

2. If the privileges or conditions of the certificates or licences referred to in paragraph 1 above, issued by the aeronautical authorities of one Contracting Party to any person or designated airline or in respect of an aircraft used in the operation of the agreed services, should permit a difference from the minimum standards established under the Convention, and which difference has been filed with the International Civil Aviation Organization, the other Contracting Party may request consultations between the aeronautical authorities of the Contracting Parties pursuant to Article 20 of this Agreement with a view to clarify the practice in question.

3. Consultations concerning the safety standards and requirements maintained and administered by the aeronautical authorities of the other Contracting Party relating to aeronautical facilities, crew members, aircraft, and operation of the designated airlines shall be held within fifteen (15) days of receipt of a request from either Contracting Party, or any other period as may be mutually determined by the Contracting Parties. If, following those consultations, a Contracting Party, through its aeronautical authorities, finds that the other Contracting Party does not effectively maintain and administer safety standards and requirements in these areas that are at least equal to the minimum standards established pursuant to the Convention, the first mentioned Contracting Party shall notify the other Contracting Party of these findings and of the steps considered necessary to conform with these minimum standards. Failure to take appropriate corrective action within fifteen (15) days, or such other period as may be accepted by the aeronautical authorities of the Contracting Party that made the findings, shall constitute grounds for withholding, revoking, suspending or imposing conditions on the authorizations of the designated airlines of that other Contracting Party.

4. Pursuant to Article 16 of the Convention, each Contracting Party agrees that any aircraft operated by or, where approved on behalf of, an airline of one Contracting Party, may, while within the territory of the other Contracting Party, be the subject of an examination by the aeronautical authorities of the other Contracting Party, on board and around the aircraft to verify the validity of the relevant aircraft documents and those of its crew members and the apparent condition of the aircraft and its equipment (in this Article called a "ramp inspection"), provided that the ramp inspection does not cause an unreasonable delay in the operation of the aircraft.

5. If a Contracting Party, through its aeronautical authorities, after carrying out a ramp inspection, finds that:

- (a) an aircraft or the operation of an aircraft does not comply with the minimum standards established at that time pursuant to the Convention; and/or
- (b) there is a lack of effective maintenance and administration of safety standards established at that time pursuant to the Convention,

it may, through its aeronautical authorities, for the purposes of Article 33 of the Convention and at its discretion, determine that the requirements under which the certificates or licences in respect of that aircraft or its crew members had been issued or rendered valid, or that the requirements under which that aircraft is operated, are not equal to or above the minimum standards established pursuant to the Convention. This same determination may be made in the case of denial of access for ramp inspection.