

AIR SERVICES AGREEMENT

between

The Government of the Republic of Macedonia

and

The Government of the Republic of Bulgaria

The Government of the Republic of Macedonia and
the Government of the Republic of Bulgaria,

Hereinafter called in this Agreement the Contracting Parties,

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

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

Have agreed as follows:

Article 1
Definitions

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

- (a) The term "**Contracting Party**" means the Government of the Republic of Macedonia on the one hand and the Government of the Republic of Bulgaria on the other;
- (b) the term "**the Convention**" means the Convention on International Civil Aviation, opened for signature at Chicago, on the seventh day of December, 1944, and includes any Annex adopted under Article 90 of that Convention and any amendment of the Annex or Convention under Articles 90 and 94 thereof insofar as these have become effective for both Contracting Parties;
- (c) the term "**aeronautical authorities**" means, in the case of the Government of the Republic of Macedonia, the Ministry of Transport and Communications, Directorate General of Civil Aviation and in the case of the Government of the Republic of Bulgaria, the Ministry of Transport, Directorate General of State Civil Aviation Administration, or in both cases any person or body duly authorized by special power of attorney of the said authorities;

- (d) the term "**territory**" in relation to a State means the land areas, the inland and territorial waters belonging to it and the airspace above its territory under the sovereignty of the State;
- (e) the term "**air service**" means any scheduled air service performed by aircraft for the public transport of passengers, mail or cargo;
- (f) the term "**international air service**" means an air service which passes through the air space over the territory of more than one State;
- (g) the term "**airline**" means any air transport enterprise offering or operating an international air service;
- (h) the term "**designated airline**" means an airline which has been designated and authorized in accordance with Article 3 of the present Agreement;
- (i) the term "**stop for non-traffic purposes**" means a landing for any purpose other than taking on or discharging passengers, cargo or mail;
- (j) 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 a specified air service, 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;
- (k) 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 commission charges and other additional remuneration for agency and sale of transportation documents but excluding remuneration and conditions for the carriage of mail.
- (l) the Annex to this Agreement is considered an inseparable part of it, and any reference to the Agreement includes the Annex and amendments unless otherwise provided herein.

Article 2

Applicability of Chicago Convention

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

Article 3

Traffic Rights

- 1) Each Contracting Party grants to the other Contracting Party the following rights in respect of scheduled international air services:
 - (a) the right to fly across its territory without landing;
 - (b) the right to make stops in its territory for non-traffic purposes.

- 2) Each Contracting Party grants to the other Contracting Party the rights specified in this Agreement for the purpose of establishing scheduled international air services on the routes specified in the Annex. Such services and routes are hereafter called "the agreed services" and "the specified routes" respectively. While operating an agreed service on a specified route, the airline(s) designated by each Contracting Party shall enjoy, in addition to the rights specified in paragraph 1) of this Article, the right to make stops in the territory of the other Contracting Party at the points specified for that route in the Schedule for the purpose of taking on board and discharging passengers and cargo including mail.
- 3) Nothing in paragraph 2) of this Article shall be deemed to confer on the airline(s) of one Contracting Party the privilege of taking on board, in the territory of the other Contracting Party, passengers and cargo including mail carried for hire or reward and destined for another point in the territory of that other Contracting Party.

Article 4 **Designation of Airlines and** **Operating Authorization**

- 1) Each Contracting Party shall have the right to designate in writing to the other Contracting Party one airline or several airlines for the purpose of operating the agreed services on the specified routes.
- 2) On receipt of such designation, the aeronautical authorities of the other Contracting Party shall, subject to the provisions of paragraphs 4) and 5) of this Article, without delay grant to a designated airline the appropriate operating authorizations.
- 3) Each Contracting Party shall have the right, by written notification to the other Contracting Party, to withdraw the designation of any such airline and to designate another one.
- 4) An airline designated by either Contracting Party may be required to satisfy the other Contracting Party that it is qualified to fulfill the conditions prescribed by the laws and regulations normally and reasonably applied by this Contracting Party to the operation of international air services in conformity with the provisions of the Convention.
- 5) Each Contracting Party shall have the right to refuse to grant the operating authorizations referred to in paragraph 2) of this Article, or to impose such conditions as it may deem necessary on the exercise by a designated airline of the rights specified in Article 3 of the present Agreement, in any case where the said Contracting Party is not satisfied that substantial ownership and effective control of that airline are vested in the Contracting Party designating the airline or in its nationals.
- 6) When an airline has been so designated and authorized, it may begin at any time to operate any agreed services, provided that a tariff and schedule established in accordance with the provisions of Article 13 and Article 7 of the present Agreement are in force in respect of that services.

Article 5 **Suspension and Revocation**

- 1) Each Contracting Party shall have the right to suspend the exercise of the rights specified in Article 3 of the present Agreement by the airline(s) designated by the other Contracting Party, or to revoke the operating authorization, 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 said airline(s) are vested in the Contracting Party designating the airline(s) or in its nationals, or
 - (b) in the case of failure by said airline(s) to comply with the laws or regulations of the Contracting Party granting these rights or
 - (c) in case the airline(s) otherwise fail to operate in accordance with the conditions prescribed under the present Agreement.
- 2) Unless immediate suspension, revocation or imposition of the conditions mentioned in paragraph 1) of this Article is essential to prevent further infringements of laws or regulations, such right shall be exercised only after consultations with the other Contracting Party.

Article 6 Capacity Regulations

The capacity to be operated on the agreed scheduled air services shall be subject to the following conditions:

- 1) There shall be fair and equal opportunity for the designated airline(s) of both Contracting Parties to operate the agreed services on the specified routes.
- 2) In operating the agreed services, the airline(s) of each Contracting Party shall take into account the interests of the airline(s) of the other Contracting Party so as not to affect unduly the services which the latter provide on the whole or part of the same routes.
- 3) The agreed services provided by the designated airline(s) of the Contracting Parties shall bear close relationship to the requirements of the public for transportation on the specified routes and shall have as their primary objective the provision of capacity at a load factor adequate to carry the current and reasonably anticipated requirements for the carriage of passengers, cargo and mail originating from or destined for the territory of the Contracting Party which has designated the airline(s).
- 4) Provisions for the carriage of passengers, cargo and mail both taken up and put down at points on the specified routes in the territories of States other than that designating the airline(s), shall be made in accordance with the general principle that capacity shall be related to:
 - (a) traffic requirements between the country of origin and the countries of destination;
 - (b) traffic requirements of the area through which the airline(s) pass(es), after taking account of local and regional services established by airlines of the States comprising the area; and
 - (c) the requirements of through airline-operations.

Article 7
Approval of Schedules

The frequencies and the schedules for the operation of the agreed services shall be established by mutual agreement between the designated airlines and submitted to the aeronautical authorities for approval at least 30 (thirty) days prior to their entry into force. In case such an agreement cannot be reached between the designated airlines the matter shall be referred to the aeronautical authorities of the Contracting Parties.

Article 8
Recognition of Certifications and licenses

- 1) Certificates of airworthiness, certificates of competency and licences issued or rendered valid by one Contracting Party, and still in force, shall be recognized as valid by the other Contracting Party for the purpose of operating the agreed services provided that the requirements under which such certificates and licences were issued or rendered valid are equal to or above the minimum standards which may be established pursuant to the Convention.
- 2) Each Contracting Party reserves the right, however, to refuse to recognize, for the purpose of flights above its own territory, certificates of competency and licences granted to its own nationals or rendered valid by another State.

Article 9
Exemption from Customs and Other Duties

- 1) Aircraft operated on international services by the airline(s) designated by each Contracting Party, as well as their regular equipment, supplies of fuel and lubricants and their aircraft stores (including food, beverages and tobacco) on board such aircraft shall be exempt from all customs duties, inspection fees and other duties or taxes on arriving in the territory of the other Contracting Party, provided such equipment and supplies remain on board the aircraft up to such time as they are re-exported.
- 2) There shall also be exempt from the same duties and taxes with the exception of charges corresponding to the service performed:
 - (a) aircraft stores taken on board in the territory of either Contracting Party, within limits fixed by the authorities of said Contracting Party, and for use on board the aircraft engaged on a specified route of the other Contracting Party;
 - (b) spare parts (including engines) entered into the territory of either Contracting Party for the maintenance or repair of aircraft used on a specified route by the designated airline(s) of the other Contracting Party;
 - (c) fuel and lubricants destined to supply aircraft operated on a specified route by the designated airline(s) of the other Contracting Party, even if these supplies are to be used on the part of the journey performed over the territory of the Contracting Party in which they are taken on board.

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

- 3) The regular airborne equipment, as well as the materials and supplies retained on board the aircraft of either Contracting Party may be unloaded in the territory of the other Contracting Party only with the approval of the customs authorities of that Contracting Party. In such case, they may be placed under the supervision of said authorities up to such time as they are re-exported or otherwise disposed of in accordance with customs regulations.
- 4) There shall also be exempt from all customs duties and/or taxes on a reciprocal basis items and goods imported into the territory of either Contracting Party for the exclusive use by the designated airline(s) of the other Contracting Party as follows:
 - (a) goods to be used for the establishment, equipment and operation of an office, e.g. all kinds of building material, furniture, typewriters etc.;
 - (b) all types of telecommunications equipment as teletype-apparatus and walkie talkies or other wireless equipment for use within the airport;
 - (c) airline computer systems for reservation and operational purposes, various official documents bearing the emblem of the airline such as luggage tags, air tickets, airway bills, timetables, boarding cards etc. As far as motor vehicles are concerned, the exemption covers only bustype cars used for transfer of passengers and luggage between the city office and the airport.

Article 10 Taxation

- 1) Profits from the operation of aircraft in international traffic shall be taxable only in the territory of the Contracting Party in which the place of effective management of enterprise is situated.
- 2) Capital represented by aircraft operated in international traffic and by movable property pertaining to the operation of such aircraft shall be taxable only in the territory of the Contracting Party in which the place of effective management of the enterprise is situated.
- 3) Where a special Agreement for the avoidance of double taxation with respect to taxes on income and on capital exists between the Contracting Parties, the provisions of the latter shall prevail.

Article 11 Direct Transit Traffic

- 1) Passengers, baggage, cargo and mail in direct transit across the territory of either Contracting Party and not leaving the area of the airport reserved for such purpose shall, except in respect of security measures against violence, air piracy and smuggling of narcotic drugs, be subject to no more than a simplified control.
- 2) Baggage, cargo and mail in direct transit shall be exempt from customs duties and other similar taxes.

Article 12
Aviation Security

- 1) Consistent with their rights and obligations under international law, the Contracting Parties reaffirm their obligation to each other to protect the security of civil aviation against acts of unlawful interference. 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 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, as well as with any other convention and protocol relating to the security of civil aviation which both Contracting Parties adhere to.
- 2) The Contracting Parties shall provide upon the request all necessary assistance to each other to prevent acts of unlawful seizure of civil aircraft and other unlawful acts against the safety of such aircraft, their passengers and crew, airports and air navigation facilities and any other threat to the security of civil aviation.
- 3) The Contracting Parties shall, in their mutual relations, act in conformity with the aviation security provisions established by the International Civil Aviation Organization and designated as Annexes to the Convention on International Civil Aviation to the extent that such security provisions are applicable to 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 airport in their territory act in conformity with such aviation security provisions.
- 4) Each Contracting Party agrees that such operators of aircraft shall be required to observe the aviation security provisions referred to in paragraph 3) above required by the other Contracting Party for entry into, departure from, or while within the territory of that other Contracting Party. Each Contracting Party shall ensure that adequate measures are effectively applied within its territory to protect the aircraft and to inspect passengers, crew, carry-on items, baggage, cargo and aircraft stores prior to and during boarding or loading. Each Contracting Party shall also give sympathetic consideration to any request from the other Contracting Party for reasonable special security measures to meet a particular threat.
- 5) When an incident or threat of an incident of unlawful seizure of civil aircraft or other unlawful acts against the safety of such aircraft, their passengers and crew, airports or air navigation facilities occurs, the Contracting Parties shall assist each other by facilitating communications and other appropriate measures intended to terminate rapidly and safely such incident or threat thereof.
- 6) Should a Contracting Party depart from the aviation security provisions of this Article, the aeronautical authorities of the other Contracting Party may request immediate consultations with the aeronautical authorities of that Party.

Article 13

Tariffs

- 1) The tariffs to be charged by the airline(s) of one Contracting Party for the carriage to or from the territory of the other Contracting Party shall be established at reasonable levels, due regard being paid to all relevant factors including cost of operation, reasonable profit and characteristics of service, such as standards of speed and accommodation as well as the interests of the consumers and tariffs of other airlines.
- 2) The tariffs referred to in paragraph 1) of this Article shall be agreed upon by the designated airlines of both Contracting Parties.
- 3) Agreements according to paragraph 2) above may, if possible, be reached through the rate-fixing machinery of the International Air Transport Association.
- 4) The tariffs so agreed upon shall be submitted for approval to the aeronautical authorities of the Contracting Parties at least forty-five (45) days before the proposed date of their introduction; in special cases this time limit may be reduced, subject to the consent of the said authorities.
- 5) If the designated airlines cannot agree on any of these tariffs, or if for some other reasons a tariff cannot be fixed in accordance with paragraph 2) of this Article, or if during the first thirty (30) days of the forty-five (45) days' period referred to in paragraph 4) of this Article, the aeronautical authorities of one Contracting Party give the aeronautical authorities of the other Contracting Party notice of their dissatisfaction with any tariff agreed upon in accordance with the provisions of paragraph 2) of this Article, the aeronautical authorities of the Contracting Parties shall endeavour to agree upon the tariffs.
- 6) If the aeronautical authorities cannot agree on the approval of any tariff submitted to them under paragraph 4) above or on the determination of any tariff under paragraph 5), the Contracting Parties shall endeavour to agree upon the tariffs.
- 7) No tariff shall come into force unless the aeronautical authorities of either Contracting Party have approved of it.
- 8) A tariff already established in with the provisions of this Article shall remain in force until a new tariff has been established. Nevertheless, no tariff shall be prolonged by virtue of this paragraph for more than 12 (twelve) months after the date on which it otherwise would have expired.

Article 14

Laws and Regulations

- 1) The laws, regulations and administrative directives of one Contracting Party relating to the admission to, transit through, the stay in or departure from its territory of aircraft engaged in international air navigation, or to the operation and navigation of such aircraft while within its territory, shall be applied to the aircraft of the airline designated by the other Contracting Party and shall be complied with by such aircraft upon entrance into or departure from, or while within, the territory of the first Contracting Party.

- 2) The laws, regulations and administrative directives of one Contracting Party relating to the admission to, transit through, the stay in or departure from its territory of passengers, crew, cargo or mail of aircraft, including regulations relating to entry, clearance, immigration, passports, customs and quarantine, shall be complied with by or on behalf of such passengers, crew, cargo or mail of the airline of the other Contracting Party upon entrance into or departure from, or while within, the territory of the first Contracting Party.
- 3) On a basis of reciprocity visas will not be required for entry, stay and exit of the crews of the aircraft operated by the designated airline(s) of the Contracting Parties, provided that they leave on the same following flight on the return route. This refers also to cases where the crew, owing to the technical condition of the aircraft or to health and medical reasons remain in the country, and leave on the next following flight on the return route.
- 4) Neither of the Contracting Parties shall give preference to its own or any other airline or airlines over an airline(s) engaged in similar international air services of the other Contracting Party in the applications of its customs, immigration, quarantine and similar regulations or in the use of airports, airways, air traffic services and associated facilities under its control.

Article 15
Transfer of Net Revenues

- 1) Based on the principle of reciprocity the designated airline(s) of the Contracting Parties shall have the right to freely transfer from the territory of sale to their home territory in freely convertible currency at the official rate of exchange on the day the transfer is made and in accordance with applicable currency regulations the excess of receipts over expenditures earned by those airline(s) in connection with the carriage of passengers, cargo and mail. Included in such net transfer shall be revenues from sales, made directly or through an agent of air transport services, and ancillary supplementary services, and normal commercial interest earned on such revenues while on deposit awaiting transfer.
- 2) Where a special payment agreement exists between the Contracting Parties, payments shall be effected in accordance with the provisions of that agreement.

Article 16
Representation, Ticketing
and Sales Promotion

- 1) The designated airline(s) of one Contracting Party shall be allowed on the basis of reciprocity to bring and maintain in the territory of the other Contracting Party their office representations with commercial, operational and technical staff as required in connection with the operation of the agreed services. These staff shall be chosen among nationals of either of both Contracting Parties as may be necessary.
- 2) These staff requirements may, at the opinion of the designated airline(s), be satisfied by its own personnel or by using the services of other organization, company or airline 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 in the other Contracting Party, and consistent with such laws and regulations, each Contracting Party shall on the basis of reciprocity and with the minimum of delay grant the necessary work permits, employment visas or other similar documents to the representatives and staff referred to in paragraph 1) of this Article.
- 4) Based on the principle of reciprocity each Contracting Party grants to the designated airline(s) of the other Contracting Party the right to freely issue its own air transport documents and to sell air transport services in the territory of the other Contracting Party either directly or through an agent, in the local currency or in any freely convertible currency in accordance with the respective applicable National Laws and Regulations.

Article 17

Provision of Statistics

The aeronautical authorities of one Contracting Party shall supply to the aeronautical authorities of the other Contracting Party, at their request, such periodic or other statements of statistics as may be reasonably required for the purpose of reviewing the capacity provided on the agreed services by the designated airline or airlines of the Contracting Party referred to first in this paragraph. Such statements shall include all information required to determine the amount of traffic carried by that airline or airlines on the agreed services and origin and destination of such traffic.

Article 18

Charges for the Use of Airport and Other Facilities

- 1) Each Contracting Party may impose or permit to be imposed just and reasonable charges for the use of airports and other aviation facilities provided that these charges shall not be higher than those paid by the other airline or airlines engaged in similar international air services.
- 2) Each Contracting Party shall encourage consultation between its competent charging organizations and the designated airline(s) using the services and facilities and, where practicable, through the airlines' representative organizations. Reasonable notice should be given to users of any proposals for changes in used charges to enable them to express their views before changes are made.

Article 19

Consultations and Modifications

- 1) In a spirit of close co-operation, the aeronautical authorities of the Contracting Parties shall consult each other from time to time with a view to ensuring the implementation of, and satisfactory compliance with, the provisions of the present Agreement and the Annex thereto.
- 2) If either of the Contracting Parties considers it desirable to modify any provision of the present Agreement, it may request consultations with the other Contracting Party. Such consultations (which may be prepared by discussions between the aeronautical authorities), shall begin within a period of sixty (60) days of the date of request, unless both Contracting Parties agree to an extension of this period. Any modification to this Agreement, agreed between the Contracting Parties after consultation in accordance with present Article, shall enter into force in accordance with provisions of Article 25 of this Agreement.

- 3) Any modifications of the Annex to the Agreement may be effected by direct agreement between the aeronautical authorities of both Contracting Parties. The agreed modifications shall come into effect on a date mutually determined by the aeronautical authorities and shall be approved by an exchange of Diplomatic Notes.

Article 20

Settlement of Disputes

- 1) If any dispute arises between the Contracting Parties relating to the interpretation or application of the present Agreement, the Contracting Parties shall in the first place endeavour to settle it by negotiations.
- 2) If the Contracting Parties fail to reach a settlement by negotiations, they may agree to refer the dispute for decision to some person or body; if they do not so agree, the dispute shall, at the request of either Contracting Party, be submitted for decision to a tribunal of three arbitrators, one to be nominated by each Contracting Party and the third to be appointed by the two so nominated. Each of the Contracting Parties shall nominate an arbitrator within a period of sixty (60) days from the date of receipt by either Contracting Party from the other of a notice through diplomatic channels requesting arbitration of the dispute and the third arbitrator shall be appointed within a further period of sixty (60) days. If either of the Contracting Parties fails to nominate an arbitrator within the period specified, or if the third arbitrator is not appointed within the period specified, the President of the Council of the International Civil Aviation Organization may be requested by either Contracting Party to appoint an arbitrator or arbitrators as the case requires. In any case, the third arbitrator shall be a national of a third State and shall act as president of the arbitral body.
- 3) The Contracting Parties undertake to comply with any decision taken under paragraph 2) of this Article.
- 4) If and for so long as either Contracting Party fails to comply with a decision taken under paragraph 2) of this Article, the other Contracting Party may limit, suspend or revoke any rights or privileges which it has granted by virtue of this Agreement to the Contracting Party in default.
- 5) Each Contracting Party shall bear the expenses and remuneration necessary for its arbitrator; the fee for the third arbitrator and the expenses necessary for this one as well as those due to the activity of the arbitration shall be equally shared by the Contracting Parties.

Article 21

Denunciation

- 1) Either Contracting Party may at any time give written notice through diplomatic channels to the other Contracting Party of its decision to denounce the present Agreement; such notice shall be simultaneously communicated to the Council of the International Civil Aviation Organization and the Secretariat of the United Nations.
- 2) In such case the Agreement shall denounce twelve (12) months after the date of receipt of the notice by the other Contracting Party, unless the notice to denounce is withdrawn by agreement before the expiry of this period. In the absence of acknowledgment of receipt by the other Contracting Party, notice shall be deemed to have been received fourteen (14) days after the receipt of the notice by the International Civil Aviation Organization.

Article 22
Adoption to Multilateral Convention

In the event of the conclusion of a multilateral Convention or Agreement concerning air transport to which both Contracting Parties adhere, this Agreement shall be modified to conform to the provisions of such Convention or Agreement, by consultations between the two Contracting Parties.

Article 23
Registration

This Agreement and all amendments thereto shall be registered with the Council of the International Civil Aviation Organization and with the Secretariat of the United Nations.

Article 24
Termination of the Previous Agreement

Upon entry into force this Agreement terminates the effect of the bilateral Air Services Agreement between the Federal People's Republic of Yugoslavia and the People's Republic of Bulgaria, signed in Belgrade on October 1st, 1955, regarding both Contracting Parties.

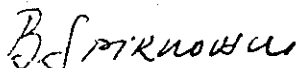
Article 25
Entry into Force

This Agreement has been concluded for an indefinite period and shall enter into force on the date of receipt of second of the Diplomatic Notes exchanged by both Contracting Parties notifying that their respective internal constitutional requirements for entry into force of international agreements have been fulfilled.

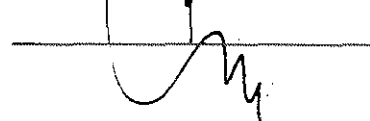
In witness whereof the undersigned Plenipotentiaries, being duly authorized thereto by their respective Governments, have signed the present Agreement.

Done in two original duplicates at Sofia, this 22-nd day of February 1999, each in English and the official languages of both Contracting Parties - in Macedonian language, consistent with the Constitution of the Republic of Macedonia and Bulgarian language, consistent with the Constitution of the Republic of Bulgaria, all texts being equally authentic. In case of divergences in respect to the interpretation of the provisions of this Agreement, the English text shall prevail.

For the
Government of the
Republic of Macedonia



For the
Government of the
Republic of Bulgaria



ROUTE SCHEDULES

SECTION A

1. Routes on which air services may be operated by the designated airline(s) of the Republic of Macedonia in two directions:

Points of departure: all points

Intermediate Points: to be agreed later on

Points in Bulgaria: Sofia and one point to be agreed later on

Points Beyond: to be agreed later on

SECTION B

2. Routes on which air services may be operated by the designated airline(s) of the Republic of Bulgaria in two directions:

Points of departure: all points

Intermediate Points: to be agreed later on

Points in Macedonia: Skopje and Ohrid

Points Beyond: to be agreed later on

NOTES

1. Intermediate points and points beyond on any of the specified routes may, at the option of the designated airline(s), be omitted on any or all flights.
2. Each designated airline(s) may terminate any of its agreed services in the territory of the other Contracting Party.
3. Each designated airline(s) may serve intermediate points and points beyond specified in the Annex of the present Agreement on condition that no traffic rights are exercised between these points and the territory of the other Contracting Party.