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The Ambassador of Canada to the Minister of Foreign Relations of Mexico

Mexico, D.F., March 24, 1971.

No. 31

EXCELLENCY,

I have the honour to refer to the discussions held between representatives of the Government of Canada and the Government of the United States of Mexico in Mexico City during the week of November 23 to 28, 1970, relating to the Air Transport Agreement between Canada and Mexico of December 21, 1961.

It is my understanding that as a result of these discussions it was agreed that the following conditions shall apply to services involving points beyond and intermediate points.

With respect to the footnote applying to Section 1 Route 2, the carriage of local traffic on flights between Detroit, Cleveland and Toronto, Montreal, is limited to a maximum of seven frequencies per week in total. If the conditions which made it necessary for the Canadian Government to stipulate that local traffic from Cleveland and Detroit be carried via Toronto should change, the Canadian Government would be prepared to give sympathetic consideration to a request from the Mexican Government that this stipulation be cancelled.

The Canadian airline may operate up to four frequencies per week to points beyond, of which the fourth will omit Mexico City. After December 1, 1971, it may operate an additional beyond frequency from Mexico City and/or Acapulco.

After December 1, 1972, the Canadian airline may operate a further additional beyond frequency which must omit Mexico City. After December 1, 1973, it may operate a seventh beyond frequency from Mexico City and/or Acapulco only if at that time the two beyond frequencies omitting Mexico City are already in operation.

If the Canadian Government efforts to secure traffic rights between Acapulco and the third country are unsuccessful, the Mexican Government will give sympathetic consideration to the possibility that the beyond frequency starting after December 1, 1973, be flown from Mexico City. In such consideration, the promotional efforts of the Canadian airline to increase traffic between Canada and Mexico will be reviewed.

If the Mexican airline operates more than three frequencies beyond Canada, the Canadian airline may at that time operate the same number of frequencies beyond Mexico City and/or Acapulco.

The provisions of Section III paragraph 7 for the increase of frequencies if smaller aircraft are used, shall not apply to services operated beyond Canada and beyond Mexico or to the local traffic rights exercised between intermediate points and Canada.

I should be grateful if you would confirm that the Government of the United States of Mexico concurs in the statement set forth in this Note which