

SECTION II

For the airline or airlines designated by the Government of Korea the following route may be operated in either direction:

| Points Behind Korea | Points in Korea | Intermediate Points | Points in Canada | Points Beyond Canada |
|---------------------|-----------------|---------------------|------------------|----------------------|
| Any point(s) | Any point(s) | Any point(s) | Any point(s) | Any point(s) |

Notes:

1. Traffic may be picked up at Points in Korea and set down at Points in Canada and vice versa. Traffic may be picked up at Points Behind Korea, at Intermediate Points, and at Points Beyond and set down at Points in Canada and vice versa.
2. Transit and own stopover rights shall be available at Points in Korea, at Intermediate Points, at Points in Canada.
3. Each designated airline may, on any or all flights and at its option: i) serve Points in Canada separately or in combination, ii) omit any points on any or all services, provided that, with the exception of all-cargo services, all services serve at least one of the Points in Korea, without directional or geographic limitation.
4. Different flight numbers may be combined within one aircraft operation. Points Behind Korea may be served with or without change of aircraft or flight number and the designated airlines of Korea may hold out and advertise such services to the public as through services.
5. The Contracting Parties require that the designated airlines of Korea notify the aeronautical authorities of Canada of air services to be operated between third countries and Points in Canada ninety (90) days in advance or such lesser period as may be authorised by the aeronautical authorities of Canada and each of the points may be changed on ninety (90) days' notice to the aeronautical authorities of Canada or such lesser period as may be authorised by the aeronautical authorities of Canada.
6. (1) Subject to the regulatory requirements normally applied to such operations by the aeronautical authorities of Canada, each designated airline of Korea may enter into cooperative arrangements for the purposes of:
 - (a) holding out the agreed services on the specified routes by code-sharing (i.e. selling transportation under its own code) on flights operated by any airlines of Canada, of Korea, and/or of any third country; and/or a surface transportation provider of any country and/or