

ANNEX

ROUTE SCHEDULE

SECTION I

The following route may be operated in either or both directions by an airline(s) designated by the Government of Canada:

<u>Points in Canada</u>	<u>Intermediate points</u>	<u>Points in Chile</u>	<u>Points beyond</u>
Any point or points	Any point or points	Any point or points	Any point or points

Notes:

1. Any Intermediate Points and/or Points Beyond may be omitted on any or all services, provided that all services originate or terminate in Canada. Points in Chile may be served separately or in combination.
2. Transit and own stopover rights shall be available at Intermediate Points and at Points in Chile except that stopover rights shall not be available at Points in Chile en route to/from other Points in Chile. At the option of each designated airline, intra-airline connections may be made at any of the points on the route.
3. Intermediate and beyond fifth freedom rights shall only be available between Points in Chile and Buenos Aires and between Points in Chile and one other point in South America to be selected by Canada and which may be changed. The Government of Canada shall be entitled to allocate among its designated airlines up to a total of seven own-aircraft flights per week in each direction for fifth freedom services at each of Buenos Aires and the one other point in South America to be selected by Canada. The Government of Canada shall also be entitled to allocate among its designated airlines up to a total of seven flights per week in each direction for code-sharing, as described in Note 4. (a), for fifth freedom services at each of Buenos Aires and the one other point in South America to be selected by Canada. For any two consecutive calendar months, fifth freedom traffic carried by each designated airline to and from each of Buenos Aires and the one other point in South America to be selected by Canada shall not exceed 50% of the aircraft capacity made available by that designated airline to and from Chile at each of Buenos Aires and the one other point in South America to be selected by Canada.
4. Subject to the regulatory requirements normally applied to such operations by the aeronautical authorities of Chile, each designated airline of Canada may enter into co-operative arrangements for the purpose of
 - a) operating the agreed services on the specified routes by code-sharing (i.e., selling transportation under its own code) on flights operated by the airline(s) of Canada, of Chile, and/or of any third country; and/or