

5. With respect to the preceding Sections I and II, the points of departure or destination there indicated, in Mexico and Canada, may be operated as co-terminals, and any point or points on any route may be omitted on any flight, provided that in all cases flights serve at least one point in the country designating the airline.
6. Flights on route 3 of Section II may include Guadalajara, Mexico City and/or Acapulco and the number of frequencies operated in this manner will be counted as flights operated on route 1 of Section II.
7. In the operation of the agreed services in this Agreement, and in the present Route Schedule, the frequencies are based on the use of DC-8 equipment series 60 or similar (with maximum capacity of 250 passengers). If larger aircraft are used on the services, the frequencies must be reduced so that the authorized total capacity is not exceeded. If smaller aircraft are used on these services, the frequencies after December 1, 1971, may be increased provided that the then authorized total capacity is not exceeded.
8. Requests for authority to operate frequencies in excess of those outlined in paragraphs 1, 2, 3 and 4 shall be dealt with pursuant to the principles and procedures outlined in Article X.

ARTICLE VI

1. Certificates of airworthiness, certificates of competency and licences, issued or rendered valid by one Contracting Party and still in force, shall be recognized as valid by the other Contracting Party for the purpose of operating the routes and services provided for in this Agreement, provided that the requirements under which such certificates or licences were issued or rendered valid are equal to or above the minimum standards which may be established pursuant to the Convention on International Civil Aviation. Each Contracting Party reserves the right, however, to refuse to recognize certificates of competency or licences granted to its own nationals by the other Contracting Party.
2. If the terms and conditions of the certificates or licences referred to in paragraph 1 above, issued by the competent authorities of one Contracting Party to any aircraft, any person or any designated airline operating the routes and services provided for in this Agreement are different from the standards established under the Convention on International Civil Aviation and such differences have been filed with the International Civil Aviation Organization or no notification has been given to that Organization, the other Contracting Party may request consultations between the competent authorities of the two Contracting Parties with a view to satisfying itself that the practices in question are acceptable to it. Failure to reach a satisfactory agreement will constitute grounds for denial or withdrawal of an appropriate technical authorization.

I have the honour to propose that if your Government concurs in the foregoing amendments, this Note, which is authentic in English and French, and your reply to that effect, shall constitute an agreement between our two Governments amending the Air Transport Agreement of December 21, 1961, and that this amending agreement shall enter into force, provisionally, from the date of Your Excellency's reply and, definitively, from the date on which is effected an additional exchange of notes by which the contracting parties