

2. If the privileges or conditions of the certificates or licences referred to in paragraph 1, issued by the aeronautical authorities of a Party to any person or designated airline or in respect of an aircraft used in the operation of the agreed services, permits a difference from the minimum standards established under the Convention, and the difference has been filed with the International Civil Aviation Organization, the other Party may request consultations between the aeronautical authorities of the Parties in conformity with Article 20 of this Agreement with a view to clarifying the practice in question.

3. Consultations concerning the safety standards and requirements maintained and administered by the aeronautical authorities of a Party relating to aeronautical facilities, crew members, aircraft, and operation of the designated airlines shall be held within fifteen (15) days of receipt of a request from a Party, or any other period as may be mutually determined by the Parties. If, following those consultations, the aeronautical authorities of a Party find that the aeronautical authorities of the other Party do not effectively maintain and administer safety standards and requirements in these areas that are at least equal to the minimum standards established pursuant to the Convention, the aeronautical authorities of the other Party shall be notified of those findings and the steps considered necessary to conform with these minimum standards. Failure to take appropriate corrective action within fifteen (15) days, or any other period as may be accepted by the aeronautical authorities of the Party that made the findings, shall constitute grounds for withholding, revoking, suspending or imposing conditions on the authorizations of the designated airlines of the other Party.

4. Pursuant to Article 16 of the Convention, the Parties agree that any aircraft operated by, or, where approved, on behalf of, an airline of a Party, may, while within the territory of the other Party, be the subject of an examination by the aeronautical authorities of the other Party, on board and around the aircraft to verify the validity of the relevant aircraft documents and those of its crew members, and the apparent condition of the aircraft and its equipment (in this Article called "ramp inspection"), provided the ramp inspection does not cause an unreasonable delay in the operation of the aircraft.

5. If the aeronautical authorities of one Party, after carrying out a ramp inspection, find that:
- (a) an aircraft or the operation of an aircraft does not comply with the minimum standards established at that time pursuant to the Convention; and/or
 - (b) there is a lack of effective maintenance and administration of safety standards established at that time pursuant to the Convention,

the aeronautical authorities of that Party may, for the purposes of Article 33 of the Convention and at their discretion, determine that the requirements under which the certificates or licences in respect of that aircraft or its crew members had been issued or rendered valid, or that the requirements under which that aircraft is operated, are not equal to or above the minimum standards established pursuant to the Convention. This same determination may be made in the case of denial of access for a ramp inspection.