

designated for H.1 wishing to serve such intermediate point shall notify the Canadian aeronautical authorities of its choice of points and may change its choice on 30 days notice to such authorities.

(12) The United States airline designated to operate on Route H.1 shall not provide single or through-plane service to (or from) Canada to (or from) any point beyond San Juan in a third country so long as the Canadian airline designated for Route B.7 is not operating a service to (or from) that beyond point over San Juan."

3. Add to Schedule II a new route, to be numbered B.7, to read as follows:

"7. Montreal/Toronto-San Juan and beyond. (11)"

4. Amend, in footnote 5 of Schedule II, the list of route numbers, in both places where it appears, to read

"... Routes B.4, B.6, B.7, C.3, E.1 and E.2...".

5. Add, after footnote 10 in Schedule II a new footnote

"(11) The Government of Canada may name one island point in the Caribbean for services with full traffic rights beyond San Juan; this point may be changed by the Government of Canada on three months notice to the United States Government. Alternatively, one point in South America may be agreed by the Government of Canada and the Government of the United States of America for services beyond San Juan with full traffic rights."

If the foregoing is acceptable to the Government of the United States of America, I propose that this note, which is authentic in English and French, together with your reply to that effect shall constitute an Agreement between our two Governments which shall enter into force on the date of your reply.

Accept, sir, the renewed assurances of my highest consideration.

GEOFFREY ELLIOT  
*Chief Air Negotiator*

Mr. Samuel Keiter,  
Chief, Aviation Programs and Policy,  
Department of State,  
Embassy of the United States of America,  
Ottawa.