

5. If the aeronautical authorities of one Contracting Party find, after carrying out a ramp inspection, that:

- (a) an aircraft or the operation of an aircraft does not comply with the minimum standards established at that time pursuant to the Convention; and/or
- (b) there is a lack of effective maintenance and administration of safety standards established at that time pursuant to the Convention,

that Contracting Party may, through its aeronautical authorities, for the purposes of Article 33 of the Convention and at its discretion, determine that the requirements under which the certificates or licenses in respect of that aircraft or its crew members had been issued or rendered valid, or that the requirements under which that aircraft is operated, are not equal to or above the minimum standards established pursuant to the Convention. This same determination may be made in the case of denial of access for ramp inspection.

6. A Contracting Party shall have the right, through its aeronautical authorities, without consultation, to withhold, revoke, suspend or impose conditions on the authorizations of an airline or airlines of the other Contracting Party in the event its aeronautical authorities conclude that immediate action is essential to the safety of airline operations.

7. Any action taken by a Contracting Party, through its aeronautical authorities in accordance with paragraphs 3 or 6 above shall be discontinued once the basis for the taking of that action ceases to exist.

ARTICLE 8

Aviation Security

1. Consistent with their rights and obligations under international law, the Contracting Parties reaffirm that their obligation to each other to protect the security of civil aviation against acts of unlawful interference forms an integral part of this Agreement.

2. Without limiting the generality of their rights and obligations under international law, the Contracting Parties shall act, in particular, in conformity with the provisions of the *Convention on Offences and Certain Other Acts Committed on Board Aircraft*, done at Tokyo on September 14 1963, the *Convention for the Suppression of Unlawful Seizure of Aircraft*, done at The Hague on December 16 1970, the *Convention for the Suppression of Unlawful Acts Against the Safety of Civil Aviation*, done at Montreal on September 23 1971, and the *Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation*, done at Montreal on February 24 1988, the *Convention on the Marking of Plastic Explosives for the Purposes of Detection* signed at Montreal on March 1 1991, and any other multilateral agreement governing aviation security binding upon both Contracting Parties.