

(c) Either Contracting Party may request review of the pattern of routes set forth in the Schedules annexed to this Agreement with a view to determining whether such pattern is meeting the needs of the travelling and shipping public. Any amendments to the Schedules resulting from such review shall be consistent with the principles set forth in the Preamble and the objectives set forth in paragraphs (a) and (b) of this Article.

ARTICLE II

In accordance with the objectives set forth in Article I of this Agreement, each Contracting Party grants to the other Contracting Party rights necessary for the conduct of air services by the designated airlines, as follows: the rights of transit, of stops for non-traffic purposes, and of taking on and discharging international traffic in passengers, cargo, and mail, separately or in combination, at the points in its territory named on each of the routes specified in the Schedules annexed to this Agreement.

ARTICLE III

Except as otherwise specified in the Schedules annexed to this Agreement,

(a) additional traffic stops on any route specified in the Schedules annexed to this Agreement may be made in the territory of a Contracting Party by the airline or airlines designated by such Contracting Party, provided

1. such stops are between the named terminals and in reasonable proximity to the direct route connecting them;
2. such stops may not result in service by such airline or airlines over any other route specified in the Schedules annexed to this Agreement for which such airline or airlines have not been designated in accordance with Article V; and
3. flights on any specified route may not be originated or terminated at such additional traffic stops;

(b) named points other than terminals on any of the routes specified in the Schedules annexed to this Agreement may at the option of the designated airline or airlines be omitted on any or all flights;

(c) any route specified in the Schedules annexed to this Agreement having two or more terminal points may be operated to one or all of such terminal points on any or all flights at the option of the designated airline or airlines;

(d) the routes specified in the Schedules annexed to this Agreement shall be operated and promoted as routes between the United States and Canada. Should a designated airline of either country provide a service to points beyond its home country in connection with such routes, public advertising or other forms of promotion by such airline in the territory of the other country or in third countries may not employ the terms "single carrier" or "through service" or terms of similar import, and shall state that such service is by connecting flights, even when for operational reasons a single aircraft is used. The flight number assigned to services between the United States and Canada may not be the same as that assigned to flights beyond the home country of the airline performing the service.

ARTICLE IV

An airline designated by one Contracting Party may not take on at one point in the territory of the other Contracting Party traffic destined for another