittance of such revenue shall be effected in convertible currencies at the effective rate of exchange prevailing on the date of remittance.

Article 12
PRINCIPLES GUIDING COMMERCIAL ACTIVITIES

1. There shall be a fair and equal opportunity for the Designated Airlines of the Contracting Parties to operate the agreed services on the specified route.
2. Capacity and frequency shall be agreed upon between the Aeronautical Authorities of the Contracting Parties.
3. In operating the agreed services the Designated Airline(s) of each Contracting Party shall take into account the interests of the Designated Airline(s) of the other Contracting Party so as not to affect unduly the services provided by the latter on the whole or part of the same route.
4. The agreed services supplied by the Designated Airlines of the Contracting Parties shall provide at a reasonable load factor capacity adequate to meet the traffic requirements for the carriage of passengers, baggage, cargo and mail between the territories of the Contracting Parties.

Article 13 TARRIFS

1. The tariffs applicable to the agreed services on the specified route shall be established at reasonable levels, due regard being paid to all relevant factors including cost of operation, reasonable profit, characteristics of service (such as speed and standard of accommodation) and tariffs applicable to the services of other airline(s) on any section of the specified route.

2. The tariffs to be applied shall be submitted for the approval to 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.

3. If the Aeronautical Authority of one Contracting Party gives to the Aeronautical Authority of the other Contracting Party a notice of its disapproval of any tariff to be applied by the Designated Airlines of the other Contracting Party, the Aeronautical Authorities of the Contracting Parties shall endeavor to determine the tariff by mutual agreement.

4. If the Aeronautical Authorities of the Contracting Parties cannot agree on any tariff submitted to them under paragraph 2 of this Article, or on the determination of any tariff under paragraph 3 of this Article, the dispute shall be settled in accordance with the provisions of Article 18 (Settlement of Disputes) of this Agreement.

5. A tariff established in accordance with the provisions of this Article shall remain in force until a new tariff is 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 otherwise would have expired.

Article 14
APPROVAL OF FLIGHT SCHEDULES

1. The flight schedules of the Agreed Services shall be submitted by the Designated Airlines of one Contracting Party for the approval of the Aeronautical Authorities of the other Contracting Party at least sixty (60) days before the intended date of their implementation. Any modification to such flight schedules shall also be submitted to the Aeronautical Authorities of the other Contracting Party for approval. Schedules shall have the frequency, times of operations, type of aircraft and configuration of the aircraft.

2. The Designated Airlines shall also furnish any other information as may be required to satisfy the Aeronautical Authorities of the other Contracting Party that the provisions of the Agreement are being duly observed.

Article 15
PROVISION OF STATISTICAL DATA

The Aeronautical Authorities of either Contracting Party shall furnish to the Aeronautical Authorities of the other Contracting Party, at their request, statistical data as may be reasonably required for the purpose of reviewing the capacity provided by the agreed services operated by the Designated Airline(s) of the first Contracting Party on the specified route. Such data shall include all information required to determine the amount of traffic carried by the said Designated Airline on the agreed services.

Article 16

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 Offenses 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, 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 all other international instruments in the same field which the Contracting Parties may be Parties to.

2. The Contracting Parties shall provide upon request, all necessary assistance to each other to prevent acts of unlawful seizure of 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 Standards and Recommended Practices relating to aviation security established by the International Civil Aviation Organization (hereinafter referred to as ICAO) and Designated as Annexes to the Convention, to the extent that such Standards and Recommended Practices are applicable to the Contracting Parties; they shall require that operators of aircraft of their registry and operators of aircraft who have their principal place of business or permanent residence in their Territory and operators of airport 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 the other Contracting Party.

5. 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.

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

7. Each Contracting Party shall take measures, as it may find practicable, to ensure that an aircraft subjected to an act of unlawful seizure or other acts of unlawful interference, which has landed in its Territory is detained on the ground unless its departure is necessitated by the overriding duty to protect human life. Wherever practicable, such measures shall be taken on the basis of mutual consultations.

Article 17
AVIATION SAFETY

1. Each Contracting Party may request consultations at any time concerning the safety standards in any area relating to aeronautical facilities, 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 area that are at least equal to the minimum standards 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 4 of this Agreement (Revocation and Suspension of Operating Authorization).

3. Notwithstanding the obligations mentioned in Article 33 of the Convention, it is agreed that any aircraft operated by the airlines or airlines of one Contracting Party on services to or from the Territory of another Contracting Party may, while within the Territory of the other Contracting Party, be made the subject of an examination by the authorized 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 Contracting Party carrying out inspection shall, for the purpose of Article 33 of the Convention, be free to conclude that the requirements under which the certificate or licences 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 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 or airlines of one Contracting Party in accordance with paragraph 3 above is denied by the representatives of that airline or airlines, 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 to in that paragraph.

6. Each Contracting Party reserves the right to suspend or vary the operating authorization of an airline or airlines 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 paragraph 2 or 6 above shall be discontinued once the basis for the taking of that action ceases to exist.

8. The Designated Airlines of each Contracting Party shall be a non-listed in any Banning list (or equivalent) published by recognized Safety Agency or Airworthiness Authority.

Article 18
CONSULTATIONS AND AMENDMENTS

1. Either Contracting Party may at any time request consultations on the implementation, interpretation, application or amendment of this Agreement. Such consultation, which may be between Aeronautical Authorities and which may be through discussions or by correspondence, shall begin within a period of sixty (60) days of the date of on which the other Contracting Party received a written request.

2. Any amendments so agreed shall come into force when they have been confirmed by an exchange of diplomatic notes upon completion of their respective internal legal procedures.

3. Amendments to the Annex of the Agreement may be made directly by the Aeronautical Authorities of the Contracting Parties.

Article 19
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 two 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 20
REGISTRATION WITH THE INTERNATIONAL CIVIL AVIATION
ORGANIZATION

This Agreement or any subsequent amendments to it shall be registered with ICAO.

Article 21
APPLICABILITY OF MULTILATERAL CONVENTIONS

If a general multilateral air convention comes into force in respect of both Contracting Parties, the provisions of such convention shall prevail. Any discussions with a view to determining the extent to which this Agreement is terminated, superseded, amended or supplemented by the provisions of the multilateral convention, shall take place in accordance with paragraph 2 of 18 (Consultations and Amendments) of this Agreement.

Article 22
TERMINATION

Either Contracting Party may at any time give notice in writing through diplomatic channels to the other Contracting Party of its decision to terminate this Agreement. In such cases, this Agreement shall terminate twelve (12) months after the date of receipt of the notice by the other Contracting Party, unless such notice to terminate is withdrawn by agreement before the expiry of this period. The notice of termination shall be simultaneously communicated to the Secretary General of ICAO. 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 receipt of the notice by the Secretary General of ICAO.

Article 23
ENTRY INTO FORCE

This Agreement shall enter into force on the date of receipt of the last written notification by which the Contracting Parties have notified each other, through diplomatic notes, that their respective internal legal requirements for the entry into force of this Agreement have been fulfilled.

In witness whereof, the undersigned, duly authorized by their respective Governments, have signed this Agreement.

Done at Amman on this fifteenth day of January in two originals, in the Chinese, Arabic and English languages, all the texts being equally authentic. In the case of the divergence of interpretation the English text shall prevail.

**For the Government of
The People's Republic of China**



**For the Government of
The Hashemite Kingdom of Jordan**



ROUTE SCHEDULE

- A. The Designated Airline or Airlines of the People's Republic of China shall be entitled to operate the agreed services in both directions on the routes specified hereafter:

Points in China	Intermediate points	Points in Jordan	Points beyond
any point	any point	any 3 points	any point

- B. The Designated Airline or Airlines of the Hashemite Kingdom of Jordan shall be entitled to operate the agreed services in both directions on the routes specified hereafter:

Points in Jordan	Intermediate points	Points in China	Points beyond
any point	any point	Beijing, Shanghai, Guangzhou and any 3 additional points	any point

NOTES

1. The Designated Airline(s) of either Contracting Party may omit on any or all flights, any point on the specified routes and may serve them in any order, provided the agreed service begin and terminate in the Territory of the Contracting Party designating the airline.
2. The exercise of fifth freedom traffic rights by the Designated Airline(s) of both Contracting Parties on the above routes shall be agreed upon between the Aeronautical Authorities of the two Contracting Parties.
3. Points specified in the above Route Schedule shall not include Hong Kong SAR, Macau SAR or points in Taiwan Province of China.