

EXCHANGE OF NOTES BETWEEN CANADA AND THE UNITED STATES  
OF AMERICA CONSTITUTING AN AGREEMENT EXTENDING THE  
APPLICATION OF THE AGREEMENT OF MAY 8, 1974 ON AIR  
TRANSPORT PRECLEARANCE TO EDMONTON

No. 229

Ottawa, August 23, 1979.

Madam:

I have the honor to refer to the Agreement of May 8, 1974 between the Government of the United States of America and the Government of Canada on Air Transport Preclearance, and to discussions between representatives of our two Governments concerning the establishment of United States preclearance at Edmonton.

The United States proposes that preclearance operations, subject to the provisions of the Preclearance Agreement of May 8, 1974,<sup>(1)</sup> be extended to Edmonton. The United States recognizes the desires of the Canadian Government and of the airlines for commencement of preclearance operations at Edmonton as soon as possible, and agrees to commence such operations during October 1979, provided the interim one-stop facility agreed to in previous discussions is completed by that time.

The United States Government notes that the proposed one-stop preclearance facility at Edmonton is considered by all parties involved to be an interim, or temporary facility, and looks forward to the completion of the Edmonton International Air Terminal Building Development Program. The United States further notes the assurances it has received from officials of the Canadian Government that the project schedule of this program calls for completion of the air terminal building which will house the preclearance facility on or about July 15, 1981, at which time a permanent one-stop preclearance facility will be available for the United States inspection agencies.

The United States further notes that in anticipation of the completion of the permanent facility, the United States inspection agencies are prepared to staff the interim facility while recognizing that it has certain limitations, particularly with respect to processing capacity. The maximum processing capacity of the interim facility is 200 passengers per hour. The United States inspection agencies note that if this capacity is exceeded, they will be unable to perform adequate inspections without causing flight delays.

<sup>(1)</sup> Canada Treaty Series 1974 No. 17