

(9) Except with the agreement of the aeronautical authorities of both Contracting Parties, and for such a period as they may agree, a tariff shall not be prolonged by virtue of paragraph (8) of this Article:

- (a) where a tariff has an expiry date, for more than 12 months after that date;
- (b) where a tariff has no expiry date, for more than 12 months after the date on which a designated airline files a replacement tariff with the aeronautical authorities of the Contracting Parties.

(10) (a) The tariffs to be charged by a designated airline of one Contracting Party for carriage between the territory of the other Contracting Party and the territory of a third State via any route shall be subject to the approval of the aeronautical authorities of the other Contracting Party and, where appropriate, of the third State.

(b) No tariff shall be approved for such carriage unless it has been filed by the designated airline seeking that approval with the aeronautical authorities of the other Contracting Party, in such form as those aeronautical authorities may require to disclose the particulars referred to in paragraph (1) of this Article, not less than 30 days (or such shorter period as those aeronautical authorities may in a particular case agree) prior to the proposed effective date.

(c) The Contracting Party which has approved a tariff for such carriage may withdraw its approval of that tariff on giving 90 days written notice to the designated airline of the other Contracting Party applying the tariff, and that tariff shall cease to be applied by that designated airline at the end of that period.

(11) Neither Contracting Party shall exercise its right to serve notice of dissatisfaction of a tariff filed by a designated airline of the other Contracting Party for carriage between the two countries where the proposed tariff would enable that airline to match a tariff already approved by the first Contracting Party for application by one of its own designated airlines, provided that the proposed tariff corresponds to the tariff being matched (e.g. in price level, conditions and date of expiry, but not necessarily the routing being used), or is more restrictive or higher than that tariff.

(12) The aeronautical authorities of a Contracting Party may require that the rate of commission paid by a designated airline to an agent in respect of tickets sold or air waybills completed by that agent for carriage on air services originating in the territory of that Contracting Party shall be filed for approval by them in accordance with the procedures set out in this Article. Where rates of commission are subject to such approval the designated airline shall pay only the rates which have been approved.