

**EXCHANGE OF NOTES BETWEEN THE GOVERNMENT OF CANADA AND THE GOVERNMENT OF THE FRENCH REPUBLIC AMENDING THE AIR AGREEMENT SIGNED AUGUST 1, 1950<sup>(1)</sup>, AS AMENDED**

*The Embassy of France in Canada to the Department of External Affairs*

*(Official Translation)*

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Ottawa, September 8, 1975

No. 1744

The French Embassy presents its compliments to the Department of External Affairs and has the honour to submit to it the following:

At aeronautical discussions between France and Canada which took place in Ottawa from June 9 to June 12, 1975, in accordance with the provisions of Article VII of the Agreement between the Government of the French Republic and the Government of Canada concerning Air Services Between and Beyond their Respective Territories signed at Ottawa on August 1, 1950, as amended by Exchanges of Notes dated August 1<sup>(1)</sup>, September 28 and October 4, 1950, July 30, 1954, October 29, 1955<sup>(2)</sup> and October 22, 1958<sup>(3)</sup>, the French and Canadian delegations agreed to the following:

Pursuant to Article IX of the aforementioned Air Agreement, the two Parties have agreed to make the following amendments to the Annex of that Agreement:

To the routes to be used in both directions by the air carrier or carriers designated by the Government of the French Republic is added the following route:

<i>Departure points</i>	<i>Destination in Canadian territory</i>
Pointe à Pitre and/or Fort de France	Montreal

N.B. It is understood that the designated French airline will not be able to begin using these routes until November 1, 1977, unless there is mutual agreement on an earlier date.

To the routes to be used in both directions by the air carrier or carriers designated by the Government of Canada is added the following route:

<i>Departure points</i>	<i>Destination in French territory</i>	<i>Points beyond</i>
Montreal	Pointe à Pitre and/or Fort de France (1)	Bridgetown (2)

(1) The designated Canadian airline will be able to carry stop-over traffic on its services between Pointe à Pitre and Fort de France.

(2) Without fifth freedom traffic rights between Pointe à Pitre and Fort de France on the one part, and Bridgetown on the other.

<sup>(1)</sup>Canada Treaty Series No. 1950/13.

<sup>(2)</sup>Canada Treaty Series No. 1955/24.

<sup>(3)</sup>Canada Treaty Series No. 1958/24.