(e) proposing service to a city-pair not served by another airline of the Contracting Party transmitting the application, except as provided in paragraph 7 below. For the purpose of this sub-paragraph, an airline authorized to serve a city-pair shall be considered to be serving it unless the Contracting Party that originally transmitted the application for such service has requested that the authorization be withdrawn.

6. If more than one application for service in the same city-pair market is received by a Contracting Party from its airlines, that Contracting Party shall determine which application is to be transmitted to the other Contracting Party for automatic approval.

7. A city-pair named in the 1966 Agreement may be served under these automatic approval provisions, provided that the airport served at one of the named cities is an airport other than that used by a designated airline or airlines when serving the named route between that city-pair, and provided that the application meets the other criteria in paragraph 5. Should such proposed service not meet these criteria, that proposal may nevertheless be approved at the discretion of the Contracting Parties.

8. Except as provided in paragraph 7 above, single-plane service between city-pairs named as routes in the Schedules to the 1966 Agreement, shall be prohibited. This prohibition shall not preclude the operation of single-plane services with aircraft certified as capable of carrying no more than 30 passengers and having a maximum payload capacity of no more than 8,000 pounds between city-pairs so named, provided such services are operated with one or more stops between the named cities.

Final Provisions

9. Consultations shall be held within 60 days of a request by either Contracting Party to consider applications which have not received either automatic or discretionary approval and at least annually to review the operation of this Agreement. Such applications shall be considered on their merits bearing in mind the objectives of this Agreement.

10. Authorizations approved pursuant to the 1966 Exchange of Notes on Regional and Local Air Services shall not be affected by the operation of this Agreement and in any case shall not be subject to any new or additional restrictions or limitations. In addition, when new city-pairs are added to the Schedules of the 1966 Agreement, services previously approved under this Agreement, whether automatically or by discretion, shall be allowed to continue.

11. This Agreement shall supersede the Exchange of Notes L-9 and 278, done at Ottawa on January 17, 1966.