**Disclaimer: The official version of the law and any amendments thereto is published in Arabic in the Official Gazette. This version of the law, including amendments thereto, is provided for guidance and easy reference purposes. The Legislation & Legal Opinion Commission does not accept any liability for any discrepancy between this version and the official version as published in the Official Gazette and / or any inaccuracy or errors in the translation.**

**For any corrections, remarks, or suggestions, kindly contact us on translate@lloc.gov.bh**

**Published on the website on May 2024**

**Legislative Decree No. (4) of 2000 ratifying the Air Services Convention between the Government of the State of Bahrain and the Government of the Hashemite Kingdom of Jordan**

We, Hamad bin Isa Al Khalifa, Emir of the State of Bahrain.

Having reviewed the Constitution;

Emiri Order No. (4) of 1975;

And the Air Services Convention between the Government of the State of Bahrain and the Government of the Hashemite Kingdom of Jordan, signed in Amman on 24/3/2000;

And upon the submission of the Minister of Transportation,

And after the approval of the Council of Ministers,

**Hereby Decree the following Law:**

**Article One:**

The Air Services Convention between the Government of the State of Bahrain and the Government of the Hashemite Kingdom of Jordan, signed in Amman on 24/3/2000, attached to this Law, has been ratified.

**Article Two**

The Minister of Transportation shall implement this Law, and it shall come into force from the date of its publication in the Official Gazette.

**Emir of the State of Bahrain**

**Hamad bin Isa Al Khalifa**

Issued at Riffa Palace

**On:** 5 Muharram 1421 A.H.

Corresponding to: 10 April 2000

**Air Transport Convention between the Government of the State of Bahrain and the Government of the Hashemite Kingdom of Jordan**

The Government of the State of Bahrain and the Government of the Hashemite Kingdom of Jordan (referred to as the Contracting Parties).

Whereas they are parties to the Convention on International Civil Aviation, which was opened for signature in Chicago on 7 December 1944,

And their desire to conclude a Convention complementary to the said Convention for the purpose of establishing air services between and beyond their territories,

Have agreed as follows:

**Article One:**

**Definitions**

a- The term “Convention” means the Convention on International Civil Aviation opened for signature in Chicago on the seventh day of December 1944. It includes any annexes thereto under Articles 90 and 94 as long as those annexes and amendments are applied by the Contracting Parties.

b - The term “Aviation Authorities” means, with respect to the Government of the State of Bahrain / the Ministry of Transportation represented by Civil Aviation Affairs, and with respect to the Government of the Hashemite Kingdom of Jordan, the Civil Aviation Authority / the Minister of Transport and/or any authority legally authorised to carry out the work currently carried out by those authorities.

c- The term “designated airline” means the designated airline authorised in accordance with Article 3 of this Convention.

d - The term “territory” with respect to a state means the area of land and the territorial waters adjacent to it and falling under the sovereignty of that state.

e - The term “air service” means air service carried out by public transport aircraft, such as transporting passengers, goods, and mail.

The expressions “international air service” and “air transport and stopover organisations for non-commercial purposes” have the meanings given to them in Article 96 of the convention.

f - The terms “aircraft equipment”, “aircraft depots” and “spare parts” have the meanings given to them in Annex 9 of the Convention.

g - The term “capacity” in relation to an “aircraft” means the load available for that aircraft on the route or part thereof;

h - The term "capacity" in relation to the "agreed-upon services" means the aircraft load used for this service multiplied by the number of flights that the aircraft performs during a specific period on the route or part thereof.

i - “Tariff” means the rates or charges paid for the carriage of passengers, baggage, and goods and the conditions for applying such rates or charges, including the rates, charges, and conditions of agency and other ancillary services, excluding the rates and terms of mail carriage.

j - “Traffic” means passengers, baggage, goods, and mail.

**Article Two**

**Granting Rights**

1 - Each Contracting Party grants to the Other Contracting Party the rights specified in this Convention for the purpose of establishing air services on the routes specified in accordance with the Annexes to this Convention. Such services and routes referred to hereinafter, respectively, mean “agreed-upon services” and “specified routes”.

The designated airlines of each Contracting Party shall enjoy the following rights during the operation of air services:

a - Flying without landing through the territory of the Other Contracting Party,

b - Stopping in the territory of that party for non-commercial purposes, and

c - Stopping in the territory of that party at points on the designated airlines for the purpose of disembarking and taking international traffic of passengers, goods, and mail coming from or destined for the territory of the Other Contracting Party or to a third country.

2- Nothing in Paragraph (1) of this Article gives the airlines of one of the Contracting Parties the right to transport passengers, goods, or mail within the territory of the Contracting Party in return for fare or compensation to another point in the territory of that Other Contracting Party.

**Article Three**

**Appointment and Authorisation**

1- Each Contracting Party may designate in writing, through the civil aviation authorities, to the Other Contracting Party one or more airlines for the purpose of operating the agreed-upon services on the specified routes.

2 - The Other Contracting Party shall, upon receipt of the appointment, and taking into account the conditions of Paragraphs (4, 5) of this Article, without delay, grant the designated air transport establishment or establishments the necessary operating permit.

3- Each Contracting Party shall have the right to notify the Other Contracting Party in writing of the withdrawal of the designation of an airline and the designation of another airline.

4 - The aviation authorities of one of the Contracting Parties may request the airlines designated by the Other Contracting Party to convince them that they are qualified to implement the conditions stipulated in the laws and regulations normally applied by those authorities and to reasonably operate air services in accordance with the terms of the convention.

5 - Each Contracting Party has the right to refuse to grant the operating permit referred to in Paragraph (2) of this Article or to impose the conditions it deems necessary on the exercise by the designated airline of the rights referred to in Article (2) of the current Convention, and this is in any case in which that Contracting Party is not convinced that the basic ownership with effective control of that airline belongs to the Contracting Party that appointed the airline or to its nationals.

6- When an airline is appointed and authorised, it may start operating the agreed-upon service, provided that the tariff provided in accordance with the terms of Article (13) of this Convention has entered into force in relation to that service.

7 - Each Contracting Party has the right to suspend the exercise by the airline of the privileges specified in Paragraph (1) of Article (2) of the current Convention, or to impose whatever conditions it deems appropriate on the exercise by the airline of those privileges, in any case in which the airline is unable to enforce the laws or regulations of the Contracting Party which has granted such concessions or in any case such airline is unable to operate in accordance with the terms laid down in the present Convention, provided that immediate suspension or imposition of conditions is not necessary to prevent further breaches of laws and regulations, this right shall be exercised only after consultation with the Other Contracting Party. In such a case, the consultations shall take place within a period of (30) days from the date of the request of any of the Contracting Parties for the consultations.

**Article Four**

**Agreed-upon Services Operating Formula**

1 - The airlines of the two Contracting Parties must have a fair and equal opportunity to operate the agreed-upon services on the specified airlines between their territories.

2 - In the event of operating agreed-upon services, the airlines of each Contracting Party must take into account the interests of the airlines of the Other Contracting Party so as not to affect the services provided by the latter airline on all routes or on part of the same route.

3 - The air services provided by the airlines designated by the Contracting Parties must take into account the needs of the public for transportation on the specified airlines, and their main goal must be to determine a reasonable load factor and sufficient capacity to meet the expected needs of passengers, goods, and mail coming from and destined for the territory of the Other Contracting Party that appointed the airline. Determining the transport of passengers, goods, and mail, taken and dropped off at points on the designated routes in the territories of countries other than those countries that designated the airline, must be in accordance with the general principles of capacity, which relate to:

a - Transport requirements to and from the territory of the Contracting Party that appointed the airline.

b - Transport requirements for the region through which airlines pass, after taking into account other transport services carried out by airlines affiliated with the countries of that region.

c - Requirements for the operations of the airline.

**Article Five**

**Law Enforcement**

1 - The laws and regulations of one of the Contracting Parties relating to the entry and exit of aircraft operating in international air navigation to and from its territory, regarding the operation and navigation of those aircraft during their presence in its territory, must apply to aircraft belonging to the airline designated by the Other Contracting Party, and these aircraft must be adhered to when entering or exiting from and during their presence in the territory of the first Contracting Party.

2 - The laws and regulations of one of the Contracting Parties relating to the entry and exit of passengers, aircraft crew, or goods from its territory, including instructions relating to entry, declaration, immigration, passports, customs, and health detention, must be observed directly or on behalf of these passengers, aircraft crew, or cargo by the airline of the Other Contracting Party when entering into, exiting from or staying in the territory of the first Contracting Party.

**Article Six**

**Recognition of Certificates and Licences**

Airworthiness certificates, eligibility certificates, and licences issued or considered binding to one Contracting Party and still in effect must be recognised as binding to the Other Contracting Party for the purposes of operating the agreed-upon services.

Each Contracting Party reserves the right to refuse to recognise certificates of eligibility and licences granted to its nationals or considered binding by another country, for the purposes of flying over its territory.

**Article Seven**

**Aviation Security**

1 - In line with the rights and obligations under international law, the two Contracting Parties confirm that their obligations towards each other to protect civil aviation security against acts of unlawful interference constitute an integral part of this Convention.

2 - Without limiting the generality of their rights and obligations under international law, the Contracting Parties must act in particular in accordance with the provisions of the Convention on Crimes and Certain Other Acts Committed on Board Aircraft, signed in Tokyo on 14 September 1963, and the Convention for the Suppression of Unlawful Seizure of Aircraft, signed in The Hague on 16 December 1970, and the Convention for the Suppression of Unlawful Acts Directed against the Safety of Civil Aviation, signed in Montreal on 23 September 1971, and any collective Conventions governing aviation security to which the two Contracting Parties are bound.

3 - The Contracting Parties must provide, upon request, all necessary assistance to each other to prevent acts of illegal seizure of civil aircraft, or any other unlawful acts committed against the safety of these aircraft, their passengers, crews, airports, air navigation, equipment and services, and to prevent any other threat against the civil aviation security.

4 - The two Contracting Parties must act in accordance with the aviation security provisions established by the International Civil Aviation Organisation and specified in the annexes of the Convention on International Civil Aviation to the extent that these security provisions apply to the two Contracting Parties. They must also oblige operators of aircraft registered with them and operators whose main centre of business or principal place of residence is in their territory, as well as operators of airports in their territory, to operate in accordance with the aforementioned civil aviation security provisions.

5 - Each Contracting Party agrees that such operators of aircraft may be required to observe the aviation security provisions referred to in Paragraph (4) above and which are required by the Other Contracting Party with respect to entry into or departure from or during transit in the territory of that Contracting Party.

Each Contracting Party must ensure the effective application of adequate procedures within its territory to protect aircraft and inspect passengers, crew, hand baggage, goods, cargo, and aircraft warehouses before and during the boarding of passengers or loading of goods.

6 - Each Contracting Party must give sympathetic consideration to any request submitted by the Other Contracting Party to take special security measures in order to address a specific threat.

7 - Each Contracting Party shall also give favourable consideration to the request of the Other Contracting Party to enter into reciprocal administrative arrangements that will enable the aeronautical authorities of one Contracting Party to make its own assessment of the security measures available in the territory of the Other Contracting Party for aircraft operators relating to flights destined for the territory of the first Contracting Party.

8 - In the event of an incident or threat of an incident of illegal seizure of civil aircraft or any other unlawful act against the safety of these aircraft, their passengers, crews, airports, or air navigation equipment and services, each Contracting Party shall assist the other party by facilitating communications and other appropriate measures aimed at quickly and safely ending the incident or the threat thereof.

9 - When a Contracting Party has reasonable grounds to believe that the Other Contracting Party has breached the provisions of this Article, the first Contracting Party shall be entitled to request immediate consultations with the Other Contracting Party.

**Article Eight**

**Aviation Safety**

1 - Each Contracting Party may request at any time to conduct consultations on safety standards in any area related to the aircraft, its navigators, or their operations implemented by the Other Contracting Party, and these consultations must be held within a period of thirty (30) days from submitting the above request.

2 - If it becomes clear to one of the Contracting Parties, after conducting such consultations, that the Other Contracting Party is not applying or implementing effectively the minimum air safety standards in force at the time in accordance with the Chicago Convention, then the first Contracting Party must notify the Other Contracting Party of the findings it has reached and the necessary steps that need to be taken to comply with those standards, and that the Other Contracting Party must take appropriate corrective measures. The failure of the Other Contracting Party to take appropriate corrective steps within a period of (15) days or any longer period agreed-upon shall constitute a reason for applying Article (3) of this Convention.

3 - Despite the conditions stipulated in Article (33) of the Chicago Convention, it is agreed that any aircraft operated by airlines designated for services to and from the territory of the Other Contracting Party may be subject to internal and external inspection by representatives authorised by the Other Contracting Party during its presence in the territory of the Other Contracting Party to ensure the validity of its certificates and licences and those of its navigators, as well as to verify the condition of the general aircraft, its equipment, and its evidence (which is referred to throughout this Article as “field inspection”), provided that this does not cause an unjustified delay for the plane.

4 - If any of the field inspections lead to the following conclusions:

a- The aircraft, or its operation, is worrisomely inconsistent with the minimum level of air safety provided for in the Chicago Convention, or

b- A worrying lack of effective implementation of the maintenance levels established under the air safety standards in force at the time in accordance with the Chicago Convention.

c- None of the certificates or aircraft manuals are valid.

A Contracting Party conducting an on-site inspection in accordance with the purposes stipulated in Article (33) of the Chicago Convention may conclude that the requirements under which certificates or authorisations relating to the aircraft or its pilots were issued or deemed to be valid, or that the requirements under which the aircraft was operated do not match or rise above the minimum standards applicable in accordance with the Chicago Convention. Then Paragraph (6) of this Article applies.

5 - If the representative of the designated airline refuses for unjustified reasons to conduct a field examination of an aircraft operated by the designated airline of one of the Contracting Parties in accordance with Paragraph (3) of this Article, the Other Contracting Party may conclude that the concern referred to in Paragraph (4) of this Article has been verified, which leads to the conclusions referred to in that Paragraph.

6 - Each Contracting Party reserves the right to immediately suspend or modify the operating licence of an airline or airlines of the Other Contracting Party “in the event that the first Contracting Party concludes that immediate action is necessary for the safety of the operations of the airline, whether as a result of a field examination or due to refusal to hold consultations or otherwise.

7 - Any part taken by one of the two Contracting Parties in accordance with Paragraphs (2) or (6) above, shall be suspended if the reasons that led to its taking have ceased.

**Article Nine**

**Exemption of Duties and Taxes**

1 - Each Contracting Party shall, based on the principle of reciprocity, exempt the airline designated by the Other Contracting Party, to the maximum extent possible in accordance with its applicable national laws, from import restrictions, customs duties, tax fees, inspection fees, and any other local fees or taxes on aircraft, aviation fuel, lubricating oils, expendable technical equipment, and spare parts, including aircraft engines, usual equipment, aircraft stocks (including beverages, tobacco, and any products intended for sale to passengers during the flight in specified quantities) and any other materials intended solely for use for the purposes of aircraft operations or the services on board relevant to the designated air transport establishment or establishments of that Other Contracting Party that operates the agreed-upon services, in addition to travel ticket coupons, bills of lading, any publications bearing the logo of the establishment and any advertising materials distributed free of charge by that designated airline or airlines.

2- The exemptions granted under this Article shall apply to the elements mentioned in Paragraph (a) of this Article.

a - Materials that enter the territory of either Contracting Party by an airline or airlines designated by or on behalf of the Other Contracting Party and which remain on board aircraft of an airline or airlines designated by one of the Contracting Parties upon arrival at or departure from the territory of the Other Contracting Party.

b - Materials carried inside the aircraft of the airline or airlines designated by one of the Contracting Parties to the territory of the Other Contracting Party and intended for use during the operation of the agreed-upon services, whether these materials are used or consumed wholly or partially within the territory of the Contracting Party granting such exemptions, provided that such materials are not disposed of in the territory of that Contracting Party.

3 - The usual equipment used for aviation purposes as well as materials and supplies that are normally kept on board the aircraft of the designated airline or airlines of any 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 this case, this equipment may be placed under the supervision of those authorities until it is re-exported or disposed of in accordance with customs regulations.

**Article Ten**

**Replacement of Aircraft**

The designated airline or airlines of either Contracting Party has the right to replace one aircraft with another aircraft while it is using the agreed-upon services on the specified routes at a point located in the territory of the Other Contracting Party, under the following conditions:

a - The replacement must be justified by operating economics.

b- The capacity of the aircraft flying from the territory of the Other Contracting Party shall not exceed the capacity of the aircraft flying from the country of origin.

c - The volume of transit transport must be sufficient.

d- That the airline or airlines not display to the public, through advertisements or by any other means, that it is operating a flight that departs from the point where the substitution takes place.

E - That all procedures related to the replacement of the aircraft be subject to the provisions of Article Four of this Convention.

**Article Eleven**

**Airport Fees**

Each Contracting Party may impose or allow reasonable and fair charges for the use of public airports and other facilities under its control, provided that such charges are not higher than the rates charged to all other aircraft operating similar international services.

**Article Twelve**

**Code Share Agreements**

When operating or marketing air services on the routes agreed upon in the air route schedule attached to this Convention, any airline designated by one of the Contracting Parties can enter into arrangements in the field of shared flight codes with: -

1 - An airline or airlines from the same country as the Contracting Party

2- An airline or airlines from the country of the Other Contracting Party.

3- An airline or airlines belonging to a third party country, provided that the authorities of the third party country grant similar rights to the airlines of the other party and allow them to operate and provide their services in agreement with other airlines to, from, and through the territory of the third party.

The conditions of the aforementioned arrangements are subject to the following when practised by all airlines:-

1 - Possessing the necessary air transportation rights.

2 - To meet the necessary requirements for such arrangements.

3 - To clarify to buyers of tickets sold at various points of sale the name of the airline that operates each segment and with which contracting airlines the buyer will have a contractual relationship.

**Article Thirteen**

**Tariffs**

1- Tariffs levied by the airline of one Contracting Party in connection with carriage to and from the territory of the Other Contracting Party shall be set at reasonable levels, taking into account all relevant factors, including operating costs, reasonable profit, flight characteristics, and service advantages.

2- The tariffs referred to in Paragraph (1) of this Article shall, if possible, be approved by the designated airlines of the two Contracting Parties after discussions with their respective governments and consultations with other airlines if appropriate. However, if the aviation authorities of either Contracting Party do not express an objection to the proposed tariffs within thirty (30) days from the date of submission, these tariffs are considered approved.

3 - The tariffs established in accordance with the provisions of this Article shall remain in effect until new tariffs are established. However, the application of the tariffs may not be extended for more than twelve (12) months after their expiry date.

4- If the tariffs are not agreed upon in accordance with Paragraphs (1) and (2) of this Article or if notice of objection is given within the period stipulated in Paragraph (3) of this Article, the aviation authorities of both Contracting Parties shall determine the tariffs through mutual agreement.

5 - If the airlines of both Contracting Parties are unable to agree on any tariff submitted to them under Paragraph (4) of this Article, the dispute must be resolved in accordance with the terms of Article (18) of this Convention.

6- According to the provisions of Paragraph (4) of this Article, no tariff can enter into force if it has not been approved by any contracting party.

**Article Fourteen**

**Transfer of Surplus Revenues**

1 - The airline or airlines designated by one of the Contracting Parties has the right to freely sell air transport services in the territory of the other Contracting Party, whether directly or through an agent, in accordance with the procedures applied in both Contracting Parties, and this in local currency or in any freely exchangeable currency on the principle of reciprocity for both designated carriers.

2- The airline or airlines designated by the two Contracting Parties shall be free to remit the excess revenue over expenses collected from the territory in which the sale took place to its home country. Such net transfer includes sales revenues made directly or through an air transportation services agent, additional ancillary services, and commercial interest due on such revenues while they are deposited for the purpose of transfer.

3 - Revenues and profits collected by the airline or airlines of any Contracting Party in the territory of the Other Contracting Party in connection with the carriage of passengers, goods, and mail, shall be exempt from all fees, duties, and taxes.

**Article Fifteen**

**Approval of Flight Schedules**

The airline designated by each Contracting Party shall submit their flight schedules to the aviation authorities of the Other Contracting Party within a period not exceeding thirty (30) days before commencing services on the specified routes in order to approve them.

This shall also apply to subsequent changes, and this provision may be modified from time to time by these authorities.

**Article Sixteen**

**Consultations and Amendments**

1- The civil aviation authorities of both Contracting Parties shall consult from time to time with each other in a spirit of close cooperation in order to ensure the proper implementation of the provisions of this Convention and the observance of its appendices.

2 - If either Contracting Party deems it necessary to make an amendment to any clause of this Convention, it may request consultations with the Other Contracting Party. These consultations (which may be prepared through talks between the civil aviation authorities in both countries) can begin within a period of (60) days from the date of the request, unless both Contracting Parties agree to extend this period. The agreed-upon amendments must be approved by both Contracting Parties in accordance with their necessary constitutional procedures and shall enter into force on the day on which diplomatic notes are exchanged between them indicating such approval.

3- If the amendments relate to the appendix only, then direct consultations must take place between the civil aviation authorities of both Contracting Parties, and when the authorities agree on a new appendix, the agreed amendments become effective from the day they were agreed upon by the two civil aviation authorities.

**Article Seventeen**

**Collective Conventions**

In the event of concluding any general collective convention related to air transport, and the two Contracting Parties become bound by it. This Convention must be amended to comply with the provisions of that convention.

**Article Eighteen**

**Resolving Disputes**

1 - If any dispute arises between the Contracting Parties regarding the interpretation or application of this Convention, the Contracting Parties must initially try to resolve the dispute between them through negotiations.

2 - If the two Contracting Parties fail to settle the dispute through negotiations, they can refer the dispute for a decision to a person or body, and if they do not agree on that, the dispute can be referred to a body consisting of three arbitrators at the request of any Contracting Party. Each Contracting Party shall appoint one arbitrator, and the third shall be appointed by the two arbitrators. Each Contracting Party shall nominate an arbitrator within a period of (60) days from the date on which either Contracting Party receives notification from the Other Contracting Party through diplomatic channels requesting arbitration and appointing the third arbitrator within a period of (60) other days.

If either Contracting Party fails to appoint an arbitrator within the specified period, or if the third arbitrator is not appointed within the specified period, any Contracting Party may request the President of the International Civil Aviation Organisation to appoint an arbitrator or two arbitrators as required by the need. In this case, the third arbitrator is a national of a third country and carries out his duties as president of the arbitration panel.

3 - The Contracting Parties must comply with any decision issued in accordance with Paragraph (2) of this Article.

4 - Each Contracting Party shall bear the costs incurred by the arbitrator it appointed and any auxiliary body, and the two Contracting Parties shall equally bear the other costs resulting from the activities of the arbitral tribunal, including the president.

5 - In the event that either Contracting Party or the airline designated by either Contracting Party is unable to comply with the decision issued in accordance with this Article, the Other Contracting Party may determine, suspend, or stop any rights or privileges granted to him under the current Convention to the Other Contracting Party in absentia or to the designated airline or airlines of that Contracting Party.

**Article Nineteen**

**Statistics**

The aviation authorities of either Contracting Party must, at the request of the aviation authorities of the Other Contracting Party, provide them with periodic information or other statistical data that they reasonably request for the purpose of reviewing the capacity offered on the services agreed upon by the designated airlines of the two Contracting Parties.

**Article Twenty**

**Termination of the Convention**

1 - This Convention must be concluded for an unlimited period of time.

2 - A Contracting Party has the right at any time to notify the Other Contracting Party of its decision to terminate this Convention. Such notification must be communicated at the same time to the International Civil Aviation Organisation. In such a case, the Convention is considered to have been terminated after (12) months have passed from The date on which the Other Contracting Party delivers the notification, unless this notification is withdrawn by agreement before the expiry of this period.

In the event that such notification is not acknowledged by the Other Contracting Party, this shall be considered as having been received after the lapse of (14) days from the date of delivery of the notification to the International Civil Aviation Organisation.

**Article Twenty-One**

**Registration of the Convention with the International Civil Aviation Organisation**

This Convention and any amendments thereto, including the exchange of notes, must be registered with the International Civil Aviation Organisation (ICAO) by either Contracting Party.

**Article Twenty-Two**

**Entry into Force**

1 - This Convention and its annexes shall apply provisionally from the date of its signing.

2- This Convention shall enter into final implementation thirty days after the exchange of notes through diplomatic means confirming that it has been approved in accordance with the constitutional procedures of the two Contracting Parties.

Done at Amman on this day, 24 March 2000, in two original copies in Arabic.

**For the Government of the State of Bahrain  For the Government of the Hashemite Kingdom of Jordan**

**Ali bin Khalifa Al Khalifa Engineer Isa Ayoub**

**Minister of Transportation  Minister of Transport**

**Air routes annex**

**Part one**

**1 - The routes that will be used by the airline or airlines designated by the Government of the State of Bahrain in both directions:**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **(1)** | **(2)** | **(3)** | **(4)** | **(5)** |
| **Points in Bahrain** | **Points in the Gulf** | **Intermediate Points** | **Points in Jordan** | **Points Beyond** |
| **Point in Bahrain** | **Dubai Sharjah Abu Dhabi Doha**  **Muscat** | **Dhahran Kuwait Baghdad** | **Amman Al-Quds** | **Cairo**  **Beirut**  **Istanbul CasablancaFrankfurt** |

**Observations:**

**1 - The airline appointed by the Government of the State of Bahrain enjoys fifth freedom from one point in Column 3 only.**

**2 - The airline appointed by the Government of the State of Bahrain has the right to operate five flights per week between Bahrain and Jordan.**

**3 - The airline appointed by the Government of the State of Bahrain has the right to delete any of the points mentioned above in any or all of its flights.**

**4- The airline appointed by the Government of the State of Bahrain shall be entitled to carry out fifth freedom transportation to and from one point in Column 3 or Column 5.**

**Part Two**

**1 - The routes that will be used by the airline or airlines designated by the Hashemite Kingdom of Jordan in both directions:**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **( 1 )** | **( 2 )** | **( 3 )** | **( 4 )** | **( 5 )** |
| **Points in Bahrain** | **Intermediate Points** | **Points in the Gulf** | **Points in Jordan** | **Points Beyond** |
| **Amman Al-Quds** | **Dhahran Kuwait Baghdad** | **Doha**  **Abu Dhabi Dubai Sharjah Muscat** | **Bahrain** | **Karachi Bombay**  **Kabul Dhaka**  **Colombo Bangkok Mattila Kuala Lumpur**  **Singapore/Jakarta**  **Point in Australia**  **Tokyo / Beijing**  **Hanoi / two points**  **In South Africa** |

**Observations:**

**1- The airline designated by the Government of the Hashemite Kingdom of Jordan is not entitled to exercise transportation rights between points in Column 3 and points in Column 4.**

**2 - The airline designated by the Government of the Hashemite Kingdom of Jordan is not entitled to exercise transportation rights between points listed in Column 3 and between points listed in Column 2 and points listed in Column 4.**

**3 - The airline appointed by the Government of the Hashemite Kingdom of Jordan has the right to operate five flights per week between Jordan and Bahrain.**

**4- The airline appointed by the Government of the Hashemite Kingdom of Jordan has the right to operate its flights to three points in the Gulf on each flight.**

**5 - The airline appointed by the Government of the Hashemite Kingdom of Jordan operates to Karachi from two points, no more, from the Gulf with the fifth freedom, with two flights per week beyond the Gulf.**

**6- The airline designated by the Government of the Hashemite Kingdom of Jordan may omit any of the above-mentioned points in any or all of its flights.**

**7 - The airline appointed by the Government of the Hashemite Kingdom of Jordan carries out fifth freedom transportation to and from one point in Column 5, except Bombay.**