

5. The designated airline or airlines of the Czech Republic while operating an agreed service on a specified route may omit any or all intermediate or beyond points.
6. Intermediate points in Europe to be named by the Czech Republic may be changed on 30 days notice.
7. The designated airline or airlines of the Czech Republic shall have the right to block space and code-share on the designated airline or airlines of Canada on services between the Czech Republic and Canada, subject to agreement between the designated airlines of the two countries and to normal regulatory requirements.
8. While the designated airline or airlines of the Czech Republic operates single track service with its own equipment to Toronto, such service shall be subject to a mandatory commercial agreement with a designated airline of Canada. The obligation shall not be in effect during the period that a Canadian designated airline blocks space and/or sells under its code on a third country carrier on service between Canada and the Czech Republic.
9. Service to Toronto shall be at times of the day and at a terminal building acceptable to the management of Lester B. Pearson International Airport.
10. For the purpose of Article XI, the airline or airlines designated by the Czech Republic shall be entitled to operate in total:
 - (a) two weekly flights in each direction using B767 or A310 or equivalent aircraft; or
 - (b) three weekly flights in each direction using B767 or A310 or equivalent aircraft, provided that at least two of these flights serve Montreal.

Any changes to the permitted frequency and capacity shall be determined pursuant to the provisions of Article XI.

Section III

1. An airline of each Contracting Party shall be permitted to operate a weekly all-cargo flight in each direction between Montreal and Prague with all-cargo equipment. The capacity to be operated on such service shall not exceed forty (40) tonnes per week in each direction.
2. Any such services shall be in addition to the passenger services provided for in Sections I and II of this Route Schedule. Any such service by a Canadian carrier shall not be deemed to constitute operation by a designated airline of Canada with its own equipment for the purpose of the application of Note 6 of Section I and Note 8 of Section II of this Route Schedule.