AIR SERVICES AGREEMENT
BETWEEN
THE GOVERNMENT OF THE STATE OF ISRAEL
AND
THE GOVERNMENT OF GEORGIA

PREAMBLE

The Government of the State of Israel and the Government of Georgia hereinafter referred to as the "Parties";

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

Have agreed as follows:

ARTICLE 1

Definitions

For the purposes of this Agreement, unless otherwise stated, the term:

a) "Aeronautical Authorities" means, in the case of Georgia, the Ministry of Economy and Sustainable Development of Georgia and/or Civil Aviation Agency; in the case of the State of Israel the Ministry of Transport, National Infrastructures and Road Safety represented by the Civil Aviation Authority; or in both cases any other authority or person empowered to perform the functions exercised by the said authorities;

b) "Agreement" means this Agreement, its Annex (es), and any amendments thereto;

c) "Capacity" means the amount(s) of services provided under the Agreement, usually measured in the number of flights (frequencies) or seats or tons of cargo offered in a market (city pair, or country-to-country) or on a route during a specific period, such as daily, weekly, seasonally or annually;

d) "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 Annexes or Convention under Articles 90 and 94, insofar as such Annexes and amendments have become effective for both Parties;

e) "designated airline" means an airline which has been designated and authorized in accordance with Article 3 (Designation and Authorization) of this Agreement;

f) "price" means any fare, rate or charge for the carriage of passengers, baggage and/or cargo, excluding mail, in air transportation, including any other mode of transportation in connection therewith, charged by airlines, including their

agents, and the conditions governing the availability of such fare, rate or charge;

g) "territory" in relation to a State has the meaning assigned to it in Article 2 of the Convention;

h) "user charges" means a charge made to airlines by the competent authorities, or permitted by them to be made, for the provision of airport property or facilities or of air navigation facilities, or aviation security facilities or services, including related services and facilities, for aircraft, their crews, passengers and cargo ; and

i) "air service", "international air service", "airline", and "stop for non-traffic purposes", have the meanings assigned to them in Article 96 of the Convention.

ARTICLE 2

Grant of Rights

1. Each Party grants to the other Party the rights specified in this Agreement for the purpose of operating international air services on the routes specified in the Route Schedule attached as Annex A to this Agreement.

2. Subject to the provisions of this Agreement, the airline(s) designated by each Party shall enjoy the following rights:

   a) to fly without landing across the territory of the other Party;

   b) to make stops in the territory of the other Party for non-traffic purpose;

   c) to make stops at the point(s) on the route(s) specified in the Route Schedule attached as Annex A to this Agreement for the purpose of taking on board and discharging international traffic in passengers, baggage, cargo and mail separately or in combination;

3. The airlines of each Party, other than those designated under Article 3 (Designation and Authorization) of this Agreement shall also enjoy the rights specified in paragraphs 2 a) and b) of this Article.

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

5. If because of armed conflict, political disturbances or developments, or special and unusual circumstances, a designated airline of one Party is unable to operate a service on its normal routeing, the other Party shall use its best efforts to facilitate the

continued operation of such service through appropriate temporary rearrangements of routes.

ARTICLE 3

Designation and Authorization

1. Each Party shall have the right to designate in writing to the other Party, through diplomatic channels, one or more airlines to operate the agreed services and to withdraw or alter such designation.

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

   a) substantial ownership and effective control are vested in the Party designating the airline, nationals of that Party or both;

   b) the Party designating the airline is in compliance with the provisions set forth in Article 8 (Safety) and Article 9 (Aviation Security) of this Agreement; and

   c) the designated airline is qualified to meet other conditions prescribed under the laws and regulations normally applied to the operation of international air transport services by the Party receiving the designation.

3. On receipt of the operating authorization of paragraph 2, a designated airline may at any time begin to operate the agreed services for which it is so designated, provided that the airline complies with the applicable provisions of this Agreement.

ARTICLE 4

Withholding, Revocation and Limitation of Authorization

The Aeronautical Authorities of each Party shall have the right to withhold the authorizations referred to in Article 3 (Designation and Authorization) of this Agreement with respect to an airline designated by the other Party, and to revoke, suspend or impose conditions on such authorizations, temporarily or permanently:

a) in the event that they are not satisfied that substantial ownership and effective control are vested in the Party designating the airline, nationals of that Party or both;

b) in the event of failure of the Party designating the airline to comply with the provisions set forth in Article 8 (Safety) and Article 9 (Aviation Security) of this Agreement; and

c) in the event of failure that such designated airline is qualified to meet other conditions prescribed under the laws and regulations normally applied to the operation of international air transport services by the Party receiving the designation.

ARTICLE 5

Application of Laws

1. The laws and regulations of one Party governing entry into and departure from its territory of aircraft engaged in international air services, or the operation and navigation of such aircraft while within its territory, shall be applied to aircraft of the airlines of the other Party.

2. The laws and regulations of one Party relating to the entry into, stay in and departure from its territory of passengers, crew and cargo including mail such as those regarding immigration, customs, currency and health and quarantine shall apply to passengers, crew, cargo and mail carried by the aircraft of the airline of the other Party while they are within the said territory.

3. Neither Party shall give preference to its own nor any other airline over an airline of the other Party engaged in similar international air transportation in the application of its immigration, customs, quarantine and similar regulations.

ARTICLE 6

Direct Transit

Passengers, baggage, cargo and mail in direct transit shall be subject to no more than a simplified control. Baggage and cargo in direct transit shall be exempt from customs duties and other similar taxes.

ARTICLE 7

Recognition of Certificates and Licenses

1. Certificates of airworthiness, certificates of competency and licenses issued or rendered valid by one Party and still in force shall be recognized as valid by the other Party for the purpose of operating the agreed services provided that the requirements under which such certificates and licenses were issued or rendered valid are equal to or above the minimum standards which may be established pursuant to the Convention.

2. If the privileges or conditions of the licenses or certificates referred to in paragraph 1 above, issued by the Aeronautical Authorities of one Party to any person or designated airline or in respect of an aircraft used in the operation of the agreed services, should permit a difference from the minimum standards established under the Convention, and which difference has been filed with the International Civil Aviation Organization (ICAO), the other Party may request consultations between the Aeronautical Authorities with a view to clarifying the practice in question.

3. Each Party reserves the right, however, to refuse to recognize for the purpose of flights above or landing within its own territory, certificates of competency and licenses granted to its own nationals by the other Party.

ARTICLE 8

Safety

1. Each Party may request consultations at any time concerning the safety standards maintained by the other 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 that request.

2. If, following such consultations, one Party finds that the other Party does not effectively maintain and administer safety standards in the areas referred to in paragraph 1 that meet the standards established at that time pursuant to the Convention, the other Party shall be informed of such findings and of the steps considered necessary to conform with the ICAO standards. The other Party shall then take appropriate corrective action 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 Party, on service to or from the territory of the other Party, may, while within the territory of the other Party be the subject of a search by the authorized representatives of the other Party,

provided 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 aircraft 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. In the event that access to an aircraft operated by an airline of one Party in accordance with paragraph 3 above is denied by the representative of that airline, the other Party shall be free to infer that serious safety concerns arise and draw the conclusions that the minimum standards established pursuant to the Chicago Convention are not satisfied.

5. When urgent action is essential to ensure the safety of an airline operation, each Party reserves the right to immediately suspend or vary the operating authorization of an airline or airlines of the other Party.

6. Any action by one Party in accordance with paragraph 5 above shall be discontinued once the basis for the taking of that action ceases to exist.

ARTICLE 9

Aviation Security

1. Consistent with their rights and obligations under international law, the Parties reaffirm that their obligation to each other to protect the security of civil aviation against acts of unlawful interference forms an integral part of this Agreement. Without limiting the generality of their rights and obligations under international law, the Parties shall in particular act in conformity with the provisions of the Convention on Offences and Certain Other Acts Committed on Board Aircraft, signed at Tokyo on 14 September 1963, the Convention for the Suppression of Unlawful Seizure of Aircraft, signed at The Hague on 16 December 1970 and the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, signed at Montreal on 23 September 1971, 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 Parties adhere to.

2. The Parties shall provide upon request all necessary assistance to each other to prevent acts of unlawful seizure of civil aircraft and other unlawful acts against the safety of such aircraft, their passengers and crew, airports and air navigation facilities, and any other threat to the security of civil aviation.

3. The Parties shall, in their mutual relations, act in conformity with the aviation security provisions established by ICAO and designated as Annexes to the Convention; 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. Each Party shall advise the other Party of any difference between its national regulations and practices and the aviation security standards of the Annexes to the Convention. Either Party may request immediate consultations with the other Party at any time to discuss any such differences.

4. Each Party agrees that such operators of aircraft may be required to observe the aviation security provisions referred to in paragraph 3 above required by the other Party for entry into, departure from, or while within, the territory of that other Party. Each 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 Party shall also give sympathetic consideration to any request from the other 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 Parties shall assist each other by facilitating communications and other appropriate measures intended to terminate rapidly and safely such incident or threat thereof.

6. Each Party shall have the right, within sixty (60) days following notice, for its Aeronautical Authorities to conduct an assessment in the territory of the other Party of the security measures being carried out, or planned to be carried out, by aircraft operators in respect of flights arriving from, or departing to the territory of the first Party. The administrative arrangements for the conduct of such assessments shall be agreed between the Aeronautical Authorities and implemented without delay so as to ensure that assessments will be conducted expeditiously. All assessments shall be covered by a specific confidential agreement.

7. When a Party has reasonable grounds to believe that the other Party has departed from the provisions of this Article, the first Party may request consultations. Such consultations shall start within fifteen (15) days of receipt of such a request from either Party. Failure to reach a satisfactory agreement within fifteen (15) days from the start of consultations shall constitute grounds for withholding, revoking, suspending or imposing conditions on the authorizations of the airline or airlines designated by the other Party. When justified by an emergency, or to prevent further non-compliance with the provisions of this Article, the first Party may take interim action at any time.

ARTICLE 10

User Charges

1. Neither Party shall impose or permit to be imposed on the designated airlines of the other Party user charges higher than those imposed on its own airlines operating similar international services.

2. Each Party shall encourage consultations on user charges between its competent charging authority and airlines using the service and facilities provided, where practicable through those airlines' representative organizations. Reasonable notice of any proposals for changes in user charges should be given to such users to enable them to express their views before changes are made. Each Party shall further encourage its competent charging authority and such users to exchange appropriate information concerning user charges.

ARTICLE 11

Customs Duties

1. Each Party shall on the basis of reciprocity exempt a designated airline of the other Party to the fullest extent possible under its national law from import restrictions, customs duties, excise taxes, inspection fees and other national duties and charges, not based on the cost of services provided on arrival, on aircraft, fuel, lubricating oils, consumable technical supplies, spare parts including engines, regular aircraft equipment, aircraft stores and other items such as printed ticket stock, air waybills, any printed material which bears the insignia of the company printed thereon and usual publicity material distributed free of charge by that designated airline intended for use or used solely in connection with the operation or servicing of aircraft of the designated airline of such other Party operating the agreed services.

2. The exemptions granted by this article shall apply to the items referred to in paragraph 1:

   a) introduced into the territory of the Party by or on behalf of the designated airline of the other Party;

   b) retained on board aircraft of the designated airline of one Party upon arrival in or leaving the territory of the other Party; or

   c) taken on board aircraft of the designated airline of one Party in the territory of the other Party and intended for use in operating the agreed services;

whether or not such items are used or consumed wholly within the territory of the Party granting the exemption, provided the ownership of such items is not transferred in the territory of the said Party.

3. The regular airborne equipment, as well as the materials and supplies normally retained on board the aircraft of a designated airline of either Party, may be unloaded in the territory of the other Party only with the approval of the customs authorities of that territory. In such case, they may be placed under the supervision of the said authorities up to such time, as they are re-exported or otherwise disposed of in accordance with customs regulations.

ARTICLE 12

Taxation

1. Profits or incomes from the operation of the aircraft in international traffic derives by an airline of one Party, including participation in inter- airline commercial agreements or joint business ventures, shall be exempt from any tax on profits or income to the Government of the other Party.
2. Capital and assets of an airline of one Party relating to the exploitation and/or operation of aircraft in international traffic shall be exempt from all taxes on capital and assets imposed by the Government of the other Party.
3. Gains from the alienation of aircraft operated in international traffic and movable property pertaining to the operation of such aircraft by an airline of one Party shall be exempt from any tax on gains imposed by the Government of the other Party.
4. Where a special agreement for the avoidance of double taxation exists between the Parties, the provisions of the latter shall prevail.

ARTICLE 13

Capacity

1. The total capacity to be provided on the agreed services by the designated airlines of the Parties shall be agreed between the Aeronautical Authorities of the Parties before the commencement of the operations, and thereafter according to anticipated traffic requirements.

2. There shall be fair and equal opportunity for the designated airlines of both Contracting Parties to compete in operating the agreed services on the specified routes.

3. Neither Party shall allow its designated airline or airlines, either in conjunction with any other airline or airlines or separately, to abuse market power in a way that weakness severely a competitor or excludes it from a route.

ARTICLE 14

Pricing

Each Party may require notification to or filing with its Aeronautical Authorities, by the airlines of the other Party of prices for transportation to or from its territory. Each Party shall have the right to intervene so as to:

a) prevent unreasonably discriminatory prices or practices;

b) protect consumers from prices that are unduly high or restrictive due to the abuse of a dominant position; and

c) protect airlines from prices that are artificially low.

ARTICLE 15

Competition

1. The Parties shall inform each other about their competition laws, policies and practices or changes thereto, and any particular objectives thereof, which could affect the operation of air transport services under this Agreement and shall identify the authorities responsible for their implementation.

2. The Parties shall notify each other whenever they consider that there may be incompatibility between the application of their competition laws, policies and practices and the matters related to the operation of this Agreement.

3. Notwithstanding any other provision to the contrary, nothing in this Agreement shall (i) require or favour the adoption of agreements between undertakings, decisions by associations of undertakings or concerted practices that prevent or distort competition; (ii) reinforce the effects of any such agreement, decision or concerted practice; or (iii) delegate to private economic operators the responsibility for taking measures that prevent, distort or restrict competition.

ARTICLE 16

Currency Conversion and Remittance of Earnings

Each Party shall permit airline(s) of the other Party to convert and remit to its country and except where inconsistent with generally applicable law or regulation, to any other country or countries of its choice, on demand, all local revenues from the sale of air transport services in excess of sums locally disbursed, with conversion and remittance permitted promptly without restrictions, discrimination or taxation in respect thereof at the rate of exchange applicable as of the date of the request for conversion and remittance.

ARTICLE 17

Sale and Marketing of Air Transport Services

1. Each Party shall accord airlines of the other Party the right to sell and market international air services in its territory directly or through agents or other intermediaries of the airline's choice, including the right to establish offices, both on-line and off-line.

2. Each airline shall have the right to sell transportation in the currency of that territory or, subject to its national laws and regulations, in freely convertible currencies of other countries, and any person shall be free to purchase such transportation in currencies accepted by that airline.

3. The designated airline or airlines of one Party shall be allowed, on the basis of reciprocity, to bring into and to maintain in the territory of the other Party their representatives and commercial, operational and technical staff as required in connection with the operation of the agreed services.

4. These staff requirements may, at the option of the designated airline or airlines of one Party, be satisfied by its own personnel or by using the services of any other organization, company or airline operating in the territory of the other Party and authorized to perform such services for other airlines.

5. The representatives and staff shall be subject to the laws and regulations in force of the other Party, and consistent with such laws and regulations:

    a) each Party shall, on the basis of reciprocity and with the minimum of delay, grant the necessary employment authorizations, visitor visas or

other similar documents to the representatives and staff referred to in paragraph 3 of this Article; and

b) both Parties shall facilitate and expedite the requirement of employment authorizations for personnel performing certain temporary duties not exceeding ninety (90) days.

ARTICLE 18

Code Sharing

1. The designated airlines of both Parties may operate or hold out services in code sharing, blocked space and other commercial arrangements:
   i. with airline or airlines of either Party and
   ii. with airline or airlines of a third country, provided that such third country authorize or allow such agreements between airlines of the other Party and other airlines on services to and from that country
   iii. in respect of each ticket sold, the purchaser is informed at the point of sale which airline will operate each sector of the service.
2. All the airlines that conclude such agreements shall have correspondent traffic rights and shall comply with the requirements normally applied to such arrangements.

ARTICLE 19

Ban on Smoking

1. Each Party shall prohibit or cause their airlines to prohibit smoking on all flights carrying passengers operated by its airlines between the territories of the Parties. This prohibition shall apply to all locations within the aircraft and shall be in effect from the time an aircraft commences enplanement of passengers to the time deplanement of passengers is completed.
2. Each Party shall take all measures that it considers reasonable to secure compliance by its airlines and by their passengers and crew members with the provisions of this Article, including the imposition of appropriate penalties for non-compliance.

ARTICLE 20

Statistics

The Aeronautical Authorities of each Party shall provide or cause its designated airline or airlines to provide the Aeronautical Authorities of the other Party, upon request, periodic or other statements of statistics as may be reasonably required for the purpose of reviewing the capacity provided on the agreed services operated by the designated airline(s) of the first Party.

ARTICLE 21

Approval of Schedules

1. The designated airline of each Party shall submit its envisaged flight schedules for approval to the Aeronautical Authorities of the other Party at least thirty (30) days prior to the operation of the agreed services. The same procedure shall apply to any modification thereof.

2. For supplementary flights which the designated airline of one Party wishes to operate on the agreed services outside the approved timetable, that airline must request prior permission from the Aeronautical Authorities of the other Party. Such requests shall usually be submitted at least fifteen (15) days prior to the operation of such flights.

ARTICLE 22

Environmental Protection

The Parties support the need to protect the environment by promoting the sustainable development of aviation. The Parties agree with regard to operations between their respective territories to comply with the ICAO Standards and Recommended Practices (SARPs) of Annex 16 and the existing ICAO policy and guidance on environmental protection.

ARTICLE 23

Consultations

1. Either Party may, at any time, request consultation on the interpretation, application, implementation, or amendment of this Agreement or compliance with this Agreement.
2. Such consultations, which may be through discussion or by correspondence, shall begin within a period of 60 (sixty) days from the date the other Party receives a written request, unless otherwise agreed by the Parties.

ARTICLE 24

Settlement of Disputes

1. If any dispute arises between the Contracting Parties relating to the interpretation or application of this Agreement, the Parties shall in the first place endeavor to settle their dispute by negotiations between the Aeronautical Authorities of the States of both Parties.
2. If the said Aeronautical Authorities fail to reach a settlement by negotiation, the dispute shall be settled through diplomatic channels.
3. If the Parties fail to reach a settlement pursuant to paragraphs (1) and (2) above, either Party may in accordance with its relevant laws and regulations refer the dispute to an arbitral tribunal of three arbitrators, one to be named by each Party and the third arbitrator, who shall be the umpire, to be agreed upon by the two arbitrators so chosen, provided that such arbitrator shall not be a national of the State of either Party and shall be a national of a State having diplomatic relations with each of the Parties at the time of appointment.

   Each Party shall nominate its arbitrator within a period of sixty (60) days from the date of receipt, through diplomatic channels, of a notice of arbitration. The umpire shall be appointed within a further period of sixty (60) days following the appointment of the arbitrator by each of the Parties.

   If a Party fails to nominate its arbitrator within the specified period or in case the chosen arbitrators fail to agree on the umpire within the mentioned period, each Party may request the President of the Council of ICAO to appoint the umpire or the arbitrator representing the Party in default, as the case may require.

4. The Vice-President or a senior member of the ICAO Council, not being a national of either of the Parties, and shall be a national of a state having diplomatic relations with each of the Parties at the time of the appointment as the case may be, shall replace the President of ICAO in its arbitral duties, as mentioned in paragraph (3) of this Article, in case of absence or incompetence of the latter.
5. The arbitral tribunal shall determine its procedures and the place of arbitration subject to provisions agreed upon between the Parties.
6. The decisions of the arbitral tribunal shall be final reasoned and binding upon the Parties to the dispute.
7. If either Party or the designated airline of either Contracting Party fails to comply with the decision given under paragraph (6) of this Article, the other Party may limit, suspend or revoke any rights or privileges which have been granted by virtue of this Agreement to the Party in default.
8. Each Party shall bear the expenses of its own arbitrator. The expenses of the umpire, including his/her fees and any expenses incurred by ICAO in connection with the appointment of the umpire and/or the arbitrator of the Party in default as referred to in paragraph (3) of this Article shall be shared equally by the Parties.
9. Pending the submission to arbitration and thereafter until the arbitral tribunal publishes its award, the Parties shall, except in the event of termination, continue to perform all their obligations under this Agreement without prejudice to a final adjustment in accordance with the said award.

ARTICLE 25

Modifications

1. Any modification to this Agreement, excluding modifications to the Annex, shall enter into force in accordance with the procedures set forth in Article 29(1) to this Agreement.
2. Notwithstanding the provisions of paragraph (1), modifications to the route schedule annexed to this Agreement may be agreed directly between the Aeronautical Authorities of the Contracting Parties. They shall enter into force after having been confirmed by an exchange of diplomatic notes.

ARTICLE 26

Multilateral Agreements

If a multilateral agreement concerning air transport comes into force in respect of both Parties, the present Agreement shall be amended so as to conform with the provisions of that multilateral agreement.

ARTICLE 27

Termination

Either Party may, at any time, give notice in writing, through diplomatic channels, to the other Party of its decision to terminate this Agreement. Such notice shall be simultaneously communicated to ICAO. This Agreement shall terminate at midnight, local time of the notified Party immediately before the first anniversary of the date of receipt of the notice by the other Party, unless the notice is withdrawn by agreement before the end of this period. In the absence of acknowledgement of receipt by the other Party, the notice shall be deemed to have been received fourteen (14) days after receipt of the notice by ICAO.

ARTICLE 28

Registration with ICAO

This Agreement and any amendment thereto shall be registered upon its entry into force with ICAO by the Party in which territory this Agreement was signed, or as agreed by the Parties.

ARTICLE 29

Entry into Force

1. This Agreement shall enter into force thirty days after both Parties have notified each other through diplomatic channels that their internal procedures for the entry into force of this Agreement have been completed.

2. Upon its entry into force, this Agreement shall replace the Air Transport Agreement between the Government of the State of Israel and the Government of the Republic of Georgia signed on 19 June, 1995.

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

Done in Tibilisi on the 6 day of August 2012 which corresponds to the 18 day of the month of Av 5772 in Hebrew, Georgian and English, each of which shall be of equal authenticity. In case of any divergence of interpretation of this Agreement, the English text shall prevail.

For the Government of the State of Israel

For the Government of Georgia

Annex A
Route schedules

1. Airlines of each Party designated under this Annex shall be entitled to provide air transportation between points on the following routes:

   A. Routes to be operated by the designated airline or airlines of Georgia:

      From any point in Georgia via any Intermediate point to any point in Israel and any point beyond.

   B. Routes to be operated by the designated airline or airlines of Israel:

      From any point in Israel via any Intermediate point to any point in Georgia and any point beyond.

2. The designated airlines of either Party may on any or all flights omit calling at any intermediate or beyond point provided that all services begin or terminate in the territory of the Party designating the airline.

3. Fifth Freedom and stop-over rights may be exercised only if an agreement to that effect is made between the Aeronautical Authorities of the Parties.