

**AIR SERVICE AGREEMENT**  
**BETWEEN**  
**THE GOVERNMENT OF**  
**THE PEOPLE'S REPUBLIC OF CHINA**  
**AND**  
**THE GOVERNMENT OF**  
**THE ISLAMIC REPUBLIC OF AFGHANISTAN**

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Annex

The Government of the People's Republic of China and the Government of the Islamic Republic of Afghanistan, hereinafter called the Contracting Parties,

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

Acknowledging the importance of air transport as one of the means of establishing and maintaining friendship, mutual understanding and cooperation between the two countries and for the purpose of continuation and development of international cooperation between the Government of the People's Republic of China and the Government of the Islamic Republic of Afghanistan,

Desirous of concluding an agreement concerning the establishment of regular air services between and beyond their corresponding territories,

Have agreed as follows:

## **ARTICLE 1 DEFINITIONS**

1. For the purpose of application of this Agreement, unless the context otherwise required:
  - (a) The term "The Convention" means the Convention on International Civil Aviation, opened for signature at Chicago on the Seventh day of December 1944, and includes any Annex adopted under Article 90 of that Convention and also any amendment of the Annex or of the Convention under articles 90 and 94 thereof in so far as that Annex and amendment are applicable for both Contracting Parties;

- (b) The term “aeronautical authorities” means in the case of the People’s Republic of China, the General Administration of Civil Aviation of China and in the case of the Government of Islamic Republic of Afghanistan-Ministry of Transport, or in both cases any other persons or organization authorized to perform the functions incumbent at present upon the said Administration;
- (c) The term “designated airline” means any airline that was designated and authorized in accordance with Article 3 of this Agreement;
- (d) The term “territory” in regards to a State means the land areas and territorial waters adjacent and the airspace thereabove under the sovereignty of that state;
- (e) The terms “air service”, “international air service”, “airline” and “stop for non-traffic purposes” have the meanings laid down in Article 96 of the Convention;
- (f) The term “Agreement” means this Agreement including its Annexes and any amendments to them adopted in conformity with Article 19 of this Agreement;
- (g) The term “specified routes” means the routes specified in the Annex to this Agreement;
- (h) The term “agreed services” means international air services operating on the specified routes in conformity with the Annex to this Agreement;
- (i) The term “tariff” means the cost of fare for the carriage of passengers, baggage and cargo and the conditions of agent and other additional service but excluding the fare and conditions of mail transportation;
- (j) The term “capacity” in regard to “agreed services” means the capacity of the aircraft operated on these services multiplied by the frequency of the flights

operated by this aircraft along the whole route or part of the route for certain period.

2. Inserted titles at the beginning of every Article of this Agreement have only referential value and do not determine, limit and describe the purpose and intention of this Agreement.

## **ARTICLE 2**

### **GRANT OF TRAFFIC RIGHTS**

1. Each Contracting Party shall grant to the other Contracting Party the rights stipulated in this Agreement for the purpose of operating regular international air services on the routes specified in the Annex to this Agreement.
2. The airline designated by each Contracting Party shall be authorized with the following rights during operation on the specified route:
  - (a) To fly without landing across the territory of the other Contracting Party along the route prescribed by the aeronautical authorities of the other Contracting Party;
  - (b) To land in the territory of the other Contracting Party for non-traffic purposes at the points specified in the Annex to this Agreement subject to the approval of the aeronautical authorities of the other Contracting Party;
  - (c) To land in the territory of the other Contracting Party at the points specified in the Annex to this Agreement for the purpose of loading and / or unloading of passengers, baggage, cargo and mail destined for or coming from points in the territory of the other Contracting Party;
3. Nothing in this Article shall be deemed to confer on any designated airline of either Contracting Party the right to take on, in the territory of the other Contracting Party, passengers, baggage, cargo and mail for remuneration or hire

and destined for another point within the territory of that Contracting Party.

4. The right of the designated airline of one Contracting Party to load and unload at points in the territory of the other Contracting Party international traffic to or from a third country shall be agreed upon between the civil aviation authorities of the two Contracting Parties.
5. Routes of the aircraft flights on the agreed services and points of over flying the national borders shall be specified by each Contracting Party in its territory.

**ARTICLE 3**  
**DESIGNATION OF AIRLINE AND**  
**GRANT OF PERMISSION FOR OPERATION**

1. Each Contracting Party shall have the right to designate the airline(s) for the purpose of operation of the agreed services on the specified routes giving written notification to the other Contracting Party.
2. Upon receipt of such notification, the other Contracting Party, in accordance with the terms and conditions of the paragraphs 3 and 4 hereof, shall immediately provide each designated airline with appropriate permission for flights.
3. Civil aviation authorities of either Contracting Party may require any airline designated by the other Contracting Party, before the permission is issued, to furnish proof that it is qualified to meet the requirement prescribed under the laws and regulations which are used to govern the operation of international air traffic and in accordance with the regulation of the Convention.
4. Either Contracting Party may withhold the permission for flights specified in paragraph 2 of this Article or request the designated airline(s) to follow such conditions it deemed necessary while using the rights stipulated in Article 2 of this Agreement in any case when the aforesaid Contracting Party is not able to prove that the substantial ownership and effective control over such airline is

vested in the Contracting Party designating this airline or in its nationals.

5. Having designated and received the permission, the airline may start operation of the agreed service provided that it is in accordance with the flight schedule agreed between the designated airlines and approved by the Civil Aviation Authorities of the Contracting Parties and the tariffs specified in accordance with the requirement of the Article 6 of this Agreement are brought into force.

**ARTICLE 4**  
**REVOCATION OR SUSPENSION**  
**OF PERMISSION FOR FLIGHTS**

1. Each Contracting Party shall have the right to revoke the permission for operation or suspend the use of the rights granted to a designated airline of the other Contracting Party specified in Article 2 of this Agreement, or request to follow such conditions it deems necessary while using its rights:
  - (a) in any case where it is not convinced that substantial ownership and effective control over such airline is vested in the Contracting Party designating the airline or in its nationals, or
  - (b) in any case where this airline does not follow the laws and regulations of the Contracting Party granting these rights, or
  - (c) in any case where the airline fails to follow conditions stipulated in this Agreement.
2. Unless immediate revocation, suspension of rights or imposition of conditions specified in Paragraph 1 of this Article is essential to prevent further infringement of laws and regulations by the said designated airline, such right shall be exercised only after consultations between the civil aviation authorities of the Contracting Parties which should take place within the shortest period possible

from the date of the request in accordance with Article 16 of this Agreement.

**ARTICLE 5**  
**EXEMPTION FROM**  
**CUSTOMS DUTY, TAX AND OTHER CHARGES**

1. Aircraft operated on the agreed services by the designated airline of either Contracting Party and also their regular equipment, spare parts (including engines), fuel, oil (including hydraulic fluids, lubricants), aircraft stores (including food supplies, drinks and tobacco), which are on board the aircraft, shall be exempted on the basis of reciprocity from all custom duties, taxes, inspection fees and other similar fees and charges, upon arrival at the territory of the other Contracting Party, provided that such equipment and items shall be left on board the aircraft up to the moment of their back export.
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 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) taken on board from the territory of either Contracting Party and intended for use on board the aircraft operated on the agreed services by a designated airline of the other Contracting Party, 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 maintenance or repair of the aircraft operated on the agreed services by the designated airline of the other Contracting Party.
3. The equipment and items referred to in paragraphs 1 and 2 of this Article can be unloaded in the territory of the other Contracting Party only with the approval of

the customs authorities of that Contracting Party. In this case they can be placed under supervision of the aforesaid authorities up to the moment until they are re-exported or otherwise disposed of in accordance with the customs regulations of the other Contracting Party.

4. Exemptions stipulated in paragraphs 1 and 2 of this Article shall be applied in the cases where any airline of either Contracting Party concludes a contract with the other airline(s) for the loan or transfer of the equipment and items stipulated in paragraphs 1 and 2 of this Article, provided that the other airline has the same right for exemption in the territory of the other Contracting Party.
5. Printed ticket stock, air waybills and publicity materials introduced by the designated airline 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 for the representation of the designated airline 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 that these supplies are intended for the airline's own use and do not exceed a 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 rendered.
8. The revenues and profit realized by the designated airline of each Contracting Party within the territory of the other Contracting Party in connection with the operation of the agreed services shall be exempt from all taxes.

9. The property of the designated airline of each Contracting Party within the territory of the other Contracting Party shall be 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 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 6**

### **TARIFFS**

1. Tariffs levied by an airline of either Contracting Party for transportation to or from the territory of the other Contracting Party shall be specified at the reasonable level taking into account all corresponding factors including operational expenses, reasonable profit, the characteristics of each service and tariffs of the other airlines. The Contracting Parties shall deem inapplicable the tariffs which are unreasonably high or excessively limited due to an abused dominant position. For the purpose of the defending airlines from the prices which are artificially reduced and to prevent the practice of discriminatory prices, certain tariffs will be deemed inapplicable.
2. Tariffs specified in paragraph 1 of this Article shall be agreed as far as possible by the designated airlines of both Contracting Parties and such agreement shall be achieved to the extent possible and if necessary, be guided by the mechanism of tariffs specification of the International Air Transport Association.
3. Tariffs shall be submitted for confirmation by the civil aviation authorities of both Contracting Parties not less than (45) forty-five days before the proposed date of their coming into force. In special cases, this period can be reduced upon the agreement of the aforesaid Authorities.

4. Consent for application can be given by a concrete answer. If corresponding civil aviation authorities do not express their disagreement within thirty (30) days from the moment of submission of the tariffs, they shall be deemed as confirmed in accordance with paragraph 3 of this Article. If the period of agreement stipulated by paragraph 3 is reduced, the Civil Aviation Authorities may agree that the period of notification about disagreement be less than thirty (30) days.
5. If the designated airlines cannot agree, or if the tariffs are not confirmed by the civil aviation authorities of one Contracting Party, the civil aviation authorities of both Contracting Parties shall endeavor to determine the tariffs by mutual agreement. In the absence of default of agreement, the dispute shall be submitted to the procedures provided for in Article 17 hereafter.
6. Tariffs specified in accordance with the terms and conditions of this Article shall remain in force until the new tariff is established. Nevertheless, use of a tariff can not be extended under the influence of this paragraph for more than 12 months after the date the tariff is deemed expired.
7. Civil aviation authorities of each Contracting Party shall make all efforts to ensure that the designated airline follow the agreed tariffs confirmed by the civil aviation authorities of the Contracting Parties.

## **ARTICLE 7 REPRESENTATION**

1. Each Contracting Party shall, on a reciprocal basis, grant to any designated airline of the other Contracting Party the right to establish and operate at the points on the specified routes in its territory a representative office with commercial and technical personnel necessary to operate the designated airlines. The aforesaid personnel shall consist of nationals of either Contracting Party.
2. Each Contracting Party shall on a reciprocal basis grant to any designated airline

of the other Contracting Party the right to engage in the sale of air transportation in its territory directly and, at the airline's discretion, through its agents.

3. Laws and regulations of the other Contracting Party shall be followed by the representatives and personnel and in accordance with such laws and regulation each Contracting Party on a reciprocal basis and with minimal delays shall grant necessary work permissions, visas for employment and such other documents to the representatives and personnel aforesaid in paragraph 1 of this Article.

## **ARTICLE 8**

### **APPLICATION OF LAWS AND REGULATIONS**

1. The laws and regulations of each Contracting Party governing entry into, stay in and departure from its territory of aircraft operating international flights, shall be applicable to the aircraft of the airline designated by the other Contracting Party, while entering, departing from or operating and navigating in the territory of the first Contracting Party.
2. The laws and regulations of each Contracting Party governing entry into, stay in and departure from its territory of passengers, crew, baggage, cargo and mail and in particular the formalities concerning entry, clearance, immigration, passport, customs, currency and quarantine regulations shall be applicable to passengers, crew, baggage, cargo and mail of the aircraft of an airline designated by the other Contracting Party while entering, staying in and departure 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 of the other Contracting Party, while operating the agreed services in the territory of the first Contracting Party.
4. Passengers, baggage, cargo and mail in direct transit and not leaving the area of the airport reserved for such purpose shall be subject to no more than a simplified

control.

**ARTICLE 9**  
**RECOGNITION OF CERTIFICATES AND LICENSES**

1. Airworthiness and flying certificates and also certificates issued or acknowledged to be valid by either Contracting Party shall be acknowledged valid to operate flights on the specified routes of the other Contracting Party, provided that such certificates issued and acknowledged to be valid are equal to or above the minimum standards specified by the Convention and that the period of their validity is not expired.
2. However, each Contracting Party, nevertheless, reserves the right to refuse acknowledgement of the validity of flying certificates issued to the nationals of its country by the other Contracting Party during flights over its territory.

**ARTICLE 10**  
**AVIATION SECURITY**

1. Consistent with their rights and obligation under the ICAO Convention (Convention on International Civil Aviation), 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 the Convention on International Civil Aviation, 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 and the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, signed at Montreal on 23 September 1971, its Supplementary Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, signed at Montreal on

24 February 1988.

2. The Contracting Parties shall provide upon request all the 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 and technical requirements established by the International Civil Aviation Organization and stipulated in annexes to the Convention on International Civil Aviation to the extent that such provisions and requirements 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 airports in their territory act in conformity with such aviation security provisions.
4. Each Contracting Party agrees that such operators of aircraft may be required to observe the aviation security provisions referred to in paragraph 3 above as required by the other Contracting Party for entry into, departure from, or while within the territory of that other contracting Party. Each Contracting Party shall ensure that adequate measures are effectively applied within its territory to protect the aircraft and to inspect passengers, crew, carry-on items, baggage, cargo and aircraft stores prior to and during boarding or loading. Each Contracting Party shall also look favorably on any request from the other Contracting Party for reasonable special security measures to meet a particular threat.
5. When an incident or threat of an incident of unlawful seizure of civil aircraft or other unlawful acts against the safety of such aircraft, their passengers and crew, airports or air navigation facilities occurs, the Contracting Parties shall assist each other by facilitating communications and other appropriate measures intended to terminate rapidly and safely such incident or threat thereof.

**ARTICLE 11**  
**AVIATION SAFETY**

1. Each Contracting Party may request consultations at any time concerning the safety standards maintained by the other Contracting Party in areas relating to aeronautical facilities, flight crew, aircraft and the operation of aircraft. Such consultations shall take place within thirty (30) days of receipt 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 the areas referred to in paragraph 1 of this Article that meet the Standards established at that time pursuant to the Convention, the other Contracting Party shall be informed of such findings and of the steps considered necessary to conform with the Standards of the International Civil Aviation Organization. The other Contracting Party shall then take appropriate corrective actions within an agreed time period.
3. Pursuant to Article 16 of the Convention, it is further agreed that, any aircraft operated by, or on behalf of an airline of one Contracting Party, on service to or from the territory of another Contracting Party, may, while within the territory of the other Contracting Party be the subject of a search by the authorized representatives of the other Contracting Party, provided that this does not cause unreasonable delay in the operation of the aircraft. Notwithstanding the obligations mentioned in Article 33 of the Convention, the purpose of this search is to verify the validity of the relevant documentation, the licensing of its crew, and that the aircraft equipment and the condition of the aircraft conform to the Standards established at that time pursuant to the Convention.
4. When urgent action is essential to ensure the safety of an airline operation, each Contracting Party reserves the right to immediately suspend or vary the operating authorization of an airline or airlines of the other Contracting Party.

5. Any action by one Contracting Party in accordance with paragraphs 4 of this Article shall be discontinued once the basis for the taking of that action ceases to exist.

**ARTICLE 12**  
**SETTLEMENT, REMITTANCE OF REVENUES AND**  
**TRANSPORTATION SALES**

1. Settlement between the designated airlines shall be provided in conformity with applicable Agreement on Settlements and payments between the Parties.
2. Each Contracting Party shall grant to the designated airline of the other Contracting Party the right of remittance of the excess of receipts over expenditure earned by that airline in the territory of the first Contracting Party in connection with the operation on the agreed services.
3. Such remittance shall be made in conformity with the provision of the agreement managing financial relations between the Contracting Parties. In the case of an absence of such agreement or appropriate provisions in this Agreement, the remittance shall be effected in convertible currencies at the official rate of exchange prevailing on the date of remittance in accordance with the rules of currency exchange applicable by the Contracting Party.

**ARTICLE 13**  
**CAPACITY AND FLIGHT SCHEDULE**

1. Just and equal conditions of operation of the agreed services on specified routes between the appropriate territories shall be given to the designated airlines of the Contracting Parties.

2. During operation of the agreed services, a designated airline of either Contracting Party shall take into account the interests of a designated airline of the other Contracting Party so as not to affect unduly that interest of the latter airline which operates the services on the same route or segment of the route.
3. The agreed services handled by the designated airlines of the Contracting Parties shall meet public needs in transportation on the specified routes and each airline shall have the immediate task of providing such capacity which with reasonable coefficient meets appropriate and reasonably proposed needs in transportation of passengers, baggage, cargo and mail between their corresponding territories.
4. Capacity on the specified routes shall be, principally, equally extended between the designated airlines of each Contracting Party unless otherwise agreed to between the Civil Aviation Authorities of the Contracting Parties.
5. The designated airline of either Contracting Party shall submit no later than sixty (60) days before the beginning of the operations the proposed schedule to the civil aviation authorities of the other Contracting Party for approval where it shall indicate flight frequency, type of the aircraft, seating and proposed number of seats for sale.
6. In case the designated airlines fail to achieve agreement concerning flight schedule, this question of the proposed schedule shall be settled directly between the civil aviation authorities of the Contracting Parties.
7. Flight schedule can not be put into force without approval of the civil aviation authorities of the Contracting Parties. Any further amendments to the approved schedule shall be submitted for approval by the civil aviation authorities of the Contracting Parties.

**ARTICLE 14**  
**AIRPORT AND OTHER CHARGES**

1. Charges and payments for use of each airport including its buildings, technical and other aids and services and also any payments for use of air navigation facilities, communication facilities and services shall be levied in conformity with the rates and tariffs specified by each Contracting Party in its territory provided that such charges and payments do not exceed the analogous ones levied from the operators of aircraft of other states.
2. Either Contracting Party shall assist in providing consultations between its authoritative organizations which levy charges and designated airlines which use the services and facilities and, where practically possible, through the organizations which represent the airlines. Notification about any proposal or amendment to the applicable charges shall be sent to the users well in advance.

**ARTICLE 15**  
**EXCHANGE OF INFORMATION AND STATISTICS**

The civil aviation authorities of either Contracting Party shall submit upon the request of the civil aviation authorities of the other Contracting Party the periodic statistics which may be reasonably requested for the purpose of determining the capacity operated on the agreed services by a designate airline of the first Contracting Party.

**ARTICLE 16**  
**CONSULTATIONS**

1. Consultations concerning the questions of implementation and observance of this Agreement and Annex to it and also possible changes and amendments to them shall be periodically provided between the civil aviation authorities of the Contracting Parties.

2. These consultations can be provided orally or by means of correspondence and shall begin within sixty (60) days from the date of the request unless the civil aviation authorities otherwise agreed about extension of this period.

#### **ARTICLE 17 SETTLEMENT OF DISBUTES**

1. In case any dispute occurs between the Contracting Parties concerning the interpretation or application of this Agreement, the Contracting Parties shall try, in the first order to settle it by means of negotiation between the civil aviation authorities of the Contracting Parties.
2. In case the aforesaid civil aviation authorities fail to reach a settlement of the said dispute, the Contracting Parties shall settle such dispute through diplomatic channels.

#### **ARTICLE 18 AMENDMENTS OF AGREEMENT**

If either of the Contracting Parties proposes to change any terms and conditions of this Agreement or Annex to it, the consultations between the civil aviation authorities of the Contracting Parties shall be provided concerning the proposed amendments in conformity with the Article 16 of this Agreement. Amendments to the agreement shall enter into force after exchange of the notes about their acceptance through diplomatic channels. Amendments to the Annex may be accepted upon agreement between the Civil Aviation Authorities of the Contracting Parties.

**ARTICLE 19**  
**REGISTRATION**

This Agreement and any amendments to it shall be registered by the Contracting Parties with the International Civil Aviation Organization (ICAO).

**ARTICLE 20**  
**ENTRY INTO FORCE**

1. This Agreement shall be applied from the date of its signature and enter into force from the date of acceptance of the written notification through diplomatic channels about fulfillment by the Contracting Parties of intergovernmental procedures necessary for its entry into force.
2. The Agreement between the Government of the People's Republic of China and the Government of the Kingdom of Afghanistan Relating to Civil Air Transportation signed on 26 July 1972 in Kabul, shall cease to be in force as from the date that this Agreement enters into force.

**ARTICLE 21**  
**TERMINATION OF AGREEMENT**

This agreement is concluded for an indefinite period.

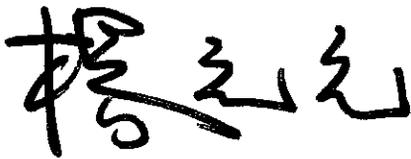
Either Contracting Party may at any time give notice to the other Contracting Party through diplomatic channels about its intention to terminate this Agreement. Such notice shall be simultaneously communicated to the International Civil Aviation Organization (ICAO). In such case this Agreement shall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

the notice shall be deemed to have been received fourteen (14) days after the date on which the International Civil Aviation Organization will have received communication thereof.

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

Done at *Beijing* on this *Nineteenth* day of *June, 2006* in the Chinese, Dari 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**

Handwritten signature in Chinese characters, likely representing the Chinese representative.

**For the Government of  
the Islamic Republic of Afghanistan**

Handwritten signature in English, likely representing the Afghan representative.

## ANNEX

1. The routes to be operated in both directions by the designated airline(s) of the People's Republic of China shall be as follows:

Points of Origin	Intermediate Points	Points of Destination	Beyond Points
Any point in China	----	Kabul	Two points to be selected at discretion

2. The routes to be operated in both directions by the designated airline(s) of the Islamic Republic of Afghanistan shall be as follows:

Points of Origin	Intermediate Points	Points of Destination	Beyond Points
Any point in Afghanistan	----	Urumqi, Beijing, Shanghai, Hangzhou	Tokyo, Seoul

3. The designated airline of either Contracting Party may omit, at its own discretion, any point on the specified routes on any or all flights, provided that the agreed services begin and terminate in the territory of the Contracting Party designating the airline.