

2. The primary consideration in the establishment of prices for transportation on the agreed services is market forces. The Contracting Parties shall permit the tariffs referred to in this Article to be developed by the designated airlines individually or, at the option of the airlines, through coordination with each other or with other airlines. A designated airline shall be responsible only to its own aeronautical authorities for the justification of its prices.

3. Each Contracting Party may require prices for transportation on the agreed services to be filed with its aeronautical authorities in a manner and format acceptable to those aeronautical authorities. Such filing, if required, shall be received by the aeronautical authorities at least one day before the proposed effective date.

4. The Contracting Parties shall permit (tacitly or explicitly) prices for the agreed services to come into and remain in effect unless the aeronautical authorities of both Contracting Parties are dissatisfied. Except as provided for in Paragraph 5 of this Article, neither Contracting Party shall take action to prevent the inauguration or continuation of a price proposed to be charged or charged by an airline of either Contracting Party for transportation on the agreed services. The primary objectives of any intervention by the aeronautical authorities shall be:

- (a) prevention of unreasonably discriminatory prices or practices;
- (b) protection of consumers from prices that are unreasonably high or restrictive because of the abuse of a dominant position;
- (c) protection of airlines from prices to the extent that they are artificially low because of direct or indirect governmental subsidy or support; and
- (d) protection of airlines from prices that are artificially low, where evidence exists as to an intent of eliminating competition.