

E. Transcontinental Routes

1. Los Angeles-Toronto/Montreal^{(4) (5)}
2. San Francisco-Toronto/Montreal^{(4) (5) (10)}

F. Pacific States Routes

1. Los Angeles/San Francisco-Vancouver⁽²⁾
2. Los Angeles-Calgary/Edmonton^{(2) (6) (8)}
3. San Francisco-Calgary/Edmonton^{(2) (6) (8)}
4. Las Vegas-Calgary/Edmonton⁽⁸⁾
5. Spokane-Calgary/Edmonton⁽⁸⁾
6. Spokane-Vancouver
7. Seattle-Vancouver
8. Ketchikan-Prince Rupert
9. Juneau-Whitehorse
10. Fairbanks-Whitehorse
11. Fairbanks-Inuvik
12. Honolulu-Vancouver⁽⁴⁾

G. Intercontinental Routes

1. United States-Gander-Europe and beyond

Notes

⁽¹⁾ The Government of the United States may designate two airlines to serve Route B.2 and two airlines to serve Route B.9. More than one airline may be designated for any other route, subject to the prior agreement of the Government of Canada.

⁽²⁾ If, with regard to each of the pair of routes named in the first column below, the same United States airline is designated to operate both named pair of routes, each such pair of routes may be operated as though it were a combined route as described in the second column below, and such airline shall be entitled on this combined route to all the privileges accorded in the Agreement:

Routes A.1 and A.2	Boston-Montreal/Toronto
Routes A.10 and A.11	Tampa/Miami-Toronto/Montreal
Routes B.4 and B.5	Cleveland-Toronto/Montreal
Routes B.6 and B.7	Milwaukee/Detroit-Toronto/Montreal
Routes B.8 and B.9	Chicago-Toronto/Montreal
Routes F.1 and F.2	Los Angeles-Vancouver/Calgary/Edmonton
Routes F.1 and F.3	San Francisco-Vancouver/Calgary/Edmonton

⁽³⁾ On Route A.9, Washington may be served on any flight through any of the following airports at the option of the airline: National, Baltimore-Washington International, Dulles.

⁽⁴⁾ Notwithstanding the provisions of Article III(a) of the Agreement, additional traffic stops may not be made on Routes A.10, A.11, B.8, B.9, E.1, E.2, and F.12; provided, however, that this shall in no way preclude through services, without change of aircraft or flight number, to points in the United States behind the United States terminal(s) on any other route by airlines designated for such other route, even though such services would in effect constitute service between the United States terminal(s) and the Canadian terminal(s) of Routes A.10, A.11, B.8, B.9, E.1, E.2, and F.12.

⁽⁵⁾ Services on Route B.4, Route B.6, Route D.2, the Los Angeles-Montreal segment of Route E.1 and the San Francisco-Montreal Segment of Route E.2 shall not be inaugurated prior to April 29, 1979.

⁽⁶⁾ Services on Route B.5, the Milwaukee-Toronto nonstop segment of Route B.7, Route B.8, Route C.4, Route F.2, and Route F.3 shall not be inaugurated prior to April 25, 1976.

⁽⁷⁾ Flights operated on Routes C.2 and D.1 may terminate or originate at a named Canadian point or serve United States points at both ends and may carry transiting United States domestic traffic, as well as traffic which makes a stopover at a named Canadian point.